

Short trips gas eaters

It's estimated that we use 30 per cent of our gasoline on car trips of less than 8 km. These short trips consume fuel at a higher than average rate because the engine is cold for much of the time. Kilometrage improves greatly when an engine reaches its ideal operating temperature. Winter driving can increase fuel consumption up to 50 per cent. Stop-

and-go city driving can cost even more.

In light of the savings possible through careful trip planning or vehicle management, it's not surprising that large fleet operators devote great care to the operation of their vehicles. For a company whose major overhead is transportation costs, trip economy can spell the difference between profit and

loss. To a private motorist the economies are not as obvious, but the opportunities to save energy and money are certainly real. Let's look at a few of the tips that can add up to significant yearly savings.

- Do you really need to make this trip? Can you combine several errands or chores into one trip and save both time and money? Some of the alternatives to climbing behind the wheel are a telephone call, public transportation, walking, a bicycle and ridesharing.
- Planning ahead saves time and money. If you have a choice of vehicles, take the one adequate for the job — the smaller the better. Use expressways, highways and bypasses whenever possible to minimize stop-and-go driving. If you are going to an unfamiliar place get good directions so you don't strain your temper or wallet searching for the right destination.
- Allow plenty of time to reach your destination. Don't put yourself behind the 8-ball by rushing to meet deadlines. Driving to beat the clock forces you to speed here, brake sharply there, accelerate too rapidly and generally waste fuel while putting unnecessary strain on your car.

Popularity of Propane-Powered Vehicles Grows

Propane as a vehicle fuel is becoming popular in Canada. This is the result, in part, of Canada's Propane Vehicle Program and the fuel's affordable price.

There are now more than 5500 propane fuelling stations across the country that service the demand created by more than 70 000 propane-powered vehicles.

Oil self-sufficiency is the main reason that the Government of Canada encourages vehicle owners to switch to this Canadian fuel.

Canada's Propane Vehicle Program offers taxable grants of \$400 to vehicle owners to help offset the \$1400 to \$1800 cost of converting a vehicle. So far more than 33 000 vehicles have been switched with Government of Canada financial help.

Besides the affordable

price — well below that of gasoline or diesel fuel — it is propane's efficient performance in stop-and-go city traffic that makes it a practical alternative. It is also in abundant supply; most of it is produced from natural gas, the remainder is a byproduct of oil.

Other advantages of propane are extended engine life and reduced maintenance costs. Operating a car or truck on propane could double engine life because propane will not contaminate engine oil or wash down the lubricant on cylinder walls. Maintenance costs are reduced because oil and filter changes are required less often.

The goal of the Government of Canada's Propane Vehicle Program is to have 100 000 vehicles operating on propane by the end of 1985.

