PUBLISHED
BY
REQUEST

THE PECULIAR SIMILARITIES of the HUMAN ENGINE AND THE PETROL ENGINE

by

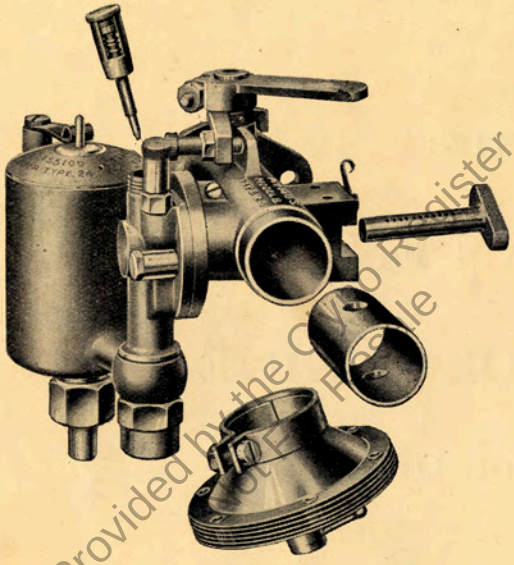
PROFESSOR LOGICUS

MOTOR SHOW
OLYMPIA
1925

The Atmos Carburetter

MODEL "B"

Note its Accessibility and Simplicity



Without stopping engine, the Carburetter can be dissembled as above shown.

I.E. main jet needle, choke tube, diffuser tube, can all be removed.

All this may not interest the ordinary user, because, unless he wishes to change choke size, neither choke nor diffuser tube ever need be removed.

What, however, does interest the ordinary user, is the fact that jets are so accessible for cleaning purpose, and no special tools required.

The clearing of a choked jet is, therefore, only the work of a few seconds.

This little booklet
is published by request

During the early part of this year of 1925, we issued a series of chats on the peculiar similarities of the human engine, or human being, and the petrol engine. They were published in the advert. columns of various journals.

Many motorists saw some of them, but not all of them, and so interestingly instructive did they consider those to be which they saw, that we have received requests from all parts of the world where motors are used, for the complete set to be forwarded, we therefore decided to re-print them in booklet form.

No doubt you too will find the chats by "Professor Logicus" to be both interesting and instructive. His similes are certainly unique, as well as instructive.

COX CARBURETTERS LTD.
LOWER ESSEX STREET
BIRMINGHAM, ENGLAND.

Phone: MID. 2012
Wires: "ATCARBCO" } BIRMINGHAM.

CHAT No. 1.
BOTH THERMAL ENGINES.

THE HUMAN ENGINE REQUIRE HEAT FOR ACTIVE EXISTENCE

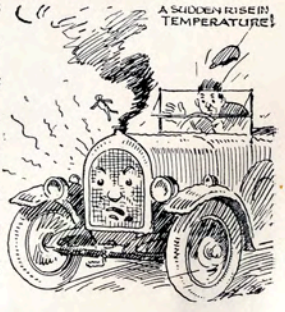
FEW realise the peculiar and striking similarities between the human engine (or human being) and the petrol engine.

And the sum of quite useful knowledge to be derived from comparing the two, particularly as regards the basic origin of many of the little ailments to which both are subject.

Note how both engines depend upon the same conditions for their life and energy. Both require heat for their active existence, therefore both are thermal engines.

The normal working temperature of the human engine for best results is around 98°F., while the normal working temperature for the petrol engine for best results is around 160°F. Some petrol engines give their best at a higher normal temperature than 160°F.

This is only a difference of degree, one type of engine working most efficiently at a higher normal temperature than another. We arrive, however, at a striking comparison of the two when we realise that whatever may be the normal working temperature of either, a sudden rise over normal, without any apparent reason, indicates danger and in each case calls for similar action, the correct and wise action to take in either instance being to bring the engine to rest for investigation of the cause, and application of proper treatment. For both must be fit and well to work well, and sudden rise of temperature above normal is a sign of unfitness.



CHAT No. 2.
BOTH HAVE HEARTS.

CIRCULATING THE BLOOD

OUR last chat showed how both the human and the petrol engines were thermal engines, depending upon heat for their active existence.

