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MOTORING NOTES.

DIRT IN THE ENGINE.

Many drivers raise their engine hoods in hot weather, believing this will help keep the engine cool. At the same time, however, road dust and dirt will more easily get inside the cylinders, either through the carburettor or the crankcase breather pipe. And the resultant trouble is not worth the preventive step against overheating.

LUBRICATING OILS.

It is false economy to use any but the finest lubricating oils of the highest ash point obtainable. More damage can be done to an explosive engine with a few hours' running using low ash point oils than thousands of miles with the finest oils. The chief essentials of first-class lubricating oils are a high ash point and good viscosity at higher temperatures. It is also essential that the oil must be entirely free from acid. The biggest percentage of engine troubles is due to incorrect lubricating or faulty lubricants.

PAINTING THE CAR.

An expert carriage painter only, can obtain the real "factory finish," but it's well to know how to do the work yourself. When the surface is in good condition, and it is desired merely to freshen the colours, clean off all dust, dirt, and grease with benzine or turpentine. Next sandpaper lightly to cut the gloss, and then apply one or two coats of a good automobile finishing varnish. If it is desired to change the colour, first thoroughly clean off all foreign matter with sandpaper, apply two coats of automobile enamel of the desired colour, and varnish.

LUBRICATION.

Motorists who do not think they are getting sufficient mileage from a gallon of benzine should take care to lubricate their cars properly. Friction is the greatest enemy of the gas engine and the best decelerator in the world. One of the points forgotten by many motorists is the careful oiling of the valve-stems. On a long drive or where the car is being used with regularity, the oiling of these stems with a good grade of oil will make an appreciable addition to the miles per gallon and will greatly increase the efficiency and pulling power of the car.

IMPROVEMENTS IN APPEARANCE.
When motor-cars were first built they were designed more for their mechanical features than for any attempt at the beautiful. The first cars looked like ordinary buggies without the shafts for the horses. Then came the body with the entrance at the rear, with a little step that folded against the stoop. These were high and the passengers looked as if they were riding in a second-storey house. Then came the car with the doors on the side, but still without a hood or windshield. These were hardly more comfortable than their real predecessors. Then the car with stream lines, and top and windshield, and four cylinders and every modern accessory.

WELL-INFLATED TYRES.

If the tyres are kept properly inflated, the principal cause of most tyre trouble will be eliminated. Repair shop statistics show that 75 per cent. of all tyre troubles are directly due to insufficient inflation. The best puncture preventive is plenty of air. An under-inflated tyre is far more apt to pick up a sharp object than one which remains perfectly round under load. You safeguard yourself against trouble on the road—unpleasant work and annoyance of repairing punctures—when you inflate your tyres to recommended pressures. Motorists who never regard the necessity of keeping their tyres properly inflated are often the ones who complain when adjustments are asked on faulty tyres and this carelessness must be taken into consideration.

The following prices will show the value in London and Invercargill:—

Car.	London.	Invercargill.
Chandler Six	850	775
Thompson	795	695
Briscoe	515	485
Maxwell	500	525
Oakland	495	480
Chevrolet	435	435

Under the auspices of the Victorian Motor Cycle Club, a new world's record has been set by Parsons, on an Indian Scout. Parsons smashed Komer's world and 579 miles in twelve hours. These, and cycle for 600 cubic centimetre machines in twenty-four hours.

Parsons covered 1104½ miles in 24 hours and 579 in twelve hours. These, and all intermediate times and distances create new world road records irrespective of power. The Standard Scout model was used and positively no replacements were made during the ride. The last 10½ miles were covered in the record time of eleven minutes and the machine finished in a perfect condition. Remembering the state of the Australian roads, this is considered the world's greatest motor cycle performance.

SCIENCE NOTES.

The concluding paragraph of this column in last week's issue, was as follows:—"What we have said about the indestructibility of matter and the conservation of energy is merely put in plain form and intended as a scientific definition." The latter portion should read "and not intended as a scientific definition." We are not possessed of a sufficient degree of recklessness to make an assertion which might provoke the displeasure of "A" and "John."

Reference to our notes last week, will indicate that, within our experience, energy is never created or destroyed, and that, when it appears, or disappears, it is always transformed into a quantity or quantities of energy in some other places or forms, but exactly equal in amount to the original energy.

This great law, then, radium appears to disobey. In the first place radium is constantly throwing off heat, without itself getting any colder, although it has no apparent source of supply from which it can replace the heat it has lost, thus leaving itself open to the same suspicions as those who are constantly spending money without any visible means of support.

Now, we know that a footwarmer will gradually cool down to the temperature of surrounding objects. The mere fact that we feel an object to be warm, implies that it is giving up warmth or heat to us, that is to say, it is getting cooler.

Heat, like sound, is a form of energy, that is of movement of matter, and, like other forms of energy, becomes exhausted in the material at its source by dissipation through surrounding material. It may, however, be replaced as fast as it is dissipated.

This, one end of a poker, which is constantly giving heat energy to the surrounding ether, may be constantly receiving fresh heat energy through the other end from a hot fire; and while that is the case, the outer end need not grow cooler.

With radium it is different. This wonderful substance can keep warm and give heat energy to the ether, and other things around, without itself getting any cooler, although the dissipated energy is not replaced from any visible external source, as a fire, etc.

An other form in which radium is constantly giving out energy is that of certain rays, which like the Röntgen rays, can pass through opaque materials, and then act upon a photographic plate.

Röntgen rays are named after Professor Röntgen.

