SPEEDY SKI-CAR
Rides Winter Snows
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GUS tells How to Save Gas

By MARTIN BUNN

"The advantage about this kind of a record," Gus said, "is that it's a fine check on your car's condition."

WHEN I got here," Jack Norcross boasted, "the speedometer showed just 208 miles for the trip. Then I had the tank filled again right up to the brim and ten gallons was all we could get in it. Figure it out for yourself! Comes out mighty close to twenty-one miles to the gallon. That's what I call getting mileage out of gas, eh, Gus?"

"Maybe so," grunted Gus Wilson, veteran auto mechanic and half owner of the Model Garage, "but all you've proved is that you've driven here from Whippville, today, on ten gallons of gas—more or less!"

"More or less!" echoed Norcross angrily. " Didn't I just tell you we started with a tank full and we could only get ten gallons in when we got here? If that isn't ten gallons for two hundred and eight miles then what is it?"

"No sense in flying off the handle, Jack," said Gus. "What you say sounds fine till you stop to think a bit. For instance, are you sure the car was setting at exactly the same angle when the tank was filled each time? With the filler opening at one end it only takes a bit of a slant one way or the other to make a gallon or two difference."

"Another thing, Whippville is way up in the mountains and there's a powerful lot of long easy downgrades coming this way. On top of that, you've had a rip-snorting tail wind boosting you along for the whole trip. Considering all those things, the mileage you got today may be interesting, but it doesn't tell you much about the gas mileage you can get out of your car."

Young Norcross snorted disgustedly. "Well, how in blazes do you get a real test if you've got to figure on wind, the number of hills, and so on?" he demanded. "Must be as bad as those brain-wreckers the mathematics teacher used to shoot at us every so often."

"It sure would be," said Gus, "if you tried to figure the effect of all those things. But you don't have to. Make the effect of the wind and hills zero by doing a round trip test. Then, if you are mighty careful to see that the car is level both times when you fill the tank, the test will mean something, especially if you try it several times and then take an average."

"Anyhow," he continued, "there are two ways to find your gas mileage. One is to make a special test. The most accurate way to do that is to fit a small special tank that holds exactly a gallon or a half gallon, or to do it as Mr. Boltran does. "Show Jack your gas record, Mr. Boltran," said Gus, turning to an elderly, dignified chap who had joined the group.

BOLTAN flipped a tiny notebook out of his upper coat pocket with an easy motion that denoted much practice. "Here it is," he smiled. "Quite simple, too. I just put down in this column opposite the date the speedometer reading every time I get gas and over here I put down the number of gallons. I've kept this record ever since I bought the car. I can tell you exactly how many miles I averaged to the gallon for the first two thousand miles, the last two thousand, or for all the miles I've driven the car just by dividing the miles over any period by the number of gallons I've bought."

THE point is, Jack," Gus cut in, "what counts, as Joe and I always tell our customers, is not how many miles you can get out of one particular gallon over one particular route, but how many miles do you average on a gallon of gas? Of course, gasoline is cheap now, but there's no telling when it'll go up again, and with every state charging a gas tax running all the way up to seven cents a gallon in Florida, gas mileage may soon be an important item."

"Another advantage about that kind of a record," Gus added, "is that it's a fine check on the condition of your car. Every so often you can figure the mileage for the last thousand miles and see how it compares with previous records. Any falling off in mileage is a pretty good sign that the motor needs tending to."

"I can see where a record like that gives the real dope," Norcross agreed after he had carefully examined Boltran's neat rows of figures. "I think I'll start one."

"If you do, Jack," Gus grinned, "you'll have to watch your step if you want to come anywhere near equaling Mr. Boltran's record."

"What do you mean, watch my step?" asked Norcross. "Of course you've been driving lots longer than I have," he told Boltran, "but I'll bet you I can come as near getting all the miles there are in a gallon of gas as you can."

Boltan slipped the notebook back in his pocket. "Gus is just kidding you, Jack," he smiled. (Continued on page 135)
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FEBRUARY, 1932