And how, in either case, a sudden rise of temperature over normal without apparent reason indicated danger and unfitness.

Let us now compare the effect of temperature below normal, or what may be termed sub-normal.

Neither engine can work properly if its temperature is too low. They both lack vitality to a very marked degree, and neither should be expected to give of its best. Undue forcing of either to work hard may bring about serious after-effects, the nature of which as regards the petrol engine will be treated later.

PETROL ENGINES HAVE HEARTS.

The human engine, of course, has a heart, the function of which is to circulate the blood through the veins in order to keep the various parts of the engine in a fit and workable condition.

The heart of the petrol engine is the Oil pump, the oil being its life-blood which the pump circulates to the various parts where it is needed to keep such parts in a fit and workable condition.

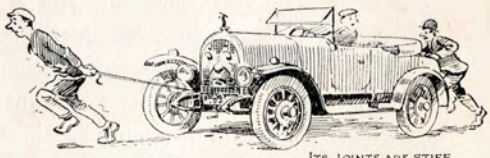
A stoppage of the heart in either case means disaster.

AN EXTREMELY FORTUNATE DIFFERENCE.

If the human engine is allowed to get cold enough and the heart to stop working, it is then inanimate and cannot be reanimated.

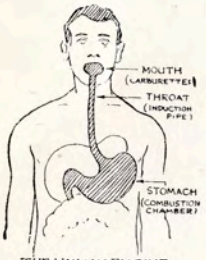
When the petrol engine is allowed to get quite cold it also is inanimate and its heart has stopped, but fortunately it can be reanimated, but it cannot reanimate itself.

For some little time, however, after reanimation or starting, it feels far from well, and does not show a real liking for work. Its joints are stiff, its blood is cold and thick, it feels uncomfortable and is not itself.



ITS JOINTS ARE STIFF
ITS BLOOD IS COLD!

CHAT No. 3.
BOTH REQUIRE FOOD, AND TAKE IT IN A REMARKABLY SIMILAR MANNER.



THE HUMAN ENGINE

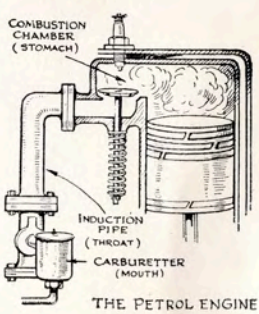
IN our previous chats, comparison has been drawn to show how both human and petrol engines depend upon heat for their active existence.

Let us now review how they compare in other respects. Both must have nourishment in the shape of food. From food they generate, first their required temperature—then their energy and power. They neither of them can give forth their best efforts until their temperatures have reached the requisite normal. Their feeding methods are remarkably similar.

The human engine has a mouth, where the food first enters, and wherein it is masticated (more or less properly) and blended with an ingredient known as saliva. After mastication, the food is passed along a tube, known as the throat, into a chamber known as the stomach, wherein it is churned up and another ingredient added, known as gastric fluid. The action of this latter addition is to render the food mixture ready for the conversion of its latent energy into usable energy, which is given off in muscular and mental effort.

Now let us compare the Petrol Engine.

The petrol engine has a carburetter (equivalent to the mouth) wherein the fuel, which is the engine's food, is more or less properly atomised or masticated and mixed with air, the equivalent of saliva. The mixture is then passed along a tube known as an induction pipe (the equivalent of the throat) to a chamber known as the combustion chamber (the equivalent of the stomach), in which chamber it is churned up and compressed, and at the correct moment another ingredient is added in the form of an electric spark (the equivalent of gastric fluid) which addition completes the conversion of the latent energy contained in the fuel into usable energy given off through the crankshaft.



THE PETROL ENGINE

CHAT No. 4.
BOTH CAN GET INDIGESTION.

OUR previous chats have set forth comparisons showing how peculiarly similar are petrol engines and human engines on many main points. In the last chat it was shown how the petrol engine must have food from which to develop first heat, then power. Petrol or the like is the "food" from which it develops power.

The human engine to keep fit and really vigorous must have proper food, and must also properly masticate it and blend with it the proper amount of saliva and gastric fluid to ensure proper digestion. Unless the digestion is good the human engine does not long remain fit.

