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off from the generator as soon as the ignition is switched on by coupling the solenoids with the ignition circuit, and no gas pressure, is, therefore, liable to be created. The carburettor is used for adding alcohol to the gas, since knocking is otherwise inevitable. Performance compares very well with that attained on petrol, acceleration is practically identical, and maximum speed is only about 10 per cent. less. Since starting is instantaneous, many vehicles used in towns have been equipped with this generator.

Other systems use baskets containing carbide, which are lowered into the water container before starting the engine, the MB generator, which works on this principle, consists of a shallow luggage container which can be mounted at the rear end. A special valve prevents any pressure being developed within this system, which adds to safety.

Another system, the Excelsior, is more conspicuous as to external form, since the acetylene is generated in a cylindrical, vertically mounted container. Generators such as these are, however, covered in leather.

The Eris generator, mounted on a Flying Standard Eight, consists of two horizontally mounted cylinders one foot in diameter and three feet in length. Within the upper cylinder a conical container holds the calcium carbide. On the lower and narrow end of this container a regulator allows small particles of carbide to fall into the lower cylinder, which is filled with water. The regulator is driven by flexible cable from the dynamo, and the actual quantity of gas developed varies with engine speed. This gives a high degree of flexibility. Before starting, a hand-controlled valve allows some gas to be generated before the engine actually runs. This generator system can easily be stowed away within the luggage container.

The Buss generator is more elaborate, and probably the most developed acetylene generator on the market. Its price, however, is higher than that of most of its competitors. The Buss employs a revolving drum for carrying the carbide. The drum is driven by a flexible cable from the engine. Water is pumped from the "petrol" tank by an electric motor to the top of the drum and led, in drops, to the calcium. Only dry calcium dust is the residue with this system, whereas with all others wet calcium is left. This system lends itself for use with big cars having large luggage containers.

The Kaga generator has two vertical containers connected by a small tube at the lower end, and leaves the rear end of the car free for luggage space. One cylinder carries carbide at its upper end, and water is carried in both cylinders at an equal level. Gas is stored in the second cylinder.

Generally speaking, the charcoal gas generators are more cumbersome than the acetylene producers, but in many instances the appearance of these has been improved, and a number of generators do not detract very much from the good lines of the cars. Charcoal gas generators are now a practical proposition even for cars. Although not particularly suited for dense traffic conditions, they give very good results for medium and long-distance runs. Range of action has, in certain instances, been increased up to 200 miles, and performance is now said to be quite comparable with that obtained from petrol.

It may be said, however, that only cars with a favourable power-to-weight ratio were exhibited with

charcoal gas generators at Zurich. Externally, attempts to secure aerodynamic lines are in evidence. The Ramex generator, for instance, has well-curved lines and can be built to blend with the back of vehicles having a sloping rear panel. The Ramex system has particularly neat filter units mounted at the side of the actual burner; it can be dismantled with one hand and very easily cleaned.

Many generators are developed as trailers and, therefore, permit the car to be used on petrol without great modification. Filter and burner units are not always carried at one end; the Autark generator, for instance, has a filter unit container in a cylinder, mounted across the front end. In some instances generator and filter units are divided at the rear and carried within two symmetrically mounted cylinders. The Riwa generator is arranged on this plan, and rear vision is unimpaired and the luggage compartment free.

In connection with these new fuel generators some auxiliary units have been developed. Foremost is the new Expandüse exhaust silencer made by Jaray, a pioneer in car aerodynamics. Although primarily intended for use with charcoal or acetylene gas engines, the advantages claimed for this invention make it an interesting possibility for all types of engines. It is a combination of a diffuser, an ejector and a valve. It is built to eliminate all power losses caused by back pressure in exhaust systems.

Another interesting device is the Surcarburex, for use in engines where the high compression ratio necessary for charcoal gas does not allow petrol to be used at any time. In this instance, a valve mounted on the carburettor enables a certain amount of exhaust gas to be reintroduced into the combustion chamber, thus reducing the actual combustion pressure.

Vehicles driven by electricity did not show any new trends. Actual range of action varies between 30 and 50 miles and speed does not go higher than about 25 m.p.h. Generally, motors of 10 to 20 h.p. are used, but they cannot provide sufficient power in hilly country. For town purposes, however, the Fiat 500, equipped with Imag electrical units, appears to be satisfactory. Gear boxes are retained even with electric motors, and starting is effected on first speed exactly as with petrol engines.

The progress made within one year augurs well for the future of alternative fuel generators in Switzerland.

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