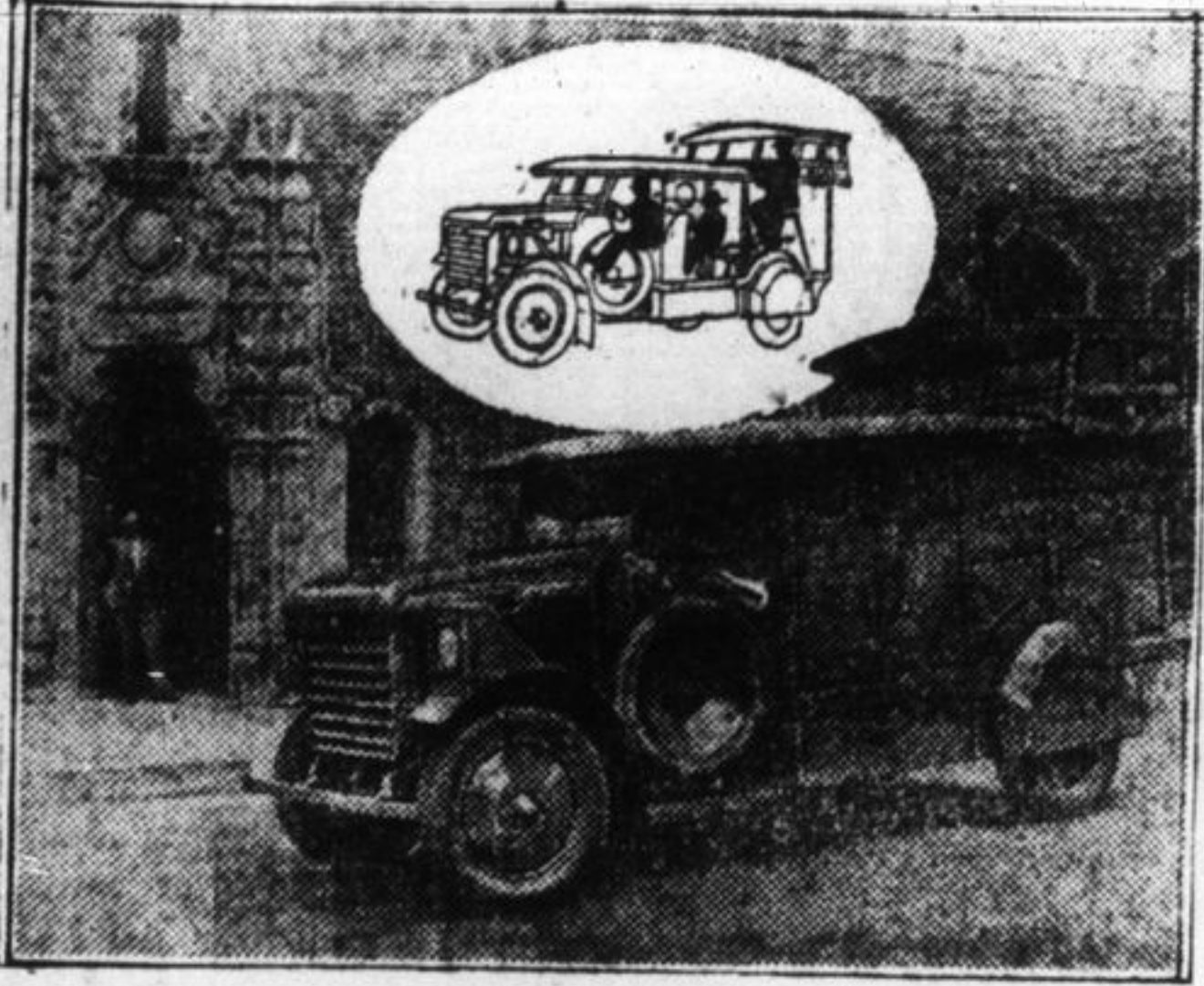


IN THE AUTOMOBILE WORLD

Armored Speed Wagon Tank Serves Los Angeles Bank



Five thousand rivets are required to hold together the latest "life insurance policy" which a Los Angeles bank has taken out for the protection of its messengers.

A powerful tank has been especially constructed for the Helman Commercial Trust & Savings Bank as a result of the ruthless shooting of messengers by bandits who attempted to seize payrolls and money in transit between banks, railroad stations and the express company.