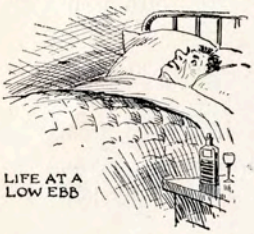
The same applies to the petrol engine: to keep fit and really vigorous it must have proper food and it must be properly masticated and properly blended with the correct amount of air (the equivalent of saliva) after that, and when in the combustion chamber (the equivalent of the stomach), it must have added to it an electric spark of sufficient volume and intensity to ensure the completion of combustion (the equivalent of digestion). If combustion (digestion) is not complete and good, the petrol engine, like the human engine, cannot long remain fit and vigorous.

A COMMON BASIC CAUSE OF AILMENTS.

Everyone knows that the basic cause of most of the ailments that the human engine suffers from is stomach trouble or indigestion of one form or another. It is just the same with the petrol engine—the basic cause of most of its ailments arises from bad carburettion—in other words, improper feeding—causing a form of indigestion which quickly robs the engine of its suppleness and life, and renders it sluggish and intractable.

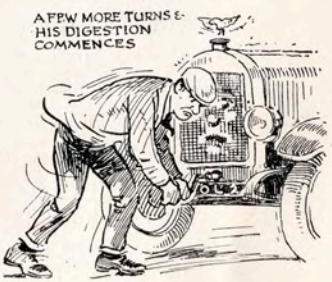
CHAT No. 5.

NEITHER CAN WORK WELL WITH A SUB-NORMAL TEMPERATURE.



LIFE AT A LOW EBB

IT has been pointed out that the Oil Pump of a petrol engine was its heart and that oil was the engine's life-blood. When an engine has stood for some time and become thoroughly cold, the oil has gone thick, as oil does when cold, and all the metal of the engine is cold—in other words, all its joints are stiff. What happens, or what has to happen, to bring it to life? It must first have a little rich food introduced into its stomach. How is this done? By either flooding the carburetter or closing an air strangler attached to the carburetter. The engine is then wound round, either with starting handle or electric starter, and the rich food caused to enter the engine's stomach (the combustion chamber). The stomach, being cold, is not in a condition to readily do its part towards digestion, and the electric spark is unable at first to complete the work, and nothing happens. A few more turns and digestion commences, and the engine comes to life, but life is at a low ebb, and for some little time the bulk of the power contained in the food (the fuel), passing to the stomach of the engine, is being utilised for production of heat to warm and loosen the joints and thin the oil, and so enable it to flow freely along the innumerable small tubes and ducts through which it passes to the bearings, and some time must elapse before the life-blood of the engine (the oil) is flowing freely, and before the temperature of the combustion chamber (the stomach) is such as to allow of proper combustion (digestion) to be taking place.



A FEW MORE TURNS & HIS DIGESTION COMMENCES

Therefore, firstly, as long as oil is thick and not flowing properly, the pump (the heart) is working hard and exerting great pressure in trying to force the thick oil through the small tubes and ducts. If the engine is run too fast the excessive pressure may cause fracture of a tube joint, and, further, through the oil being so thick, it cannot flow freely to the bearings. A bearing, therefore, may be easily damaged through insufficient lubrication.

CHAT No. 6.
EXCESSIVELY RICH FOOD IS EQUALLY BAD FOR BOTH.

MAY I commend the study of Chat No. 5 to many who start their engines on a cold morning and race them unmercifully with the idea of warming them up. A cold engine certainly must warm up before it can work well (see Chats Nos. 1 and 2), but running it light at 2,000 revolutions a minute or over is not the right or wise way to do it.

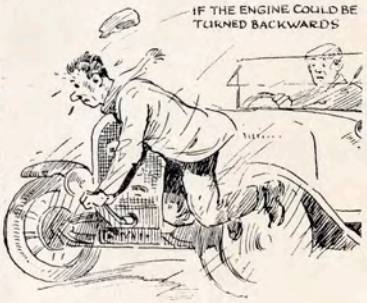
The best way to warm a cold engine is to let it run steadily with the throttle just a little way open for, say 5 minutes, then switch off and let it stand for a time, so that the heat generated by the few minutes' running, can radiate through the metal.

If, however, time does not permit of this being done, don't try to force speed for the first mile or so.

