\section*{ \\ |  | 边 |
| :---: | :---: |
| \%oimm | , |
| $\pm \underline{\square}$ | Vive |
| $\stackrel{3}{2}$ |  |
| 53: | 5 |
| * | 43: |
| + |  |


|  |
| :---: |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |


 necessities from "uestern Auto.... All backed by our Iron-clad Guarantee of satis-
faction, our enequalled " 150 Store", Service, and our well konwn CUSTOMER IS


If slow starting were the only penalty

## Wet" gasoline

## might do

##  <br> "W ${ }^{\text {ET" }}$ "wasolines arenot but with heary fractions of petroleum. They'll cause you trouble in starting- plenty of it. Youuseupmore battery, you delay yourself, you flood thecarburetor and waste gasoline every time the engine gets cold. But that's not all. <br> The most serious waste and dam age, you never see. Cold "wet" gaso- half choke with Shell 400. You driv line that can't vaporize is sucked into in winter just as you would in sumthe motor. It runs down the cylinder mer, free from the thin oil menace. walls and washes away the protecting Shell 400 is costliertomake, of course, film of oil. Down into the crankcase it but you pay the same price for it as goes, thinning your oil until within a for ordinary "wet"gasolines. All Shell few days your lubricant is likely half yellow and red pumps sell it-it is the gasolinel only Shell gasoline sold. <br> The "DRY"GAS