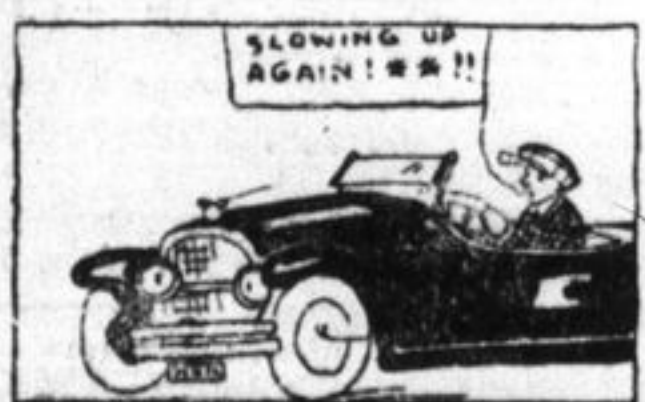
The reduction in the insurance rates on the money alone, it is said, will pay entirely for the tank within

Keeping Down Headlight Glare

There Is Plenty Of Non-Glare Law, But It Is Lazily Enforced

NOT ONLY INCORRECT FOCUSING of the bulbs, but improper pointing of the headlamps themselves result in glare. When pointed upward too much the intense beam, even if correct in other respects, will rise more above the legal distance from the level on which the car is setting and will dazzle the eyes of persons approaching. There is usually a clamp adjustment, by using which each headlamp can be given such an elevation as will secure a good road light, but will keep the beam below the legal height, which is generally given as 40 inches or slightly more above the road surface, but it is perhaps safer to follow the regulations of the local authorities. In some sections there are official headlight testing stations and most electrical service stations can make the adjustments required by law and satisfactory service for motorists who do not care to do this work themselves. Motor vehicle departments and the police have occasional spasms of headlight statute enforcement, and it behooves all motorists, if for no better reason than to avoid trouble with these authorities, to keep their lights out of the glaring class and up to the required standard of road and roadside illumination. Watch the effect of your lights on buildings and judge from that the probable effect on the "other fellows' eyes."

WONT SPEED UP PROPERLY



A. W. C. writes: I have noticed that my car increases speed steadily up to about 35 miles per hour, but that when I try to force it to go faster, it will start to accelerate and then soon slacken speed. The carburetor appears clean and all the piping has been looked over. What is the cause of this trouble?

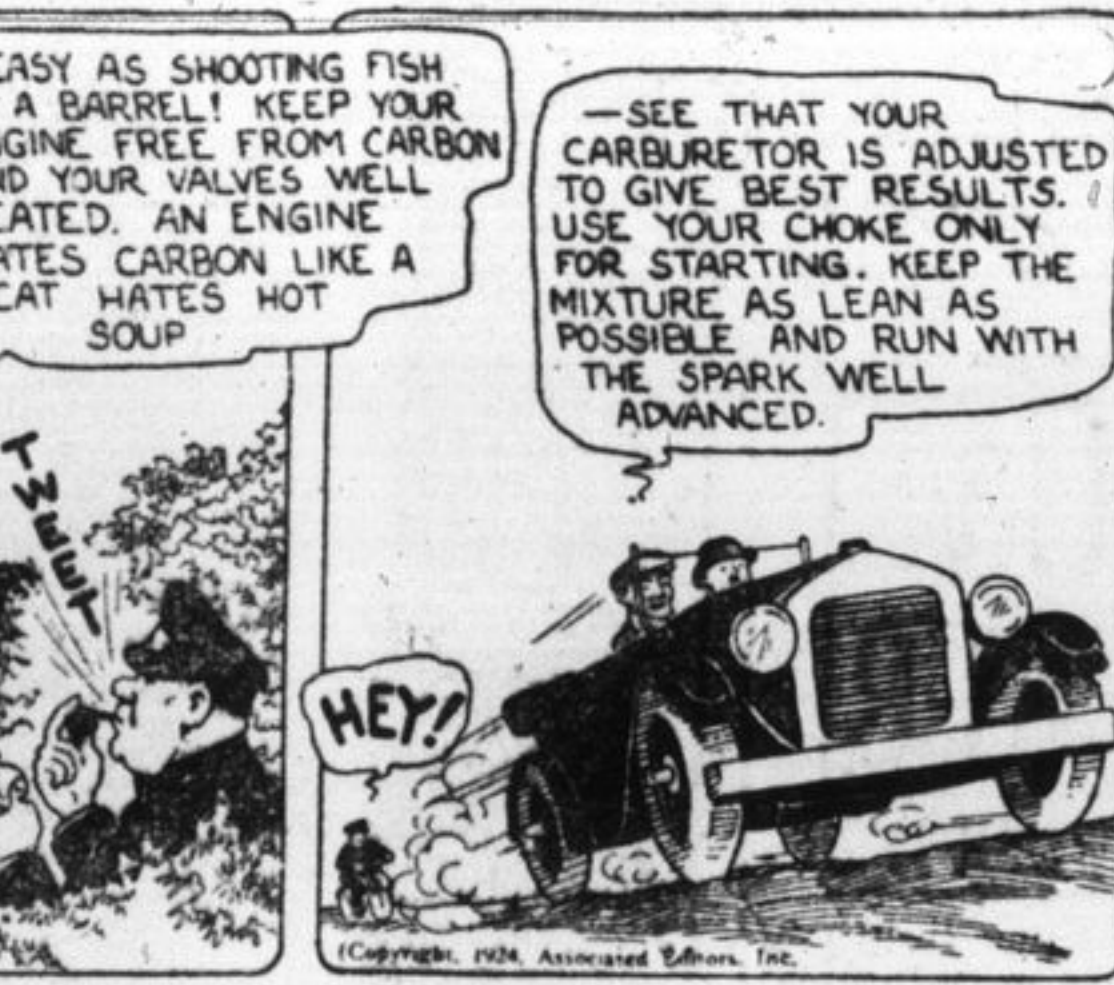
Answer: We believe that the gasoline feed to the carburetor is not ample enough to supply the fuel demands of the engine, when it is running very fast, the result being that the gasoline level in the float-chamber falls to a low point and not enough fuel can be drawn through the spray-nozzle to keep the mixture up to full power producing quality. It may be that the filter screen in the line from the vacuum tank to the carburetor needs cleaning or it may be that the vacuum tank itself does not keep filled. You better clean the gauze filter screen at the top of the vacuum tank, tighten all pipe connections and make sure that the vent in the main tank is not obstructed. Unless the muffler has become badly choked, we believe this engine will speed up satisfactorily, as soon as it gets an adequate gasoline supply. As ignition is controlled by hand on this car, we presume you advance the spark

Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

AUTO SENSE



Not every car can be expected to make twenty-five miles to the gallon of gasoline, but by proper care and handling a material saving can be realized on a large majority of them. Poorly seated valves allow the vapor to be forced out of the cylinder on the compression stroke and wasted. Carbon causes loss of power and it requires more gasoline to overcome this loss.



Your carburetor acts as an atomizer for the fuel. There are too many types of carburetors on the market to attempt to explain the adjustments necessary, but it is necessary to keep them all clean and to have the needle valve adjusted to a point where it gives the most power on a set throttle. Be sure there are

TELL IT TO THE JUDGE



no air leaks in the intake manifold. If your car has no mixture adjustment on the instrument board, try placing a smaller jet in your carburetor and drawing out the choke rod to a point where you can get the most power. This will enable you to cut the mixture to a much leaner point. If you are to get all the power you are entitled to, the explosion



should take place just as the piston starts down on the power stroke. The spark lever on the steering wheel regulates the time of the explosion. Retarding it causes the explosion to take place a little later and results in loss of power. A cold engine requires more gasoline than a warm one. If your car has a motor meter, the mercury

By Williamson

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- 4 cylinder . . . \$6.50

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"KILL THE GLARE SAVE THE LIGHT"

"Kill the Glare—Save the Light." The California Division of Motor Vehicles, in making the campaign against glaring headlights, has asked California motorists to adopt this slogan.

Will H. Marsh, chief of the division, points out that motorists, by eliminating the glare of their lights, can conserve their illumination, since if lights are properly adjusted the full force of the rays is thrown on the highway in front of the automobile where it belongs.

"We might well add to this slogan that by killing the glare one can save lives as well as light," Marsh said. "There is a period of one or two seconds that every motorist is completely blinded and driving without sense of direction when passing a car with glaring lights. At such times serious accidents are extremely likely to occur."

Reports received by Chief Inspector C. K. Harder indicate that the campaign is being successfully conducted in all parts of the State. These reports show that since the 1st inst., approximately 1,000 motorists have been stopped daily by the officers and compelled to have their lights adjusted.

Removal of Cylinders.

Before removing a cylinder, draw off the water, remove the rubber connection between the radiator and cylinder head, detach the cable from the plugs and remove the cable supports or otherwise free the head from the wiring. Free all nuts that hold the head to the block and then, with a blunt screwdriver, pry between head and block at intervals, until the parts are free.

For An Easy Start.

To make starting easier, throw out the clutch when starting the engine. Otherwise the starting motor has to turn over the clutch and counter-shaft gears, besides the engine, which is a heavy strain on the battery.

Rubber tape is better than friction tape for aerial work.

A Bad Weather Aid.

One of the easiest mixtures to make for preventing an obscured windshield glass during stormy weather, is equal parts of kerosene and glycerine. Apply a thin, even layer over the glass surface with a soft cloth. Another effective cleaner is ordinary plug tobacco. One side is sliced a trifle so that a fresh leaf is exposed. This is then rubbed up and down on the glass—and if the operation is repeated until the entire surface has been thoroughly gone-over, the glass will be covered with a thin and perfectly transparent film of oil.

Pool stunts.

