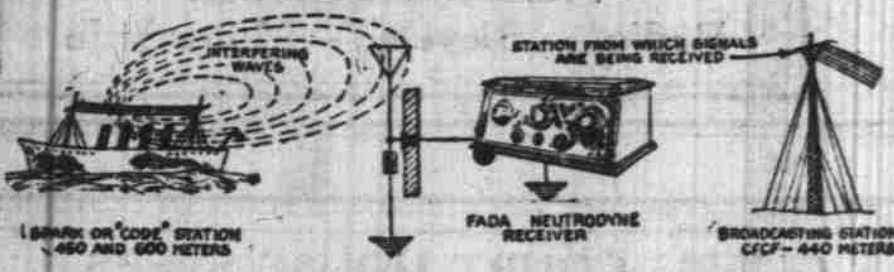


## Everyday Radio

BY KIMBALL HUTTON STARR



### INTERFERENCE FROM SPARK TRANSMITTING STATIONS

Interference from spark or "code" transmitting stations, contrary to the average belief, is not due to radio amateurs or "Hams," but in most cases is due to commercial ship and shore stations operating on wave lengths within the bands given over to broadcasting stations. Nearby powerful spark stations may break through on any wave length on any type of receiver, although the particular wave length at which the interfering stations are transmitting is usually at the present day at or above 600 meters.

Interference from a ship spark station is graphically shown. Such a ship station operating on 450 meters interferes with reception of signals from a broadcasting station operating on 440 meters. The annoyance which this interference is causing broadcast listeners has been largely remedied by re-allocating these ship and shore stations to wave lengths higher than those used by all broadcasting stations. Ultimately most all spark stations will probably be replaced by a different type of radio transmitter, which will free the air from this objectionable interference.

## HUPP PRESIDENT ADVOCATES SIGNS

Believes That Signs Should Be Placed Where Speed Limit Changes

By CHARLES D. HASTINGS  
President and General Manager,  
Hupp Motor Car Corporation

We have heard considerable during the last two or three years concerning the abolition of "speed traps." These are stretches of road where, from the surroundings the motorist believes the state law permits him to travel at a higher rate of speed than some purely local legislation actually does.

Such a local act is obviously unfair, even though "ignorance of the law excuses no man." Where it takes on the character of a nuisance, automobile clubs, particularly, have done much to abolish it. But even where it is not it is still unfair to the well intentioned, but uninformed, automobile owners. Hundreds of thousands of dollars have been collected through such methods from those who had no intention of violating the law. The outcome of such a law is that the automobile owner who is unfortunate enough to be caught and fined not

only is justifiably provoked, but that his and others' attitude results in considerable loss of legitimate revenue to the adjacent municipalities from the touring public.

Granting that there is a special reason why the maximum speed law at some particular spot should be unusually low, the remedy is obvious. Posting of conspicuous signs adjacent to the roadway informing every motorist of the exact speed limit is that remedy. It should be done not only in isolated instances but along every main highway. In other words, signs should be erected wherever the speed limit changes. Then if that speed limit is violated, and not until then, is the hapless automobile owner morally as well as legally guilty.

At least one section of the country has already taken steps to cooperate in this respect with the touring public. That is in Maryland where the automobile owner is given complete information regarding speed laws.

Today in certain parts of Maryland easily readable signs have been erected along the highways to the driver's right informing him of the maximum speed. These signs, orange with large black letters, inform the motorist that he should "Begin 15 Mile Limit" or "Begin 20 Mile Limit" or "Begin 25 Mile Limit" as he enters the business or residential section of a city, or emerges into the open country. Signs such as these give the

## GOOD CARBURETOR INCREASES POWER

Carburetion Has Much to Do With the Flexibility of Motor

(By W. F. WALSEN)

Local Manager of the Western Auto Supply Co.

Flexibility—that quality in an automobile engine that will combine the advantage of throttling down to a low rate of travel with quick acceleration—has occupied the close attention of automotive engineers for years.

