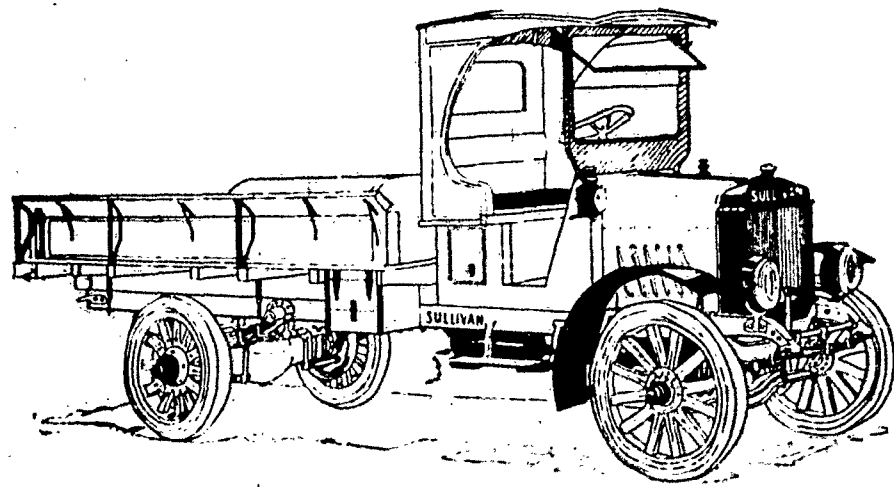


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ENGINE FOREVER BLOWS BUBBLES

Not Condensation of Gas, as Owner Thinks, but Lack of Vaporization.

LABORATORY TESTS AT AMES

Established That Carburetor Does Not Vaporize Gasoline, but Mixes It With Air—Adds to Tendency of Engine to Make Carbon.

If the motorcar owner could watch the flow of gasoline from the carburetor into the intake manifold, he would discover that his car, as one of the ditties of the day harmonizes it, is "forever blowing bubbles." He would find that what he thinks is condensation of gasoline is not condensation at all, but lack of vaporization.

The steam carburetor has a vital relation to this "blowing of bubbles" in the gasoline intake manifold, and it enables the intake manifold to accomplish a complete vaporization of the gasoline, eliminating what the owner thinks is condensation of gasoline. The steam carburetor, put to test at Ames, Ia., agricultural college, revealed there seemingly is no such action as condensation of gasoline in the intake manifold.

Merely Mixes Gas With Air.
These laboratory tests, made by Ames engineers, established that the carburetor does not vaporize the gasoline. All it does is mix the gasoline with air. This mixture then passes into the intake manifold.

In the center of this stream as it passes into the manifold the engineers observed a bluish, cloud-like vapor, while to each side of this was gasoline in sprayed form.

The gasoline sprays at each side of the blue vapor cloud were drawn toward the cylinders by the suction of the motor. As they passed in they presently struck against the wall of the intake manifold. At this point the sprays turned into tiny globules of gasoline or air—in other words, into bubbles. These bubbles clung to the wall of the manifold, finally being drawn into the explosion chambers in that form.

Waste of Fuel.
This bubble formation of the gasoline represents the average owner's waste of fuel. It also adds to the tendency of the motor to make carbon. The steam carburetor shoots hot, live steam into the manifold just above the carburetor proper, and this steam eliminates the bubble formation of gasoline and converts all the gasoline into vapor form.

HOOD OF CAR DULLS QUICKLY

Best Plan to Wipe Bonnet Off Carefully After Drive Through Rain to Hold Finish.

Because of the extremes of temperature to which it is subjected, the hood of a car dulls quickly. Hence it is well to wipe off the hood, carefully after a run in the rain, because moisture dries rapidly on the bonnet and usually spots it, ruining the fine finish in time.

USING OLD LUBRICATING OIL

Filters Render Material Useful for Cups and Other External Lubricating Purposes.

Lubricating oil that has been used through an engine until it is dirty need not be thrown away. There are filters to be had which will clean the oil and permit of its being used for oil cups and other external lubrication purposes.

AUTOMOBILE HINTS

Too much emphasis cannot be placed on lubrication.

Two-thirds of the doctors in the United States own motorcars.

Do not allow the engine to race or to run when the car is standing.

The horn for a motorcar was offered as the first free accessory 15 years ago.

When it is absolutely necessary to run on a flat tire, keep the tire in soft dirt, if possible.

Running the engine while the car is standing causes a daily waste of 67,000 gallons of gasoline.

About the only satisfactory material for packing a gasoline connection is hemp string and soap.

One of the common troubles encountered in the brake assembly is a tendency to clattering.

Rear wheels are particularly liable to looseness, and this condition induces rapid tire destruction.

The timely repair of even the most insignificant tread cut prevents sand blisters, mud boils and blowouts.

PROPER DRIVING DURING SUMMER

Many People Killed and Injured Each Year Because Drivers Forget Rules.

CROSSINGS ARE DANGEROUS

Look Out for Everyone Else and You Will Be Looking Out for Yourself—Learn to Control Car That Is Skidding.