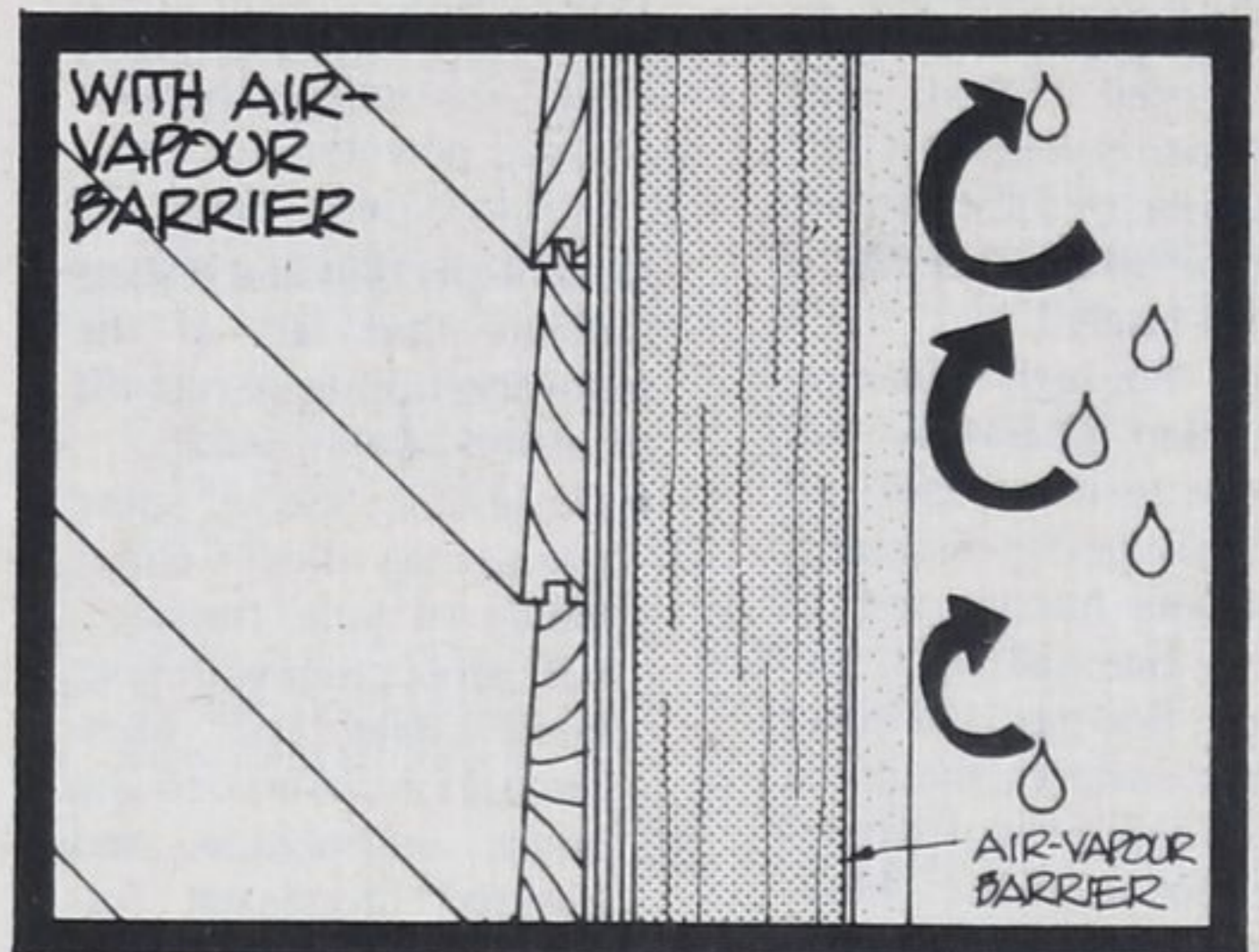
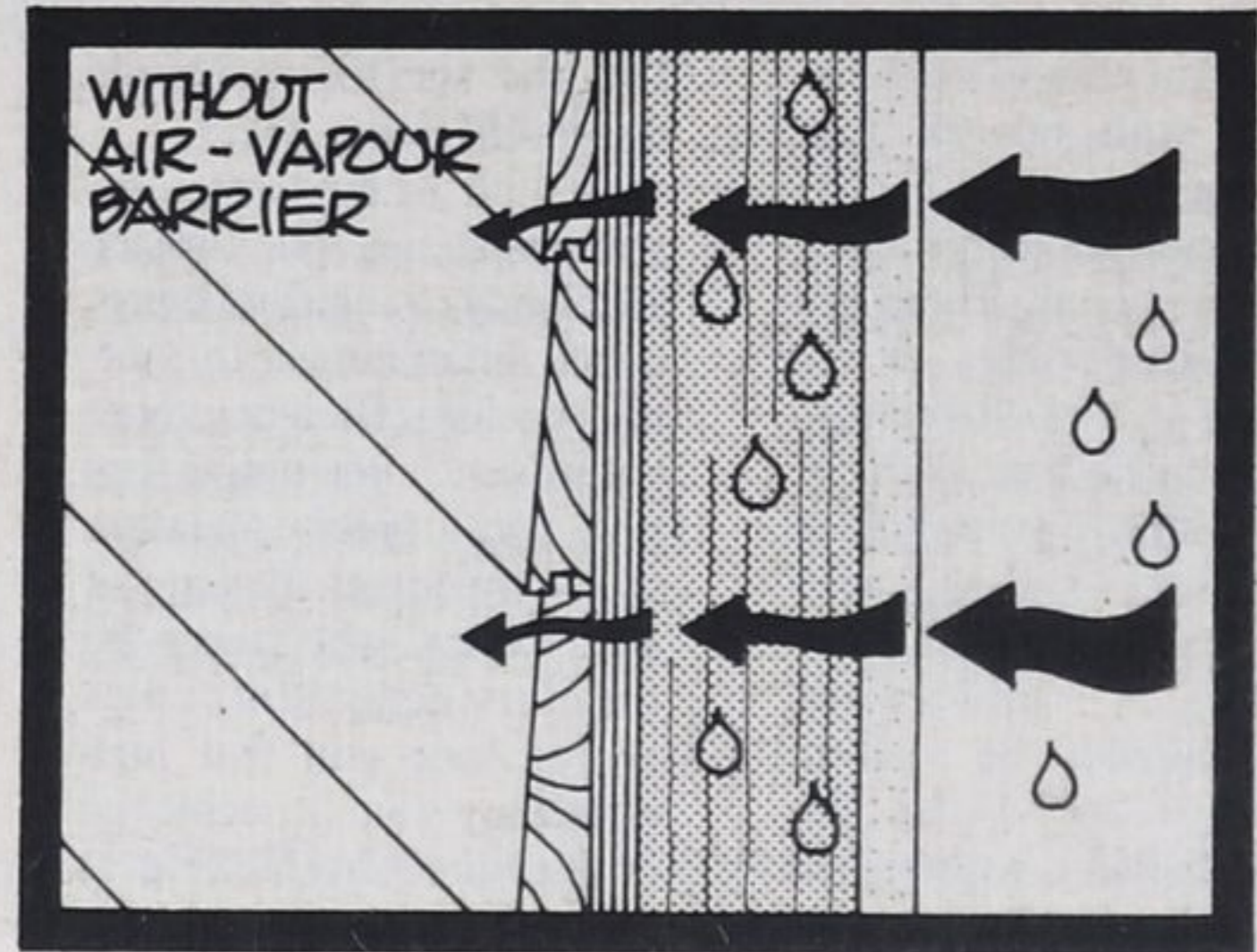
Air-vapour barriers