This advice is given to those who wish to keep their engines fit and out of doctor's hands, as they would like a human engine kept fit and out of the doctor's hands.

While talking of Cold Engines, let us just review things that can render starting from cold extremely difficult.

A Carburetter (or mouth) which does not properly atomise (or masticate) the fuel, and allows it to pass in its crude form, can be one cause. A spark which is very weak and poor in quality is another cause. This latter condition can cause much trouble, because rich mixture (or food) can be given, and owing to weakness of spark and stiffness of engine, the engine cannot be turned fast enough to generate a spark of sufficient quality to start combustion (digestion). By the time the bearings have been freed sufficiently to allow engine to be turned fast enough to obtain a spark of requisite quality the fuel (or food) mixture in the combustion chamber (the engine's stomach) has become so rich that combustion (digestion) cannot possibly take place, however good a spark may be applied to it. Again, we get another peculiar simile with the human engine, because if the human engine's stomach becomes overloaded with indigestible food the best thing is to vomit it out.



The same with the petrol engine. If an engine in the condition as above set out could be turned backwards, the action would be to vomit out through the Carburetter (or mouth) the indigestible food, and the next turn in the right direction would more than likely start it up. In any case the excessive rich food must be cleared from the engine's stomach before it can start. One way is, to remove the plug or plugs and turn the engine, so forcing out the rich food and taking in air.

CHAT No. 7.
SOME EAT MORE THAN OTHERS.

ONE OF THESE MEN EATS TWICE AS MUCH AS THE OTHER!

HAVING chatted as to how the human engine and the petrol engine are peculiarly alike in many unexpected ways, let us study them from a food consumption standpoint.

Everyone knows how some humans consume far more food than others, yet do not necessarily develop any more energy, or do any more actual work, yet, no one seems to raise the point as to actual work done in return for food consumed.

The average fond parent is grieved, and very concerned even, if a son works hard and eats little, yet often very little concerned if said son eats much and works little.

Yet same parent is soon asking many questions if his motor requires only a little more food than usual, no matter how hard it has been working, and if by chance it dare use a lot of food, and at the same time go lazy, then said parent has quite a lot to say, particularly to the carburetter maker. Let us come to a simile or so.

Two men of approximately equal age, weight and size (possibly brothers), sit down to breakfast. One eats nearly twice as much as the other. We will suppose them to be on holiday, and after breakfast both set out for a walk of say 10 miles and return to lunch. At lunch the one again requires nearly double the amount of food as the other. Supposing for simile's sake, one to have eaten in all, 2 lbs. weight of food, and the other 4 lbs. weight, what do we find?

We find that in one instance we have 10 miles of distance, travelled for the consumption of 2 lbs. weight of food, whilst in the other case we have 4 lbs. weight of food consumed for same distance travelled, and, mark you, no one complains or enquires into the reason why! But, if two friends have motors of equal weight and power, and one does 40 miles on one gallon of its food (fuel), and the other requires two gallons to travel the same distance, the reasons why are at once enquired about.

Why the difference with the two humans?

A very difficult question to answer in detail, in simple language, but a broad answer can be given, and it is this—there is a difference between them in their internal functioning, the heavy eater is functionally different somewhere, and is perhaps, not making the best use of the food consumed, yet, outwardly looks equally fit, well, and similar to the normal eater.

With respect to the two motors mentioned, one of which requires so much more food than the other, the same remarks apply equally well—there is something functionally different with the big eater. Usually in such cases, the carburetter is blamed at once, but, as likely as not, it is having next to nothing to do with it. Here are some of the causes that can be.

Valve, or valves, not seating properly, or piston and piston rings not fitting properly, and causing loss of compression.

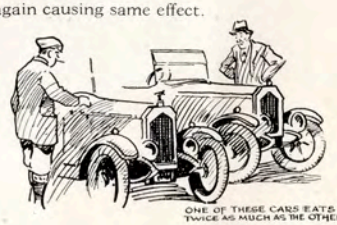
A plug, or plugs, not firing properly, thereby not developing proper energy from food received.

Magneto not delivering an efficient spark, causing same effect.

Electric cables from magneto to plugs not sound, again causing same effect.