The vital necessity of this requisite in a motor today is more pronounced because of the congested condition of traffic in the business districts, which calls for a snail-like pace, then rapid movement. On the country road, flexibility is again highly desirable when the driver wishes to pass a car ahead or sprint out a traffic jam.

Carburetion has undoubtedly more to do with the flexibility of the motor than any other one thing in the operation of the present day automobile. The successful carburetor must be able to properly adjust itself to meet the varying conditions resulting from the use of the low gravity gasoline sold throughout the country today.

It is not only difficult to vaporize such fuel, but a large amount of it is not consumed at all when the mixture is too rich, and it passes through to the cylinders as a liquid in place of a vapor. The unused fuel works its way into the crankcase, thins the oil and reduces its usefulness. On some makes of cars this condition is partially remedied through the use of a specially constructed manifold, but no device has yet been found that can successfully overcome all of it without first passing through a carburetor so constructed that it completely vaporizes the fuel without aid of motor heat.

In addition to the low grade fuel situation, a successful carburetor must automatically compensate for variations in temperature and altitude; it must respond immediately when quick acceleration is desired; it must operate smoothly and positively at all speeds; it must be economical in fuel consumption. These are a few of the requirements of a good carburetor and should be obtained by a device free as possible from moving parts.

The average carburetor in use today is the same style and type that was in use five years ago. These carburetors could then handle the fuel situation, but the quality of gasoline has gradually decreased. Little or no provision was made to meet with this condition, until Eddie Winfield conceived the idea of combining a cylindrical throttle, multiple jets, three stages of vaporization and proper mixture proportions without the use of moving parts. As a result, the high speed and quick acceleration which were obtained have made it the popular carburetor with world famous racing drivers such as Ralph De Palma, Peter De Paolo, Eddie Hearne, Sig Haugdahl and a host of others.

The remarkable success of the Winfield on the track brought a tremendous demand from the owners of pleasure vehicles to warrants its production for general usage. The Western Auto Supply company was one of the first to handle the Winfield product, after it was decided to market it for the pleasure and commercial car. Favorable reports from all users lauding the quicker acceleration, hill climbing facts, and general motor flexibility gained through the use of the Winfield are constantly being received at the Western Auto Supply company in every city where they have established an auto supply store.

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## DEALERS ARE MORE PRACTICAL TODAY

Oldsmobile President Claims That Experience Has Made Better Dealers

Better work will be accomplished by automobile dealers in 1925 than ever before in the history of the industry, according to A. B. C. Hardy, president of Oldsmobile Motor works, who has just completed a trip through the east, middle west, and northwest. The conditions he met during his journey through this section, comprising more than half of the country, were most encouraging.

Mr. Hardy is plain spoken and does not believe in gilding the lily or painting a rosy picture when "poses" are not blooming. He does not believe that any utopian era confronts the automobile man, but does think that the industry throughout has reached a sane condition with its feet on the floor and that while it will entail work, success is within the grasp of any dealer. Here are Mr. Hardy's views on the automobile dealer and his chances of selling automobiles:

"A year ago," said Mr. Hardy, "I visited several of the districts included in my present trip. There have been remarkable changes during that period,—changes that at first almost contradicted."

"Dealers from Maine to Montana, practically without exception, are more optimistic than they were last year. This optimism, however, is not based on the idea that the world is going to clamor at their doors demanding cars. It is founded on the belief that dealers are going to sell enough cars to make a reasonable profit."

"This viewpoint of the dealer reflects a new condition. Dealers are without exception more practical today than ever before. The floss and foam has blown away, leaving the dealers face to face with the stark realities of their business. The result has been that they are getting down to the rock bottom of the economics of merchandising."

"Dealers today have an excellent working knowledge of overhead, costs, profit and loss and such details that not so long ago were scorned by many. They know how much they can allow on a used car; they have figured out just how many cars they must sell to pay expenses."

