

Helpful Tips on . . .

How to Get More Miles Per Gallon

Two drivers of the same automobile may get different gas mileage due to the differences in driving habits. Other factors include driving conditions and mechanical condition of the automobile.

It costs almost 50% more to drive 80 mph than it does to drive 50 mph. Cost of driving 80 mph is 25% higher than cost of driving 30 mph.

• **Wet driving conditions:** Slowing down under wet or snowy conditions conserves fuel. Wet pavement can reduce mileage by 1 mile per gallon.

• **When parked, turn off engine.** One minute of idling uses more fuel than restarting uses.

• **Starting and stopping.** Avoid "jack rabbit" starts, sudden stopping and racing on the green light.

• **Windy conditions.** Drive slower if you're interested in better fuel economy.

Here are some suggestions on care and mechanical condition of your car for better fuel economy:

• Use good grade of gasoline recommended by the manufacturer of your automobile.

• Be sure the thermostat isn't stuck in the open position. A warm-running engine is more efficient (uses less fuel) than a cold-running engine.

• Be sure tires are inflated properly.

• Balance and align tires.

Shower Can Make Roads Slippery

Summer showers, especially after a long dry spell, can make road surfaces as slippery as winter ice, a special safety bulletin issued by the Rubber Manufacturers Association warns.

The danger of skidding is greatest, says the trade group, during the first 15 to 30 minutes after it starts to rain; up to an hour or more in a light drizzle.

This is due to the little-known fact that rain tends to float up onto the road surface a greasy film of oil, gasoline and rubber residue which becomes a treacherous ice-like lubricant between the tires and the road until enough rain falls to wash it away.

The possibility of an accident on a wet road, says the Association, is between 5 and 10 times as great as on a dry road, in terms of the likelihood of a skid and loss of control of a car. In terms of stopping distance, it may take up to four times as far to stop on a wet road as a dry road.

First Test Track Built in 1915

Proving grounds were introduced by the industry in 1924. But what probably was the first test track designed specifically to test and evaluate production vehicles was built by a Detroit auto maker back in 1915. A half-mile planked track circled a steel-fabricated "hill" more than 40 feet high, which cars had to climb prior to leaving the factory.

Cars were also required to plow through a sand pit and travel around the track at all speeds before being approved for shipment. Before the track was built, newly-assembled vehicles were tested on nearby city streets.

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