

IMITATIONS

It is to be noted that many of our competitors, who have previously decried the 2-Jet principle as being unnecessary, are now copying it, but I am a year in advance of all others, who are now putting on the market designs that we are now abandoning as obsolete.

The one fault of two or more jets is that when you are only using one jet, petrol is being shaken out of the other and wasted, and also lost by inertia, but by means of the new **Jet-Damping Patent** this trouble is quite disposed of.

HOW IT WORKS.

When the throttle is closed the jets are closed by a damper, which prevents any petrol coming out of them. When you open the throttle to get small power you uncover the small jet only, and when you want more power you uncover the main jet: no petrol **can be lost**, and in this way you save what all other Carburettors waste.

EXTRA AIR. Although when the correct jets are fitted the Carburettor is quite automatic, extra air can be let in at **any** time by the second lever.

CLEAN COOL AIR DOWN HILL.

This Carburettor allows clean air to be let in running down hill with the throttle closed, thus cooling and scavenging the engine and saving petrol.

AIR BRAKE. As you can admit clean air down hill you get a very good air brake, which saves wear of brake parts, and is a great convenience.

SAVING OF FUEL. As you can run on a very small jet, owing to the high velocity past the jet at slow engine speeds, far smaller and higher than in any other, you save petrol in this way. As an idea of what can be done, we have a standard $3\frac{1}{2}$ h.p. machine here that will do any distance at 20 miles per hour at a consumption of **170 to the gallon**, and 25 miles per hour at **150 to the gallon**, and yet crawl along dead slow without any suspicion of jerking or missing fire, and do nearly 70 miles per hour when opened out.

FLEXIBILITY. Owing to the high velocity past the pilot jet at low speeds, a perfectly **marvellous** flexibility is obtained, and the engine will **tick over dead slow** for any length of time, and sudden and violent acceleration obtained when the throttle is opened on the main jet. It is quite possible to walk by the machine on the road, steering it with one hand, the engine firing evenly all the time.

Mr. Robbins, a private rider, won the much coveted Manufacturers' Trophy, in the London to Edinburgh and back reliability trials, his total error being less than 39 seconds, described by "Motor Cycling" as a "Truly marvellous performance." Mr. Robbins used one of these Carburettors.

Hundreds of other events of this kind have, and are, being won on my Carburettors.

SPEED RECORDS. As you will see by the papers, the wonderful speeds obtained by Mr. O'Donovan, and others, who use these Carburettors, have beaten all records. Mr. O'Donovan, if he goes on at his present rate, will soon hold all those that can be obtained with a 500 cc. Machine. In his twelve most recent races at Brooklands, his speed was greater than has ever been accomplished on engines of much larger size.

These records show that my Carburettors are not only the most flexible but also the fastest in the World.

CAUTION. If on specifying a BINKS on your new machine, and you meet with opposition by the makers, please write to me about it. I may be able to show you that the makers of the machine you want have already approached me for a large quantity, but found my **price too high. I can help you in this matter.**

TICKING OVER SLOWLY WHEN ON STAND, or WHEN FREE.

There is no other Carburettor that can compare with this.

NO RACING WHEN CLUTCH OUT.

With this instrument you can drive along at easy speeds up to a stopping place, and take your clutch out, and the engine will not race, but just tick over a very little faster than it was doing when you were driving.

NOT LIABLE TO DERANGEMENT.

It will be observed there is no sliding needle; this in my opinion is bad, as the adjustment of the needle is impossible, and rubs on the jet, making the hole larger. It is far better to use different jets, so that you can, by merely changing a jet (a minute's job) get any variation you desire. If you live in a flat country, and can do all your running on jets 000, 3, 7, and get 140 to 150 to the gallon, and, if you tour the Lake District, fit in a 9 jet in a moment, that will take you up the mountain sides with ease.

EXTRA SPEED.

With the ordinary Carburettor, when you have opened your throttle wide, you have got all the speed you can, but with this instrument when going at full speed you can expand the choke tube a shade more, bit by bit, until you have got the exact power the engine is capable of.

WEAR OF THROTTLE.

In other Carburettors, when the throttle and slides wear, any flexibility that they may have had **vanishes**; in this new instrument the wear does not matter, as the strong suction of the engine holds the throttle tight up to its face.

SIMPLICITY.

The Carburettor is quite simple, and can be readily understood by anyone, and it is only by ill-usage that it can get out of order. During the lengthy tests, extending over many months, I have never had anything go wrong or stick.

2 STROKE MACHINES.

These instruments are ideal for these machines, and far away better than any others. They will actually make these engines tick over slowly and run slow on the road without 4 stroking. You can get an enormous mileage from them, and more speed and power. In ordering, it is advisable to enclose an illustration of the machine taken from the maker's catalogue. Prices the same.

C. BINKS LTD., Carburettor Manufacturers, Church St., ECCLES, Manchester.