Would you risk your life for 50 feet of film?
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APRIL 25 CENTS
Gus Tells How to Adjust a Carburetor and Shows How to Cure Starting Trouble

By Martin Bunn

"Bargain nothing!" said Gus emphatically. "That's the other part of your trouble. The blame stuff is rotten. Joe—draw off some gas from my vacuum tank and we'll get this motor started.

"But how're you going to get it started?" inquired the owner curiously.

"The crank is broken, Gus asked. "Got a jack?"

"That's it. Now put it under one of the rear wheels and jack her up. Joe, you get some rocks and block the front wheels to keep it on the jack. Now watch!"

Gus put the car in high and walked around to the rear. Seizing the tire, with a quick heave he pulled it toward him, and after several attempts the motor broke into a fitful coughing, then ran steadily.

"How's it going?" asked Gus. "Still coughing?"

"It's moving, Gus replied. "The trouble's in the carburetor."

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"That's it. Now put it under one of the rear wheels and jack her up. Joe, you get some rocks and block the front wheels to keep it on the jack. Now watch!"

Gus put the car in high and walked around to the rear. Seizing the tire as near the ground as he could, with a quick heave he pulled the bottom of the tire toward him. After several attempts the motor broke into a fitful coughing and finally ran steadily.

"That's a good stunt to know," he said as he brushed the dirt off his hands. "When the self-starter goes bad and you find the crank has been left at home in the garage, you can get the motor started that way.

"Now let's see what we can do with that carburetor. It sounds like the mixture is too lean, but we can't do anything to fix that until the motor is good and warm. Most people adjust the carburetor before the motor is hot, and that's one of the reasons why they get such poor mileage on gas."

"I'll be darn thankful if you'll show me how to set the carburetor," said the tall fellow in a hopefully tone of voice.

"All right," said Gus smilingly. "Come here. Look at this carburetor. See here—this is the float chamber. It is just a little tank full of gasoline with a float in it. When the engine uses some of the gasoline, the float sinks down with the level of the gasoline and opens a valve that lets in more from the vacuum tank. That makes the float rise and shut off the supply so the level is always the same. That's one thing you must know about the carburetor."

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To Cure Starting Troubles

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"The rest of the carburetor is where the gasoline is mixed with the air before it is fed into the cylinders. No two models of carburetors look alike, but they all work on the same principle. From the float chamber there is always a small opening that leads into the air passage, and when that chamber is empty, the gasoline is picked up in the form of a spray just like some of these atomizers you use on your throat.

NOW THERE"s a certain amount of gasoline in proportion to the quantity of air that gives the best kind of an explosion in the cylinder and the most power. When you have too much gasoline the motor acts sluggish and usually there is black smoke coming out of the exhaust too. Little gasoline gives weak explosions, too, and sometimes the carburetor backfires because the mixture burns so slow that it is still burning in some corner of the cylinder when the inlet valve opens to let in a fresh charge and ignites the fresh charge, which blows back through the carburetor.

"Of course the speed with which the air goes by the little opening makes a lot of difference in the amount of gasoline that is drawn into the carburetor from the mixture uniform by using two small openings for the gasoline. One works all the time and the other only when the throttle is opened.

"Other types change the size of the opening by controlling the needle valve with levers to the throttle. Then there are types where the opening is fixed and the air passage is so shaped that even when the throttle is nearly closed and the air moving through the pipe rather slowly, it still is moving pretty fast past the gasoline jet."

W H I C H kind is this one here?"

inquired the car owner.

"It's one of the two-jet type. You adjust the low-speed jet while the motor is running idle, and the high-speed jet when the throttle is open pretty well. You don't have to race the motor, though. It's usually opened a little before the throttle is open for a second or two and see if the engine responds properly. If it holds right away without choking up or backfiring, you can be sure that the high speed jet is somewhere near right. Keep both jets turned down as far as you can and still have the motor respond right if you want the best economy.

"That's about all there is to carburetors except to remember one thing. Mark the little wheels or nuts that control the jets and, when you make an adjustment, be sure that you remember the amount of change you made so that you can put it back where it was in the beginning if you get it all out of whack.

"These marks will help you to check the quality of the gas you are using, because, if you find that you have to open either of the needle valves more than usual when you buy a new supply of gas. It means that the new gas is not good as good as the old. I'll bet that when you get some good gas in this bus you can turn both jets down" (Continued on page 136)
To Cure Starting Troubles

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quite a bit and still have it run fine."
"Sounds kind of simple," observed the
car owner. "But what made it stop
here, I wonder?"
"That's easy," replied Gus. "You had
some gas in the tank when you put this
bum stuff in and it took a while for the new
gas to work through the vacuum tank
to the carburetor. Then perhaps a piece
of grit or something got in the jet just at
the wrong time, the motor stopped, and
you couldn't get it started again because
the new gas would not start with the
setting that was right for the old gas.
"By the way, don't blame the gas the
first thing when the motor begins to miss
or backfire. It may be a bit of dirt in the
jet that is causing the trouble. Open up
the jet for a second or two."

WELL, stranger, I sure am obliged
to you," said the owner gratefully,
as he handed Gus the pay envelope
under the wheel and pushed out the clutch.
"Hop in, Joe," said Gus. "We ought
to be back at the garage by now."
"Do you suppose he will ever get
to know how to take care of a car?" asked
Joe, as he drove off.
"I wouldn't bank on it," grinned Gus.
"He'll probably end up by putting oats
in the gasoline tank and saying Whoo!" when
he ought to put on the brake."

Can Dreams Be Controlled?

WHAT would you like to dream
about tonight? A. J. Cubberley, a
Cambridge University psychologist, says
you can make dreams to order by pasting
little squares of paper on your skin. The
tactile sensation of the skin in certain
areas bring about the sensations, that
cause dreams.

A bit of paper stuck on the lower part
of the leg brought about a dream of being
kicked by a horse. Having his foot on the
tension caused a dream of slipping or falling.

By this method, it is said, dreaming is
put on a basis where it can be investigated.

War Waged on Prairie Dogs

TOURISTS through Wyoming and
New Mexico are entertained by little
prairie dogs that rise on their haunches
as the train or automobile goes by. But
the natives of those states do not find
them amusing. They destroy valuable
land, and for the past few years worthless
warfare has been waged against them.

In one Wyoming county, an area forty-
four miles long and twenty miles wide
has been cleared of the destructive pests.

On the Trail of Vitamines

VITAMINES are everywhere, but no
one has yet actually seen a vitamine.
But scientists working persistently to
isolate the elements seemingly close on their
heels.

Dr. Takahashi, a Japanese investiga-
tor, has isolated a product from cod liver
oil which is potent when diluted one mil-
lion times. Dr. Leyene, of the Rockefeller
Institute, New York, has obtained a pro-
duct from yeast which is active when
when diluted one hundred thousand times.

Fat Men!

This new self-massaging belt not only makes you look thinner INSTANTLY but quickly takes off rolls of excess fat.

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