

### GET MOST OUT OF GASOLINE SUPPLY

#### GOOD ADVICE TO DRIVERS

**Expert Tells How Best to Handle to Get Greatest Mileage to Gallon; Also What Not to Do Told**

(By H. Clifford Brokaw, technical advisor, West Side Department Y. M. C. A. Automobile Schools, New York City.)

A good many motorists watch the price of gasoline go up and down like a broker watches the stock market quotations. Only the motorist is always glad to see the price of automobile fuel go down and the broker prefers to see the price of his stock go up. At any rate, gasoline is the substance that makes the buzzwagons go and all owners of cars must have it if they would drive their machines.

As long as gasoline has to be used, it should be employed to the best possible advantage.

To get as many miles as possible out of each gallon of gas that goes into the tank, all moving parts must work properly.

#### Proper Tire Inflation

Then there should be a proper inflation and adjustment of tires. Care in these respects tends to reduce the number of visits to the garage for gas. Proper lubrication has a similar effect. So does the correct fitting of each cylinder of the engine and the proper adjustment of the carburetor.

In order to insure each cylinder getting its proper power without waste, the engine should be driven with the spark lever advanced as far as possible without causing back pressure. The spark plug gaps should be properly adjusted to insure a thorough ignition of the charge. The spark plugs should be kept clean to prevent the loss of a charge of gas through nonignition. The interruptor points and the distributor should also be kept clean and properly adjusted.

#### Dragging Brakes Waste Gas

Of course, dragging brakes and slipping clutches shoot up the gas requirement. So does a loss of compression through leaky valves, weak valve springs, poor gaskets, on spark plugs or valve caps. In a similar fashion gasoline, wasted through cylinder heads and piston rings, increases operating costs.

Once in a while, a gas loss may be due to leaky supply pipes. Where there is a solid pipe from the tank to the carburetor, the only leak, barring a break or perforation of the pipe, would be the connection with the tank or carburetor. Such a leak is not only extravagant from the standpoint of gas consumption, but is also dangerous for a stray flame or spark may ignite the gas.

In keeping the gas bill at a minimum, a proper adjustment of the carburetor will be a great help. The adjustment should be such as to make the mixture as lean as possible and have it fire readily. One sure indication that the mixture is too rich is the presence of black smoke.

#### Stop Engine, Standing

Stop the engine when the car is to be left standing for any considerable length of time. This prevents waste of gasoline. Fuel worth thousands of dollars is burned up unnecessarily every day by autos that are standing still.

If the radiator is equipped with a shutter controlled by a thermostat, this is especially valuable in cold weather. An engine that is designed to run cool enough in hot weather will naturally be cooled too much in very cold weather. An engine that is run too cool uses more gasoline than a warm one to develop the same amount of power.

Figure the number of miles you can be reasonably sure of getting out of a gallon of gas. Then estimate liberally the number of miles you expect to go during the year. In this way you can get some ideas of the cost of gas during the coming twelve months and arrange your finances accordingly.

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### THRILLING AVIATION EVENTS AT SESQUI

**More Than Six Hundred Airplanes to Take Part In Features Beginning Sept. 4**

More than 600 airplanes will take part in the twenty events to take place in the National Air Races which will be held as a part of the Sesqui-Centennial International Exposition, in Philadelphia, for eight days beginning September 4. More than \$30,000 in prizes will be distributed and trophies annually competed for will be awarded.

The events will take place from the Aviation field, a 260-acre tract owned by the city of Philadelphia, under the direction of the Department of Aeronautics of the Sesqui-Centennial Exposition. Howard F. Wehrle is head of the Sesqui aeronautics department.

Night performances, which will include entries from all parts of the country, with army and navy participants, will be a feature of the meet. Aerial warfare, parachute, an "air circus" and other stunt flying are among the "thrillers" to be shown.