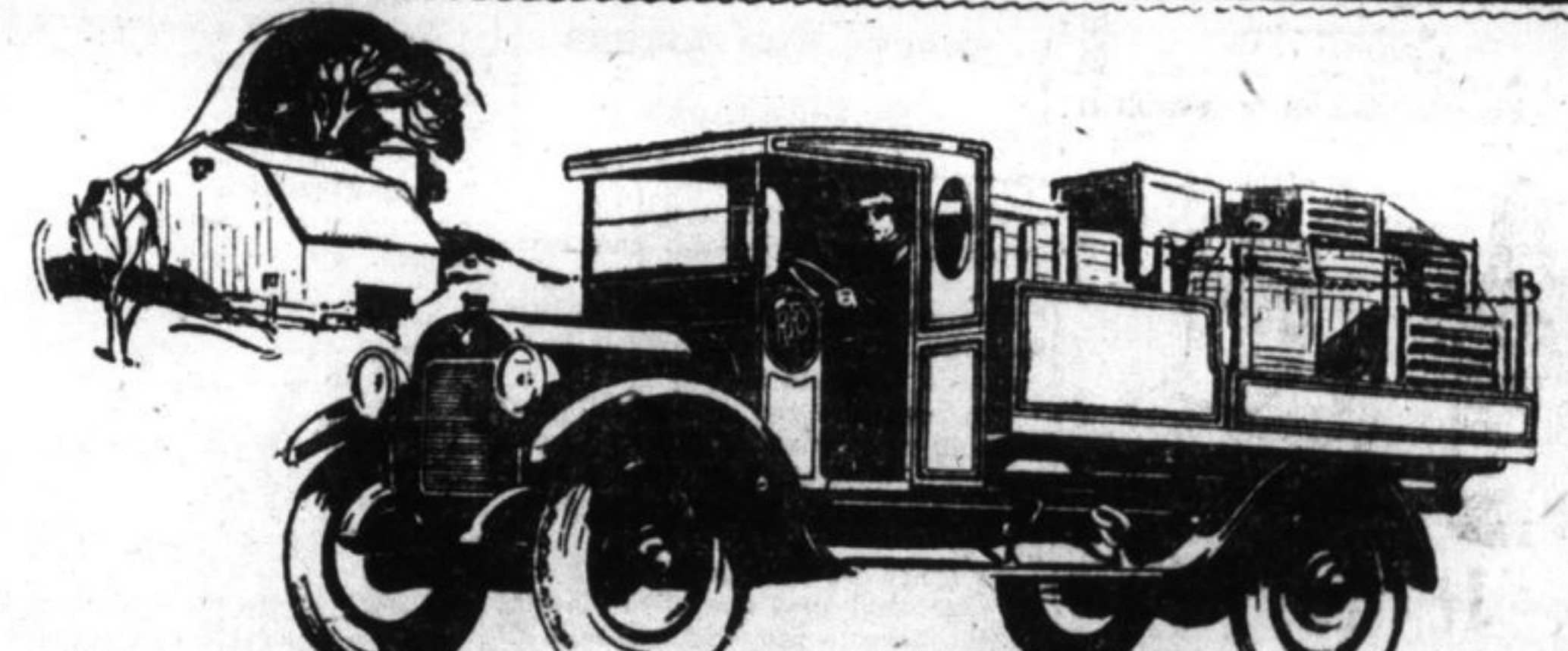
Starting the car with the brake set. Shifting gears without throwing out the clutch. Looking for a "gas" leak with a lighted match. Starting from a standstill on high, and racing the engine. Throwing gears into forward speed when the car is moving backward, or vice versa.

Wheel Alignment.

Because alignment of the wheels is an important factor in the life of the front tires, the distance or tie rod is provided with adjustments. The front of the tires would, as a rule, be 5-16 closer together than the rear, measured at the same height from the ground.

Replacement of Rings.

When replacing rings, the best-fitting rings should be used at the top, so that the oil below cannot be consumed by the high temperature of the exploding gas. The replacement of the rings is the reverse of the removal.



SPEED WAGON

- STRIPPED of detail, here are the reasons why the Mighty Speed Wagon will out-perform any other commercial motor vehicle in the world, regardless of weight, size, capacity or price.
- Inner-frame suspension of power units.
 - More engine power than any other vehicle in or near its class.
 - Far more braking efficiency than any other.
 - More equitable distribution of weight over wheels, insuring greater safety and roadability.
 - Spiral bevel gear axle for fleetness and quietness, oversized for tremendous endurance.
 - Twelve standard bodies, providing a style for practically every business.
- More than 100,000 Speed Wagons are supplying faster, safer and cheaper haulage in nearly every line of business because of visible quality, demonstrable efficiency and known economy-factors.

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