Then there are such things as brakes not clearing properly, bearings too tight somewhere, or improperly lubricated, to say nothing of a leaky petrol pipe joint or tap.

All these little things can cause more food to be absorbed than should be, apart altogether from whether carburetter is correctly set or not.



ONE OF THESE CARS EATS TWICE AS MUCH AS THE OTHER.

CHAT No. 8.
ON DRINK.

NOT AT ALL WELL. RESULT OF TOO MUCH LIQUID & NOT SUFFICIENT SOLID FOOD.

HERE is where a petrol engine does materially differ from the human engine.

Although they both require food from which to develop their energy output, the human engine's food is mostly of a solid nature, while that of the petrol engine must be of liquid nature, free of any solids.

A human cannot exist properly on all liquid, and a petrol engine cannot work at all if anything solid is supplied to it in its liquid food, as for instance, flies, fluff, bits of paint, shavings, sand, etc., etc., put in with the petrol only cause the engine to stop work.

But—we really find a simile after all, even on this issue, for although the petrol engine of its own accord makes no endeavour to imitate the human engine, there are petrol engines which are fed on alcohol, mixed with other things, and really work very well and win big races.

On the other hand, we have the occasional human engine trying to emulate the petrol engine and live entirely on liquid of a nature which mainly consists of alcohol, but such attempts are never really successful—at least the writer has not known of a successful one being made.

JET CHOKED AGAIN!— MY DEAR. RESULT OF SOLID MATTER IN FOOD. WE MUST FEED IT ON LIQUID ONLY.

The foregoing chats explain how, in many respects, the petrol engine and the human engine are peculiarly alike.

The petrol engine derives its power and energy from the food it eats, in very similar manner to the human engine.

Everyone knows that no petrol in the petrol engine's carburetter means no power.

The power of the petrol engine is carried in the petrol tank, and every gallon of petrol contains roughly eight horse power, when properly converted from its liquid form to an explosive form, by the action of a good carburetter.

A carburetter has many important functions to carry out, other than merely squirting petrol into a pipe through which air is being drawn by engine suction.

Everyone knows that if a human does not properly masticate the food taken, and properly blend said food with saliva before it passes to the stomach, indigestion ultimately develops.

Indigestion means lack of energy, and general unfitness.

As many humans lack energy through indigestion, and do not really know that indigestion is the true basic cause of their trouble, so there are many petrol engines lacking energy through indigestion, their owners not knowing the true basic cause of the trouble.

Petrol Engines can have indigestion, and the carburetter can either cause, or prevent it, because, if a carburetter does not properly atomise the petrol and perfectly blend it with air, before the mixture of petrol and air leaves the carburetter, indigestion is bound to develop.

Fuel carbon accumulating on valve heads and in valve pockets in such manner as to cause engine to require decarbonising every two to three thousand miles is an indication of imperfect combustion, or "Indigestion." Such accumulation of fuel carbon not only means frequent dismantling of engine for cleaning purposes, it also means much undue wear and tear, as fuel carbon is of an abrasive nature, and has a grinding action upon cylinder bore, pistons, and piston rings.

It also indicates that free fuel is percolating past pistons into the crank chamber, and so thinning the lubricating oil and ruining its lubricant qualities, and thereby considerably shortening the life of all engine bearings.

The Cox "ATMOS" Carburetter was designed with full knowledge of the existence of the troubles here mentioned, and many years experimental work were devoted to devising a principle of construction which would ensure such atomisation and aeration of the fuel as would definitely guard against any chance of free fuel percolating to crank chamber, and practically eliminate the accumulation of fuel carbon.

Being designed to do more than simply provide power from petrol, explains why the Cox "ATMOS" is different from all others in constructional principles.

In short, the Cox "ATMOS" Carburetter is the most perfect mouth any petrol engine was ever fitted with.

FROM A DOCTOR.

Dear Sirs,

I should like to take this opportunity of congratulating you on the amazing efficiency of your carburetter as proved by prolonged practical tests in my hands.

My present car is a 12 h.p. four-cylinder water-cooled job, which was first decarbonised at about 8,000 miles. I then did over 14,000 miles without taking the engine down. When I began to feel it was time to look inside engine, imagine my surprise and pleasure to find everything in top-hole condition with very little carbon deposit, and bearings absolutely perfect—just run in so to speak.