Radium is constantly producing electricity with which it charges itself.

Radium is constantly producing the ionisation of the surrounding air.

Dry air is not a conductor of electricity, but if the molecules and atoms of nitrogen and oxygen, which compose the air, are broken up into smaller parts, called ions, each of which is capable of carrying an electric charge, the air is in that way made into a conductor.

Other phenomena of a chemical or physical kind, show that radium is constantly putting forth active forces capable of influencing other objects.

A radium salt, if dissolved in water decomposes it. In the course of a day, hydrogen and oxygen gases are produced in this way to the extent of more than 100 times the volume of radium itself.

SOLDIERS!

The Invercargill Municipal library are anxious to have a complete file of all publications on transports, or others published by the soldiers. It is fitting and in the interest of all concerned that this file should be obtained, and copies from soldiers will be greatly appreciated. All copies should be accompanied by the sender's full name and address, and will be acknowledged through the columns of "The Digger." We have undertaken to help the librarian in this matter and would appreciate the action of returned men in helping to bring it to a successful issue. Copies can be forwarded to "The Digger," Box 310, Invercargill, or to the Public Library direct.

MANDEVILLE NOTES.

The weather here for the past fortnight has been ideal—in fact—much better than it has been in some other places, Hokitika for instance. An ideal day was experienced by the "stay at homes" in Mandeville on Sunday last, whilst rain was encountered in various other places by those who roamed afar in cars.

The soldiers' memorial, which is being erected in a central site in the township, has been in a half-finished condition for some time now. This, though unfortunately nobody's fault. When the contractor, Digger A. E. Fraser, undertook the job, he impressed it on the committee, that although he could guarantee the concrete foundation (part of it), he could not make sure of getting material for the granite spire. However, all things come to those who wait, and we hope to have the pleasure at no distant date, of welcoming the editor of "The Digger" at the unveiling ceremony.

Thanks to the energy of the local branch of the Farmer's Union, ably backed up by Awarua Hamilton, our M.P., the Railway Department has at last made a start to improve our railway station and yard generally. A gang of men have been busy, this past week pulling things to pieces, and reconstructing on more up-to-date and convenient lines.

The dancing fever still rages. The men have run themselves to a standstill, so the ladies have decided to carry on with a ball on the 14th. The writer is pleased to have been informed that Diggers are to be specially welcomed, and a good time is anticipated even though the "air raid" waltz will be omitted from the programme, but a waltzing competition will take its place.

Mr F. E. Jones, the popular Timaru trainer of light harness horses, who piloted the local trotter, Royal Step, in his two victories at Addington recently, paid a visit to Mandeville, in order to shake hands with Mr W. McLeod, the lucky owner. Although his stay was short, we are sure he enjoyed himself, but we hope to hear of him again on Labour Day, at Gore.

Miss Roche is holiday making in Timaru and Christchurch.

Miss M. Stephens, our local school teacher, is looking forward to spending next week in Dunedin. We hope she will find time to read "The Digger," which I think she will.

Owing to the soaring price of petrol, joy rides are rather an expensive luxury. But nevertheless, despite all counter attractions, Mr R. Crombie set out for Invercargill last Thursday morning, per traction engine. Late on Saturday night his anxious parents were greatly relieved by the appearance of smoke and sparks on the horizon, which announced his arrival into the metropolis of Southland.

Since his arrival there he has been busily engaged in drain ploughing his father's property in Mill Road. We all hope to see him safely back for the ladies' ball.

Mr J. Fortune has recently disposed of his property at Otama, to Mr J. Miller, of Gisborne, to the tune of £30 an acre. Mr Fortune intends to settle in Mandeville with his uncle. A Fortune is always welcome to this district.

The local surfaceman, Mr T. Mee, with the assistance of Mr P. Cooney and his team, has been busy with the grader, reforming the roads between Pyramid and Otamita, and by the appearance of the debris on different parts of the road one would think they have at least succeeded in taking some of the numerous twists out of it. Nevertheless, motorists greatly appreciate the improved conditions.

WAR TROPHIES.

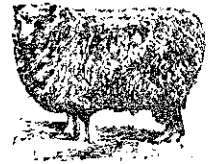
In addition to asking the loyal co-operation of all soldiers for transport publications for the public library, we are anxious to receive on behalf of the Southland War Museum a collection of trophies. It is very important that nothing be lost that will be in any way a war trophy. Southland soldiers have played an important part in the war and we must preserve, for the benefit of those who follow, something of a tangible character.

Every part of the Dominion is seeking a collection of trophies and we must not be behind. Numbers of articles which have been brought from the battle front are being lost sight of, and we would be glad to receive anything at all. Name and address must be sent, also full particulars of article, where found, stunt, etc. Articles can also be displayed in the museum and remain the property of the sender, but can we, as representing Southland soldiers, make a direct gift to the people. Trophies can be sent to "The Digger" office direct, box 310, Invercargill; or to Mr Crosby Smith, Athenaeum Buildings, Dee street, Invercargill.

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Books to Read.

LATEST DETECTIVE NOVELS,
5/6.

BERNARD TREVES' BOOTS (Lawrence Clarke).

THE BROKEN FANG (Vel Key).

HON. ALGERNON KNOX (F. Philip Oppenheim).

THE HOUSE OF DANGER (Guy Thrine).

GULE (Heaton Hill).

THE LOST MR LINTHWAITE (J. S. Fletcher).

THE CAMP OF FEAR (Leslie Howard Gordon).

KATE PLUS TEN (Edgar Wallace).

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