

# IN THE AUTOMOBILE WORLD

Cartoonist "Steps on Gas" Headin' to Coast for Winter Months



Gene Byrnes, famous cartoonist, creator of "Reg'lar Fellers" and father of Willie Dugan, Aggie Rhey and a score of little folks that have made newspaper readers in various cities laugh each day, is automobiling on a transcontinental trip of California.

Byrnes is driving a special make Marmon speedster, accompanied by Mrs. Byrnes and the only little Byrnes in their family, namely Jimmy Dugan, a curious-looking Boston bulldog. He started from Plattsburg, N.Y., where the Byrnes have a summer home on Lake Champlain.

Just before Byrnes started he took a pen in his hand and sketched a neat little souvenir for his friends—the special drawing published on this page today showing all the "Reg'lar Fellers" bound west.

Byrnes is going to California, but he doesn't know by what road. He has no idea how long it will take to get there, but he hopes to arrive before the roads become impassible from snow storms. When they started the tonneau of his car was piled high with bags and overcoats, including sweaters for the dog, Jimmy Dugan.

Locked to the back seat was a golf bag filled with clubs, and at the mention of the word "golf" he nearly went crazy, as this is another thing he is an expert at, in addition to the drawing of great human interest comic features that appeal to millions of readers in the United States and Canada as well as Europe, South and Central America and Australia.

Byrnes does not look as though he was a business man but the big income he receives from making newspaper readers laugh is evidence of his business ability. He is going to draw as he finishes his motor trip each day. He gets all his ideas for his funny drawings from watching the little kids on the street, at school and wherever he runs into youngsters. He has no helpers and he imitates no other artist. His secret, he says, is just revealing kids as they are.

He said "I am very proud that the British Whig is on my list because it is a real home newspaper."

When the motorists reach California, if they like the place, they are going to stay some time, sending the readers back their "Reg'lar Fellers" by mail. As they are reserving their decision on California, they are also holding onto their winter piece at Pinehurst, N.C.

**Starting on Compression.**  
Before stopping the motor, speed up the engine a little, at the same time making the gas a little richer, if you have a dash control. This leaves a strong mixture in the cylinders, making it easier to start again, especially on damp, heavy mornings.

**Texas Building 1,322 Miles.**  
Texas is leading all other States in the construction of Federal aid highways. This State now has 1,322 miles of such highways under construction, and has in addition completed 1,116 miles.

By following a biased trail, an automobile tourist can go from the Atlantic to the Pacific coast without using a map or consulting a guide book.

A small motorcycle has been produced in Switzerland, weighing only 23 pounds. A vacant space in a hall bedroom is ample for a garage. There are no fewer than 260 different makes and distinct models of passenger automobiles and motor trucks used in the United States.

The one-cent gasoline tax on sales which went into effect on September 1st, 1921, has cost motorists in Pennsylvania more than \$1,300,000 since that date.



Gene Byrnes, as our camera pictures him, and (above) as he pictures himself on tour to the Pacific.

## PRE-HEATING GASOLINE MIXTURE IS NECESSARY TO SECURE FULL POWER

Warmth From Exhaust Is Utilized in Obtaining Complete Vaporization of Motor Fuel—Raw Gasoline Leaves Residue of Carbon.

A frequent cause of loss of power is a low grade of gasoline. This product does not evaporate readily at ordinary temperatures so that it is not properly mixed by the time the spark occurs, giving only a weak explosion. But this is not the only evil. There is not enough gasoline even of this grade being produced, so a manufacturer may mix low and high grades together, giving a product that will evaporate readily enough, but the residue will not evaporate unless it is specially heated. This results in further loss of power, carbonized cylinders, and damage to the oil in the crank case due to the unburnt gasoline leaking past the piston rings.

It will be seen that gasoline is composed of several liquids of different densities. This may be made clearer by the following analogy. Imagine a mixture of water, alcohol, and molasses. If heat is applied the alcohol will evaporate first. Applying more heat will drive out the water, leaving a residue of melted sugar which will not evaporate at all. We may compare 74 degree gasoline to the alcohol which evaporates without any trouble, 62 gasoline to water, and kerosene to the

molasses. If they gave us 62 degree gasoline it would not be so bad because, like water, it would all evaporate. But alcohol and molasses may be mixed in such proportions that the mixture has the same specific gravity as water; kerosene and 74 degree gasoline may be mixed to give the same test as 64 degree gasoline. It will be readily seen that when this is heated the lighter gasoline will be evaporated, leaving the kerosene behind. Of course the manufacturer does not actually mix in kerosene, which is only used as an illustration. But what they use is a much heavier grade of gasoline, called distillate, which has many of the properties of kerosene, but in a lesser degree.