Considering my car is on the road every day—night and day, Sundays included, short business runs and long cross country runs; that, further, I do not spare the engine, and get cross country averages that most people will not believe ; that at these speeds I get a petrol consumption regularly about 40 m.p.g., and sometimes more, the whole thing is little short of marvellous.

A fellow I know who has the same engine fitted to his car, but with another make of carburetter, has to decarbonise, so he tells me, about every 3,000 miles.

As you may imagine from the above performance I get no "flat spots," but then neither on this nor with any other car I have had fitted with your carburetter have I found this trouble.

You may make what use of this letter you like. I may say I have no interest in your firm, direct or indirect, except that I hope your instruments will always be available for use by

" SATISFIED."

This testimonial, which is but one of many hundred similar, sets out clearly how the Cox "ATMOS" does do all it was designed to do.

The above is absolutely unsolicited.

AN EXTREMELY EFFICIENT AND USEFUL ARTICLE.

A FILLING FUNNEL

containing

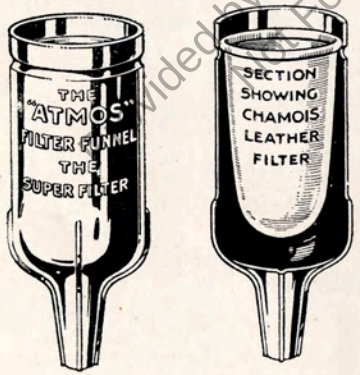
A PERFECT FILTER

WILL CARRY EASILY IN THE TOOL BOX.

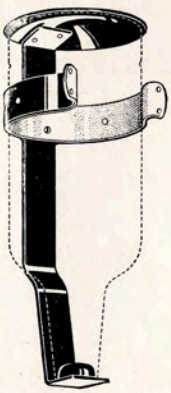
"THE MOTOR" on November 25th, 1924, commented upon it as follows:—

A NEW FILTER FUNNEL.

"A Funnel fitted with a chamois-leather filter is a new accessory introduced by Cox Carburetters Ltd., Lower Essex Street, Birmingham, **price 7s. 6d.** The funnel is designed in such a way that it will pass two gallons of petrol in less than one minute, and separate from the fuel every kind of impurity, even down to the brown powder which is sometimes found in filters, and which is probably conveyed in suspension in the fuel from the rusty tanks of steamers. In the ordinary course this fine rust would pass through the gauze filter, but the chamois-leather is proof against it. Chamois-leather filters were employed during the war in funnels used by aircraft, but were comparatively slow in action.



THE "ATMOS" FILTER FUNNEL.



Funnel Carrier.
Price, **4/6**

The point about the Cox filter is that it will pass fuel faster than most funnels employing gauze as the medium. The body of the funnel is made of aluminium, and can either be stored in the tool box or clipped conveniently to the inside of the car. The chamois leather is removable and is therefore easily cleaned by brushing, washing out, or flicking with the hand. If, after long usage, it becomes choked with dirt, a new filter can be obtained at a small cost."

WHY IT DOES IT AND HOW IT WORKS

Fuel is fed from float chamber **A** into jet body chamber **B**, wherein it remains at a pre-determined height in jet **C** by action of float chamber. When engine is started, air is drawn past throttle **D** and through choke tube **E**.

The action of air passing through choke tube **E** causes air to be drawn from diffuser tube **F**, consequently causing air to be drawn in at point **G** and across jet **C**.

Air passing across jet **C** causes fuel to be drawn from same, air and fuel therefore pass together into diffuser tube **F**, the fuel finely atomised, and the air perfectly blended with it.

This mixture of fuel and air then passes through rows of fine holes, out into the main air stream passing through choke tube **E**, wherein the fuel and air are again further atomised and blended.

From the choke tube, the mixture passes to the butterfly throttle **D**, which is of patented design, having rectangular formations for purpose of creating further turbulence without the sacrifice of engine speed.

Note **Figures 2 and 3**, which illustrate the turbulence waves set up by the action of this peculiar type of butterfly throttle.

From this description, and reference to the illustrations, it will be clearly seen how perfectly the fuel and air are handled to ensure perfect atomisation, aeration and blending, so as to produce a perfectly homogeneous and digestible mixture of the engine's food.