Aside from thicker-than-normal insulation, the most distinctive feature of new super energy-efficient homes is a complete air-vapour barrier, which consists of a moisture-resistant material properly sealed at the edges and joints. It provides an unbroken seal that prevents moisture from escaping from living spaces and accumulating in insulation or cavities in the building's structure. The air-vapour barrier also reduces uncontrolled air change between the house and outdoors. This is an essential ingredient in any strategy that aims for high energy efficiency.

Polyethylene plastic sheet is the most common material used for air-vapour barriers, though aluminum foil is effective also.

It is not easy to install an air-vapour barrier in an existing house. Unless major renovations are in progress the job is expensive and impractical. There are vapour resistant paints on the market that will improve the resistance of walls to moisture flow by diffusion; and a thorough caulking and sealing job around baseboards, window trim and electrical outlets will cut air flow. In some cases an air-vapour barrier can be installed on an attic floor prior to adding insulation, but this job should be done carefully and with professional guidance.

Air-vapour barriers should always be installed on the inside or warm side of insulation. The ideal situation is a complete air- and



water-resistant barrier on the inside of a building shell accompanied by a breathable air barrier on the outside of the insulation to allow any penetrating indoor moisture to escape.

One exception to this rule involves the use of moisture barriers. A moisture barrier is intended to protect insulation and structural materials from moisture entering from the outside of the building. For example, plastic sheeting is

often placed over the below-grade portion of basement walls before framing and insulation are installed on the inside. In these situations a thorough sealing job on the inside air-vapour barrier is essential to prevent moisture from being trapped in hidden insulated cavities.

Remember that anything — a pipe, electrical wire or duct — that passes through an air-vapour barrier, is a potential trouble spot.

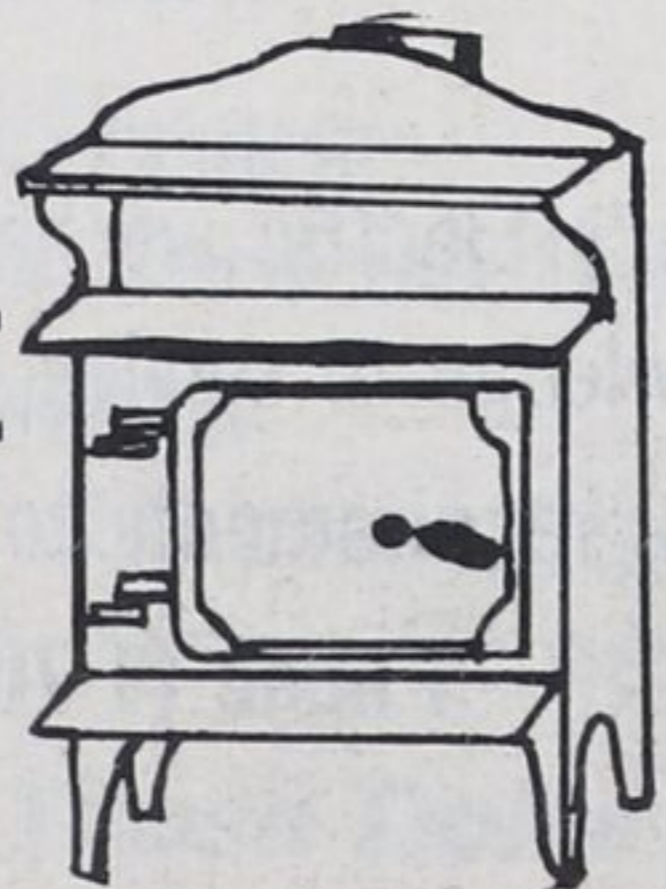
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