

**SAXON LEADS FIELD  
IN ECONOMY TEST**

**(Wins Grand Prize and Class  
Award in Los Angeles Run,  
Averaging 29.3 Miles  
to Gallon.)**

Saxon "Six" carried off first honors in the Los Angeles Economy run of last week, winning the field prize against entries of many classes in power and selling price, as well as taking the honors in its own particular class.

It was just an additional feather in the Saxon string of economy awards and the average mileage of 29.3 to the gallon marked another new gallon figure to group with the high mileage record which other Saxons have established in years past.

The economy run had entries of various styles and sizes of motor cars, ranging from light powerful automobiles of similar class to Saxon to the bigger and costlier automobiles, ranked as high-priced motor cars. These were all classified according to weight and horsepower and Saxon not only defeated its own field, but romped home as the winner of the grand prize, offered for the car giving the highest mileage to the gallon, regardless of classification. The contest was held under the American Automobile association rules.

The Saxon which made the run was a stock demonstrator used by the J. B. Baldwin company, Saxon dealers at Los Angeles. It was driven by Stanley S. Turner, who won the Saxon economy run last year. The course was over 363 miles of roadway, varying in nature and embracing both good and bad roadbed.

**Practical  
Paragraphs**  
By S.P. LaDue

**Valve Spring Compressor**

Any device that will lighten the job of grinding the valves will undoubtedly be welcomed by the average car owner who does his own maintenance work. Here is an unusually ingenious compressor for valve springs. Use a piece of pipe of say three-quarters of an inch in diameter. Cut off a length of this that will just fit in between the valve spring washer and the engine base, when the valve is fully opened. Cut out a longitudinal section of this bit of pipe so that it may be slipped in around the push rod and stem. Push the compressor into place when the valve is open and turn the engine over until the rod settles down. After the valve has been pushed down through the washer, the pin may be removed and grinding may be carried out. The spring and washer need not be disturbed while the grinding is going on. After the operation is completed the valve is dropped into place, the pin thrust in and the engine turned over so that the compressor may be removed.

**Handy Magnet.**

Only the man who has tried knows how hard it is on some occasions to remove particles of metal that have lodged in various parts of the mechanism. Broken gear teeth lodged in the transmission case may be instance. Almost everyone knows that a magnet may be used for this work, but often the magnet is so shaped that it will not reach into certain inaccessible parts of the mechanism. By wrapping a 12-inch bar of cold rolled steel having a nut run on the lower end, with three or four layers of No. 20 magnet wire, connected up with a six-volt storage battery or three or four dry cells, a magnet is made that will lift a really heavy piece of iron and will go in almost any part of the mechanism, no matter how inaccessible.

**To Adjust Bevel Gears.**

In many cars the cover of the bevel drive gear case is at the rear of the housing and it is impossible to see the place where the teeth of the gears mesh, when it is necessary to adjust them. Take off the cover and clean off the gears and clean out the case. Next pour into the bottom of the case about a teaspoonful of cylinder oil. When this has had time to settle it will be found that by holding a light in the top of the case above the bevel gear and pinion the reflection in the oil will show very plainly where the bevel gear and pinion mesh, so that adjustments may be made.

**Noise Means Trouble**

The modern car, when properly adjusted is a remarkably quiet running piece of mechanism. Unusual noise is a certain indication of trouble, embryonic, perhaps, but nevertheless trouble. This wise owner will not disregard this certain indication of something wrong, but will at once trace the noise and remedy the basic cause of which it is merely a symptom. There is no need of giving this advice to the veteran driver, because he has learned it by experience, but at this time of the year, when there are many new hands at new steering wheels, we may be permitted to call attention to the fact that noise means trouble in the car's mechanism.

**To Lubricate Spring Leaves.**

When it is necessary to insert lubricant between the leaves of the springs, release the clips and stay bolts and jack up the frame, so that the weight of the car is removed from the spring being treated. This spreads the leaves just enough to allow the lubricant to be inserted and yet does not injure the parts, as hammering them open with a cold chisel is likely to do.

**Irregular Firing.**

Moisture on the exposed part of the porcelain will often cause a spark plug to fire irregularly. This trouble may be obviated by greasing the porcelain with vaseline or hard grease. A useful bit of knowledge during a protracted spell of wet weather.

**Garage Light**

A very satisfactory light for use in the garage may be made by cutting the side out of an empty metal can of the sort that metal polish comes in, which has a screw top. A can of this kind obviates glare and also affords

of the can, to give it weight, it makes a stand for the light, which can be conveniently used on the work-bench.

**Ford Cylinder-Head Plate**

Ford owners should be very careful in removing the cylinder-head, not to dent or otherwise injure the large

gasket. After this gasket has been removed, both sides should be carefully cleaned and then painted with a solution of gum shellac dissolved in alcohol, just before it is returned to its place. In replacing the cylinder-head, the bolts should be firmly tightened and the engine should be run until the metal is thoroughly

warmed up and then the bolts can be given another tightening all around.