**Must Adapt Equipment.**  
As we cannot ever again hope to obtain the higher grades of gasoline, we must adapt our apparatus to make the best use of whatever we can get. The mixture going to the engine must be heated to such an extent that every part of it will evaporate. For this reason many cars which were adapted to the old style fuel fail to develop their full power, even though the engine is not yet worn out. But this is not a matter merely for the driver of an old car. It concerns every car running today, old or new. The new ones are designed specially to handle this low grade fuel and the old ones must be altered to adapt them to it. This is done in new construction by casting the inlet manifold inside the cylinder block. Here the heat of the cylinders and water jackets gives the proper temperature to the mixture. The old-time scheme of heating the carburetor or inlet manifold by means of a water-jacket must be resorted to if it is not already in use. A third method is to draw all the air for the carburetor from some hot part of the engine, the exhaust manifold being the favorite. A small filament, called the "stove," surrounds the manifold, leaving a space for the air to enter. This is then conducted to the carburetor by a flexible tube. If you have an old car, you can readily

apply a water-jacketed carburetor and a hot air stove, but the inlet manifold cast integrally with the cylinders need not baffle you. There is a combination manifold on the market in which the inlet and exhaust manifolds are cast together, the exhaust being so close to the inlet that the heat passes readily to it and so serves the purpose fully.

**Leaves Heavy Carbon.**  
As suggested before, the loss of power is not the only reason why the entering air should be heated. The unevaporated gasoline collects on the cylinder walls and piston heads, where it is baked, leaving a residue of carbon. Some of it leaks

down past the piston, washing away the oil, causing more friction and loss of power. It mixes with the oil in the crank case, thinning it and causing more friction. This thin oil on the inlet stroke, causing more carbon—a vicious circle of disaster. Then watch this detail of pre-heating carefully, whether you have a new car or an old one, as the proper development of power on the engine depends upon it intimately.

**An Auto for Every Family.**  
Ponca City, Oklahoma, claims that it leads all other cities in the ratio of cars to population, according to the Oklahoman. It has over 2,500 cars, or on the average more than one car for each family.

It is claimed that mercurial cement makes a fairly good substitute for the common mixture of graphite and oil for preventing valve caps from sticking when screwed down tightly. It also help to prevent leaks. But be careful in its use as it is poisonous.

A specially-equipped repair motor vehicle is operated by the city of Philadelphia, Pa., for repairing the traffic-regulating signal-towers scattered along the highways.

A man's worst troubles are those that never happen. Remember that: worry is waste.

## "THE SHELL THAT HIT GERMANY HARDEST" "SHELL MOTOR SPIRIT"

The last word in gasoline. It is an established fact that of every dollar spent in Low Grade Gasoline 30 cents never turns a wheel. Low grade gasoline is sluggish. It vaporizes slowly and incompletely—Your motor coughs and spits in starting. Raw fuel blows out of the exhaust and never does a stroke of work. Raw fuel trickles past the piston rings, cuts the lubrication film and thins out the crankcase oil. Carbon forms on the piston heads and valves. With "Shell" your car starts with a zip. Shell enters the cylinders in an atomized mist which explodes completely—This means clean carbonless combustion—This means full power, quick starting and snappy pickup. Sustained power on the hills—This means extra mileage on the lean 15 to 1 mixture.

The Shell Company of Canada Ltd., PHONE 2107W

There are 252,000 grade crossings in the United States. To replace these by a separation of the highway and railway grades would require, according to estimates, \$12,000,000,000. The tax on a twenty-horsepower automobile in Tokio, Japan, is \$422 a year. On cars between fifteen and twenty-horsepower the tax is \$299, and between ten and fifteen horsepower \$189 a year.

# \$ 445

Ford Touring Car F.O.B. Ford, Ontario

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of \$50 on Ford Touring Cars establishes a new low level never before reached. Just how long these cars will remain at this low price is a conjecture. It has been put into effect by the Ford Motor Company of Canada, Limited, in response to the demands of those who want a car NOW at the very lowest possible price. Costs of materials are increasing and if there are not a sufficient number who take advantage of it to purchase NOW the price will have to be withdrawn.

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Effective October 17th, 1922.

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