Regardless of instructions and suggestions regarding safe driving every year sees its toll in dead and injured because drivers forget rules or through ignorance or just plain inability. The rules of the road are simple enough to follow, but some drivers insist upon making their own rules and avoiding those made for the safety of all the users of the road. One of the common causes of accidents is due to neglect to follow the rule relating to crossings. All crossings ought to be considered potential danger points. If you cannot see or if you do not get a horn signal from a car likely to cross your path don't take it for granted, no car is there. Look out for every one else and you will be looking out for yourself.

Skidding Is Dangerous.

On a wet road skidding is the most dangerous thing likely to happen, but skidding becomes dangerous only if the car is traveling at speed. A slow car can easily be stopped; or even if it does not stop when the brakes are applied, at least the impact does little if any harm. Without tire chains, brakes equally adjusted or other assurance that the car will stay straight on a wet road don't take the chance. Regardless of safety devices, drive slowly, apply the brakes intermittently, not harshly. If you know the car is a chronic "skidder" reduce the magnitude as much as possible by shifting into second. If there isn't time to shift into second or if you lose your head you are at fault. Learn to control a car that is skidding. The rule is, steer with the skid, so as to attempt to straighten out the car. The average driver forgets about everything and presses as hard as he can on the clutch and brake pedals. Use the brakes alone and look ahead with a view to keeping the car from striking an object.

Impaired Vision.

The writer has seen any number of cars on the road in rainy weather and no protection whatever afforded the driver against accidents due to impaired vision. Rain on the wind shield is an excuse. The shield should be kept clear. The fact that the side curtains are up and you cannot see well to the rear or to either side doesn't bring a life back. Slow down in the rain and if you cannot see on all sides wait until the rain is over or drive with extreme caution.

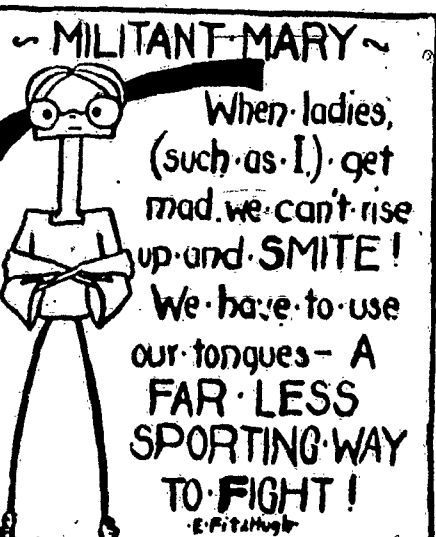
In going down steep grades use the engine as a brake by shifting into second or first speed. Shut off the ignition if you wish to get still better results; you can switch it on again when you get near the bottom of the grade. This saves the brakes and makes it easy to control the car on the hill. Drive slowly up grades. Don't try to make every hill in high as fast as the car can travel. Remember there are other users of the road.

At night think of the brightness of the head lamps. Do not confuse an oncoming driver with bright lights. Pass him with dimmers on. Keep as far to the right as you can and drive slowly so as to avoid frightening the other driver. Your statement that he shouldn't get frightened because you weren't too close to him doesn't repair bones or save lives.

FLOOR BOARD QUITE USEFUL

Makes Handy Support for Jack When Car Must Be Lifted in Emergency on Soft Soil.

In an emergency when the car has to be jacked up on soft ground and no support for the tool is handy take out the floor board or toe board and use this. It will be found to serve the purpose admirably.



Car Derailed by Handkerchief.
Nine persons were injured when a scenic railway car at an amusement park in St. Louis was derailed by a woman's handkerchief, which had been dropped on the track. One car jumped the track as it ran over the bit of muslin and another car crashed into it.



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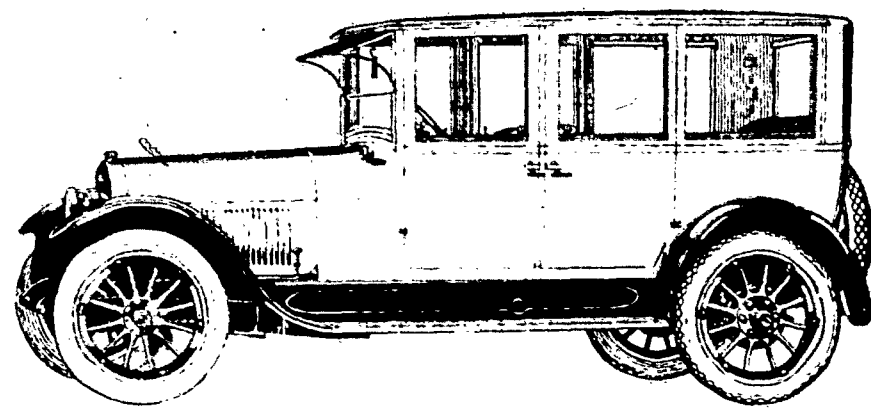
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