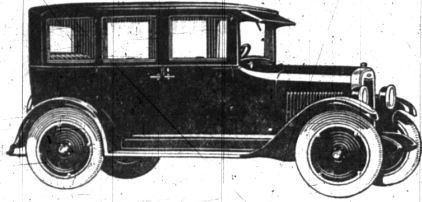




## Display of Closed Models with Beautiful Fisher Bodies



The Chevrolet closed models have new Fisher bodies more beautiful, more sturdy than ever before. They possess new features of construction such as you find only on the finest cars built.

Streamline design with cowl lights and non-rusting airplane metal radiator

—finished in beautiful colors of Duco—coupe and sedan have disc wheels and balloon tires—coach has special artillery wheels and balloon tires. You must see these cars to fully appreciate their unusual value. See them at our opening display now being held at our show room!

Touring Car—\$525 30 in. x 3 1/2 in. Tires and Artillery Wheels	Roadster—\$525 30 in. x 3 1/2 in. Tires and Artillery Wheels	Coupe—\$715 Balloon Tires and Disc Wheels. Standard Equipment.	Coach—\$735 Balloon Tires and Special Artillery Wheels. Standard Equipment.	Sedan—\$825 Balloon Tires and Disc Wheels. Standard Equipment.
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ALL PRICES K. O. B. FLINT, MICHIGAN

**Belford Sales Co.**  
505-507 North Woodward Ave.

**Quality at Low Cost**

### Chief Engineer Of Buick Tells How To Cut Gasoline Bills

By E. A. DeWATERS  
Chief Engineer Buick Motor Company

By observing certain rules and precautions it is possible for drivers of cars to save a considerable amount of gasoline. Economy in gasoline consumption naturally starts with the design of the motor car. So the first thing to do is to make sure the car you drive has a motor constructed as to get the most power out of every quart of gasoline. You can't get economy from a wasteful motor.

Great progress has been made in the past few years in carburetion and intake manifold construction, and it is an actual fact that some cars of today get a far better gasoline mileage on low grade gasoline than cars of 10 or 15 years ago achieved on high test gasoline.

**Practice Necessary**

In addition to improvements in the carburetor, itself, the old choker wire that was pulled out while cranking the car has been developed into a dash adjustment for the carburetor. Naturally a little practice in the use of this dash adjustment is necessary to get the best results, just as practice makes it possible to shift gears smoothly and noiselessly.

Probably every driver knows the principal under which the spark is regulated to the speed of the motor, but many of them fail to apply their knowledge in all cases. In some cases the spark is automatically retarded or retarded with the change in speeds of the motor, and this is as it should be.

The spark in the motor should take place at the completion of the compression stroke. At the upward travel of the piston, so that the charge may be ignited at the instant the piston is starting on its downward travel.

When the motor is traveling at a good rate of speed the spark should take place slightly before the piston reaches the top of its stroke, because a certain instant of time is required for the charge to ignite and expand, and the finished driver, who is driving a car in which the spark is not automatically advanced or retarded will take advantage of this instant by advancing his spark lever to the point where he secures the most power and efficiency from the gasoline. As soon as the motor slows down he will retard the spark sufficiently to take care of the reduced speed.

**Adjusted at Factory**

The hand throttle on the steering wheel is adjusted when the car leaves the factory so that the motor turns over quite slowly with the throttle closed. If your motor seems to idle too fast or the motor stalls on a closed throttle, it should be adjusted by means of the set screw on the carburetor throttle valve lever.

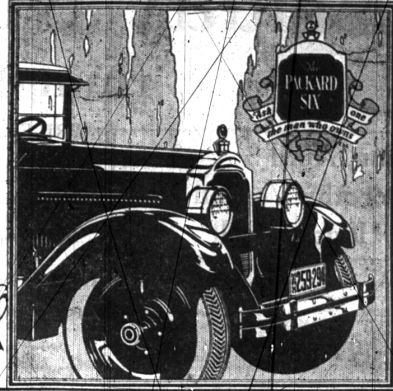
In starting the motor, the driver should naturally be governed by weather conditions and the temperature of the motor itself. In cold weather, with a cold motor, it is, of course, necessary to use the choker, but not so liberally as to flood the cylinders with raw gasoline. With a warm motor it is not necessary to

use the choker at all in starting. Avoid opening the throttle suddenly while the motor is running. This practice is wasteful, because it introduces a large charge of mixture than the motor can accommodate at that speed. Gradually opening the throttle permits the motor to accelerate normally, and converts all the gasoline into power.

This explains why one driver can drive a car up a hill in high gear, while another driver, with the same car, will fail to make the same hill on it. The first driver increases his speed gradually, while the second attempts to rush the hill, chokes his motor with an over-rich mixture and must then shift to second to work off the excess fuel.

The owner who puts these suggestions into practice will get results that will be eminently satisfactory to him. The automatic heat control and automatic spark advance that are built into carburetors used on Buick cars, reduce to a minimum the difficulties experienced years ago before these features were developed.

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The Packard Six five-passenger sedan, \$2585 at Detroit

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Many a Packard owner remembers, as a child, standing wistfully, watching a Packard roll by—and hoping that some day he, too, might own such a car.

Perhaps a "24", a "30" or an "18". What memories the names recall! And later, the "38", and "48" and then the mighty Twin Six, which reigned for eight years—truly a distinguished family.

And now, today, the finest and greatest Packards of them all—the Packard Six and the Packard Eight—alike in beauty, in quality and in distinction.

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# ANNOUNCEMENT

We are pleased to announce that on MONDAY, MARCH 23, we will open our new Sales Office, located at 128 North Woodward Avenue, Birmingham, Michigan, under the Management of Mr. George G. Steelman.

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Anyone interested in Building will have at their disposal our MONTHLY PLAN BOOKSERVICE, which is FREE. Mr. Steelman has copies of these books in his office and will be glad to show them to anyone interested in Building. If you desire these books mailed to your residence monthly, send in your name and address.

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