Night circuses will be given for the first time in America. Huge spot lights will play on the flyers above the aviation field. Prizes are offered for flights to the air meet from distant points. This event is open only to civilian planes and serves to demonstrate the cross-country ability of the craft.

The opening event will be the "on-to-the-Sesqui" race, which serves to assemble the participating airmen. Entrants can start any time after August 24, and must arrive at the flying field by midnight, September 3.

The United States Postoffice Department will establish an air mail service, connecting the aviation field with the eastern terminus of the transcontinental air mail at New Brunswick, N. J., to facilitate the service between Philadelphia, New England and Pacific coast.

The meet will take on the appearance of an aeronautic convention, as designers, inventors and manufacturers of airplanes will assemble to view the latest developments in the industry.

### RUSSIAN MILLION FAILED OF PURPOSE

**Sent to England to Stir Revolution, But Result Meager; U. S. Beware!**

According to dispatches coming out of Russia from western correspondents, the Russian communist government sent more than a million dollars to Great Britain for the purpose of supporting the striking coal miners. Now that not only was the general strike a failure but there has arisen considerable hope for the settling of the miners strike, the reds are said to be greatly chagrined and to feel that perhaps after all their money may have been wasted. And million dollar bank accounts do not grow on trees, especially in Russia.

The truth is of course, that the money was shipped into Great Britain not so much to help the striking miners as to promote a red revolution in England. The Moscow leaders felt that the time was ripe for them to extend their sway into Britain. The fact that they had been recognized by the British and had agreed to do nothing to overturn the British government meant nothing to them. They were glad to have English recognition at any price principally because it would give them a better opportunity to do their boring in Great Britain.

The situation in Great Britain has eased up somewhat but the danger is not yet over and the government, it is said, is still keeping its weather eye on the activity of the reds both at home and abroad. The reds in Moscow overestimated the power of their propaganda but they will keep on spreading their poison so long as the opportunity presents itself. The fact that the communists were willing to spend a million to spread

trouble in Great Britain furnishes the national administration in the United States with another good reason for not recognizing the soviet government. The United States is probably freer from the taint of communism than any other nation and one reason is because we have had so little to do officially with the soviet government.

It's no use trying to kill yourself into thinking you are still young when you have to put double lenses into your spectacles frames.

"Let's Talk About My Sonnet" is the title of a popular song. But in real life it isn't necessary. The other girls will attend to that.

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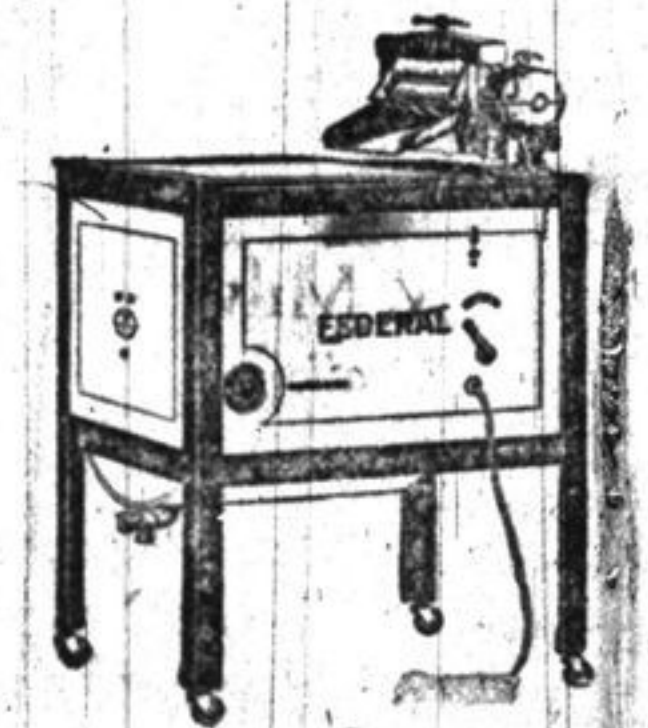
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