"The same conditions are reflected in the salesmen. At the Boston automobile show and at several other exhibitions I recently attended, it was surprising to see how closely salesmen had studied their cars. They were ready to answer any questions regarding mechanical or engineering details. Not so long ago they were satisfied with sales talks replete with generalities."

"These changes in the attitude of dealers and salesmen will mean that they will do better work than ever before and all—the automotive industry and the public will benefit. The leading automobile manufacturers are doing considerable to aid this new condition by assisting their dealers in their merchandising activities."

"General business conditions appear to bear out the optimistic attitude of the dealers. In the eastern states there has been improvement during recent months. Nothing can be expected that could be classed as a boom, but a general steadying of business with its resulting ease of mind to the wage earner may be looked for."

"The middle west also looks good. In fact this section has been less affected by spells of depression during years than other sections of the country."

"The greatest improvement, however, was in the northwest states. Business is flourishing, and the automobile industry is getting a good share of the prosperity."

"Generally speaking the automobile industry appears best in the rural sections. This may be due to the better prices received for crop, and also to the habit of city dwellers to wait until the last moment before making purchases."

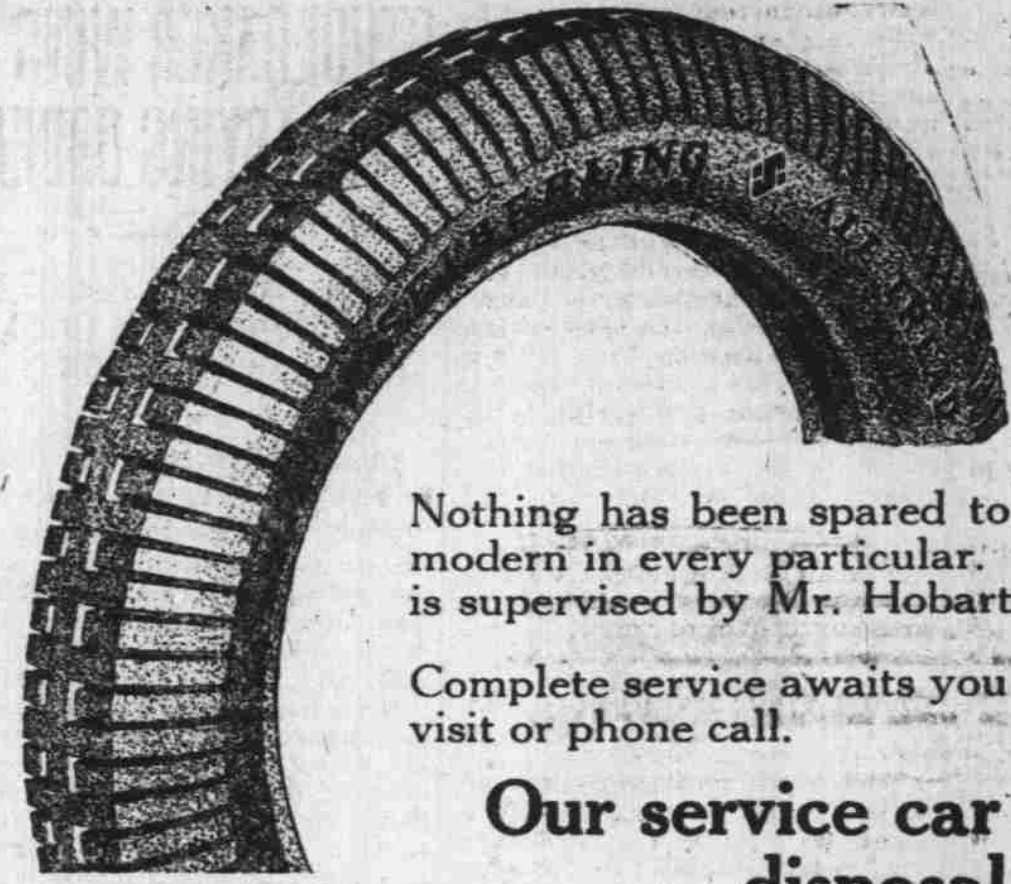
"It is not likely that any records will be broken this year in the number of automobiles made and sold. But it is safe to assume that automobile dealers will work harder and be more prosperous than they were last year."