**Clean Plugs**

Many car owners do not realize the importance of keeping the spark plugs clean. The points of the plug seldom need cleaning, but grease and

mineral dirt do accumulate on the exterior and interior of the porcelain, so that the current passes that way instead of jumping the gap as is intended. The plugs should be kept clean, or ignition troubles will result.

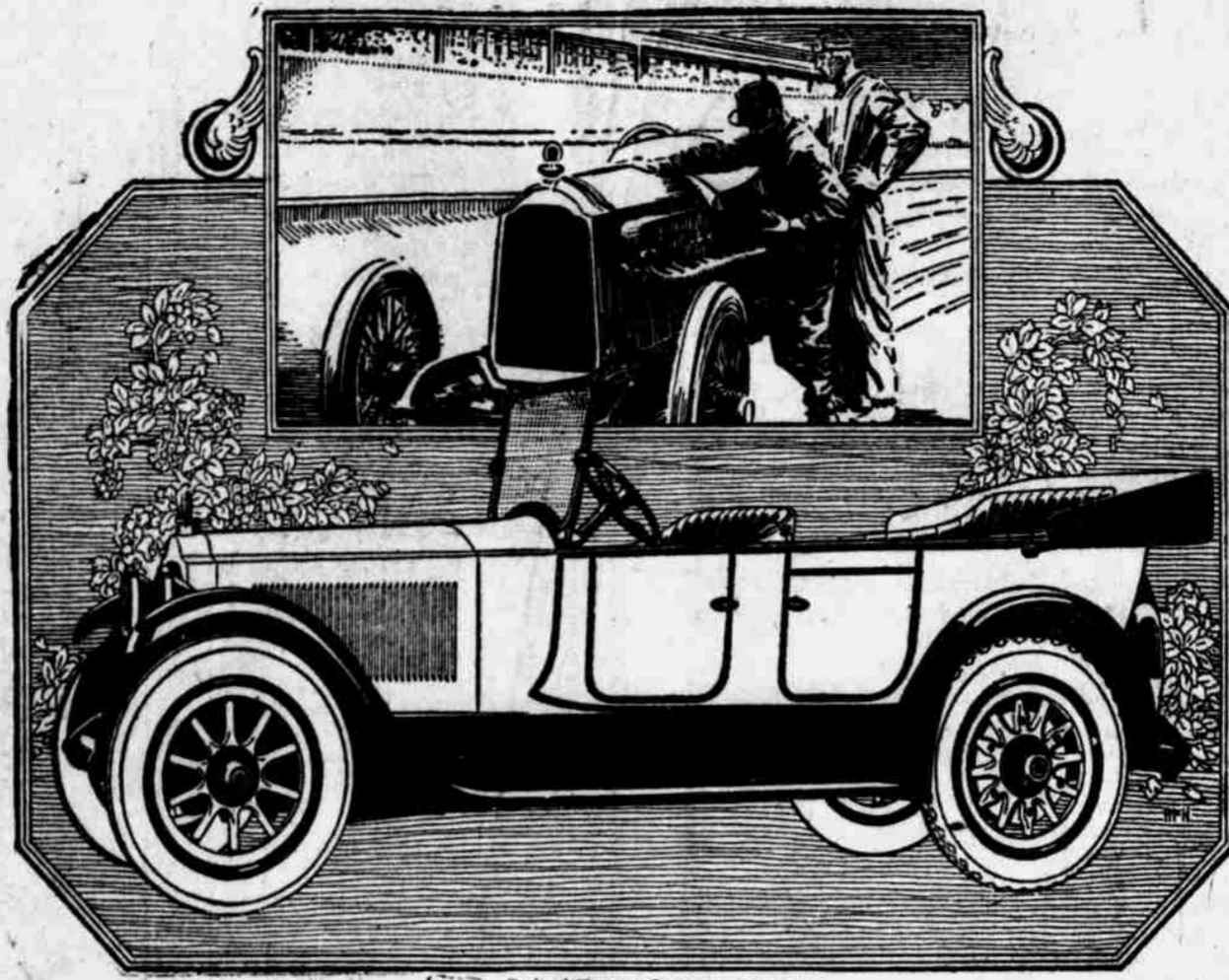
**Adjusting Vibrator Coils**

In cases where excessive current

consumption develops in connection with vibrator coils, the condition will probably be found to be due to excessive tension on the vibrator springs. The spring adjustment should be loosened until missing develops in the motor and then tightened until the engine begins firing regularly again. When the tension is

tightened beyond this point, excessive consumption results.

A gospel motor wagon was constructed in 1896 for a New York pastor, in which he preached. It had capacity for 10 singers and a folding organ.



Packard Touring Car, seven passenger

**Announcing---**

**The George F. Reim Company**

Distributors for

*Packard*

Motor Carriages  
Motor Trucks

The same high standard of service, together with the utmost in motor vehicles characterizes the George F. Reim Company as Omaha's foremost automobile establishment.

Packard sample models are now on our Showroom Floor



Ask the man who owns one

**Geo. F. Reim Company**

Distributor High Grade Motor Cars  
Harney and 31st Street. Telephone Harney 10  
OMAHA, NEB.