HOW IT WORKS.

The reader may now say to himself, or herself, as the case may be—"How can that one jet be of correct size for full power, and yet not deliver too rich a mixture at other throttle positions.?"

"Surely it can but be a compromise, and when mixture is right for full power, it must be too rich at smaller throttle openings."

Here is the answer to such a natural question.

As a matter of fact, this carburetter has a second jet other than the one shown, but it is merely a pilot jet for slow running only, and has no other function, therefore, details of it are not entered into here, as it goes out of action immediately the throttle **D** is opened.

It will be noted, the main jet **C** is not located in the choke tube **E**, but in a separate little chamber all to itself, and away from the air passing in through main choke **E**, and is in communication with the

main choke tube **E**, by way of the diffuser tube **F**. This tube is provided with four rows of small holes, and when air moves along the choke tube **E**, however slight the movement may be, air is drawn through rows of fine holes in diffuser tube **F**, but naturally, the quantity of air so drawn in is but slight when the throttle **D** is but a little way open.

The air drawn from the holes in diffuser tube must enter at point **G** and pass across jet **C**, and consequently carry with it fuel from jet **C**.

As the throttle **D** is opened wider and still wider, more and more air is caused to flow through main choke **E**, this in its turn draws more air from the fine holes in diffuser tube **F**, and consequently causes more air to be drawn across jet **C**, causing it to deliver more fuel.

So, in reality, it is practically two carburetters in one, the throttle **D** determining the quantity of mixture passing to engine, the main choke **E** determining the correct suction to be exerted upon jet **C**.

This main volume of air passing through **E** bringing into operation a minute choke tube, in which stands the fuel jet **C**, causing it to deliver the necessary amount of fuel to correctly blend with the main volume of air, and produce a perfect firing mixture over the complete range of engine speed. Naturally, the various formations and relative sizes of tubes, holes, etc., have required very long and careful study.

The result, however, is a most perfect carburetter, free of any flat spots, as there is no changing from one jet to another after the initial change from pilot to main.

There is nothing that can possibly go wrong or get out of adjustment.

It is by far the simplest of all carburetters to adjust or clean, or understand.

It is British through and through in every detail, and in every way. Not merely made in England, but is the invention of a Britisher.

Fig. 1 Illustrates the jet, adjustable by means of a taper needle.

Fig. 1 A Illustrates the jet as not-adjustable.

To clean jet of adjustable type, remove needle, flood float chamber, replace needle to correct setting.

To clean jet of non-adjustable type, with coin or spanner unscrew retaining screw marked **X**, lift out jet, clear and replace.

With neither jet are special tools required, and there is no need to even turn off fuel supply.

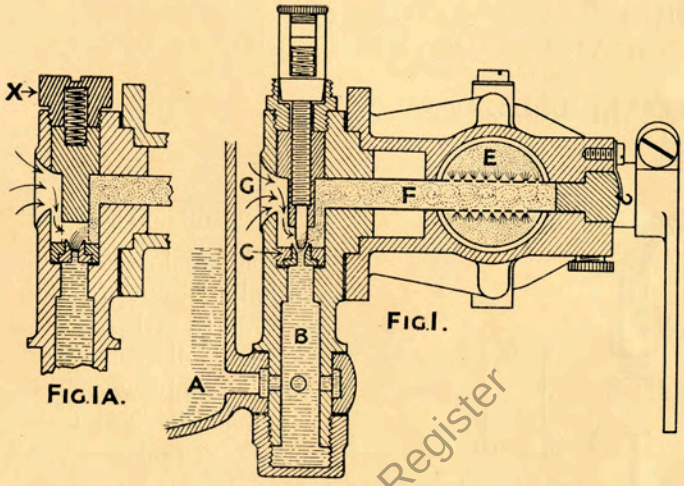


FIG.1A.

FIG.1.