**OILING SYSTEM SAID PRACTICALLY PERFECT**  
"The oiling system used on the improved Rickenbacker cars is the result of many tests and is, we believe, perfection in operation. Exceptionally large conveying tubes carry the oil from the large oil pump of each of the seven main bearings, bathing the bearings and valve mechanism constantly in a stream of free oil," says J. H. Macien, of the F. W. Pettyjohn company, local Rickenbacker dealers.

**GOVERNMENT TO AID CALIFORNIA, NEVADA**  
Several important sections of the state highway system of California and Nevada are to be improved by the United States Bu-

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Our service car at your disposal.

## ZOSEL'S TIRE SHOP

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# SEIBERLING ALL-TREADS

reau of public roads during 1925, according to an announcement by District Engineer C. H. Sweetser of the San Francisco office of the bureau.

## Hop Man Buys a New Packard 7 Pass. Sedan

One of Packard's finest vehicles was delivered to T. A. Livesley yesterday.

Among the beautiful creations of the Packard models is the seven passenger sedan limousine, a two compartment car that can be given a sedan effect through lowering the plate glass partition which drops into the rear of the drivers seat.

Mr. Livesley selected this model as being the last word in motor car construction, the acme of the carriage builders art.

Nature man: Seventeen habits and nine regular pains done up in a skin.

Perhaps the cynic prefers a metropolis because it contains more people to despise.

If only the brakes would get tight when the driver does.

## Now is the Time to Begin Tire Economy

McCLAREN CORD



A Perfect NON SKID

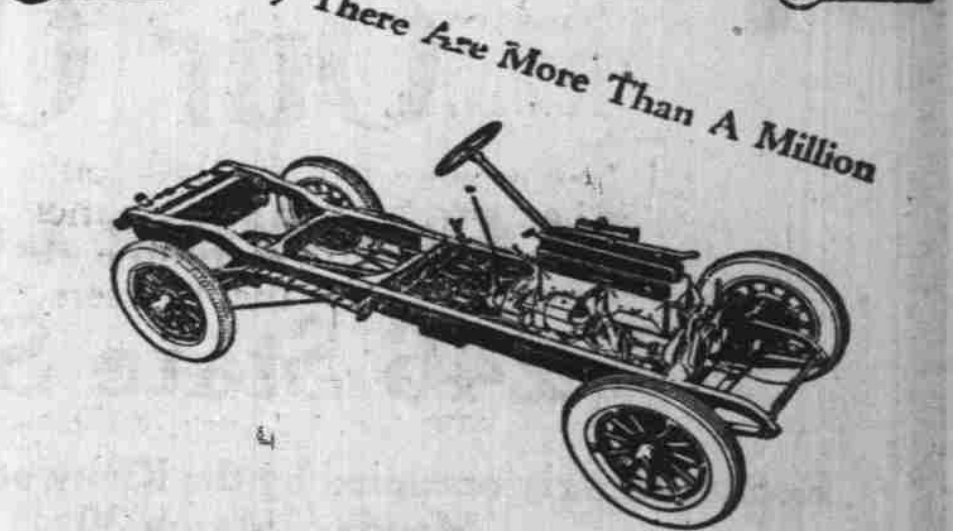
Smith & Watkins SNAPPY SERVICE PHONE 44

## MOVED The O. J. Hull Auto Top & Paint Co.

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Now authorized Duco refinishing station. Telephone 578

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They are quick on—From 3 to 5 days—that's all. RELIANCE AUTO PAINTING CO.

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