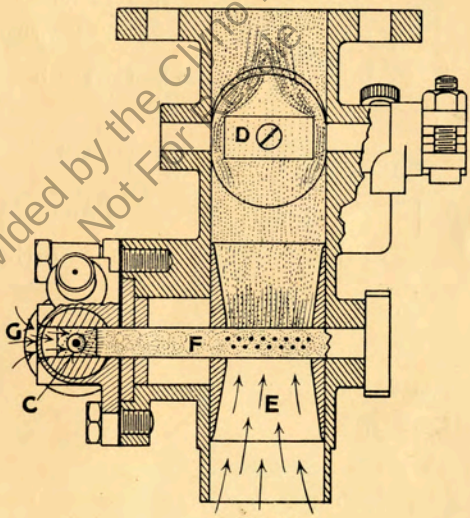


FIG.2.

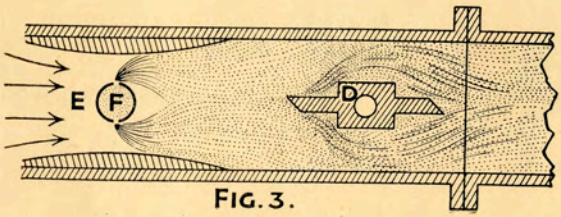


FIG. 3.

A FEW EXTREMELY USEFUL ACCESSORIES FOR COX ATMOS CARBURETTERS

FOR MODEL B ONLY.

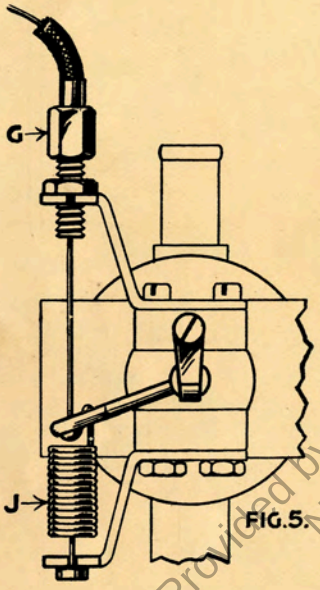


FIG.5.

Fuel cut off and adjuster.

Enables main jet to be entirely put out of action and full throttle used for passing full volume of pure air only when descending hills and using engine as a brake.

Also provides a perfect mixture control.

Operated from driving seat.

Easy to fit.

PRICE, **30/-**

Ask for further details.

ADJUSTABLE AIR CAP FOR PILOT JET.

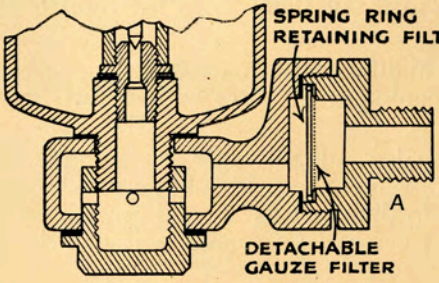
Fits in place of the fixed orifice air cap and has an adjustment which covers the whole range of standard caps.

Provides infinite adjustment of slow running mixture.

Setting of cap not altered when removed for cleaning jet.

PRICE, **2/6**

ACCESSORIES SUITABLE FOR EITHER TYPE OF COX ATMOS CARBURETTERS



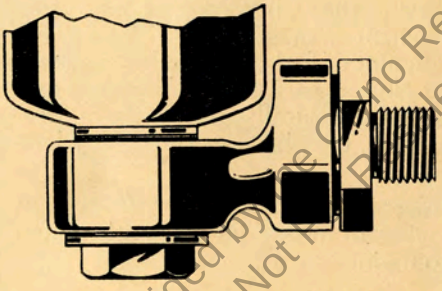
SECTION SHOWING GAUZE FILTER

A highly efficient filter for attaching to existing float chamber.

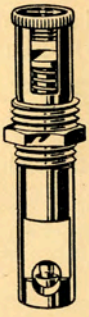
For anyone troubled with excessive dirt in fuel tank, this little fitting is indispensable.

Filter is contained in fitting A and can be removed in a few seconds, thoroughly cleaned and replaced, or if desired, a new filter gauze fitted.

PRICE, **7/6**



Suitable for 1926 productions only, of either type.



For those who have carburetters fitted by car manufacturers with non-adjustable main jets, and would prefer adjustable, an adjustable main jet can be supplied. All that is necessary is to remove non-adjustable jet and replace it with adjustable as here illustrated.

PRICE, **5/-**

When ordering, state type of carburetter or make of car.