

Van Sicklen Speedmeters

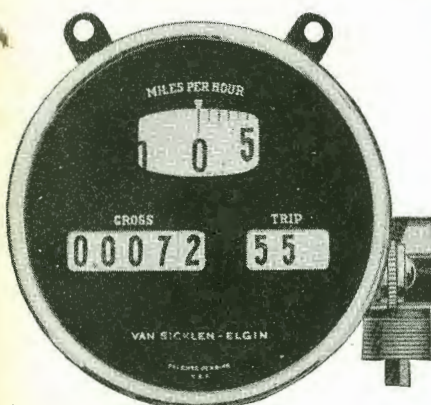
for Ford Cars

Collected Ch 1930
Jan 27 To Feb 3 1930

Built Like an Elgin Watch

By Elgin Watchmakers

The perfect workmanship and unexcelled quality of these instruments puts them in a distinct class by themselves. Ford owners who have admired the principles of their construction, their accuracy, legibility and refined appearance on other, higher priced cars, will welcome the announcement that prompt delivery of the following Ford types can now be had.



Bracket Type

The Bracket Type

Like all other Van Sicklen Speedmeters, is made by skilled watchmakers trained to produce timepieces that are the world's standard for Accuracy and Service.

The black-face dial and clean-cut letters are clear and legible. The finish conforms perfectly to the Ford standard.

A strictly high-class instrument that can be depended upon.

Price Complete, **\$12.00**

The Shield Type

as illustrated, is an almost indispensable adjunct to the quality equipment of the Ford car of today.

No speed-recording instrument can give a better account of itself than the Van Sicklen. The Shield Type instrument is the same as the Bracket Type, with the exception of the mounting, which presents a handsomer, more finished appearance.

Price Complete, **\$13.50**



Shield Type

All Van Sicklen Speedmeters are masterpieces of accuracy, elegance and service.

—they respond instantly to any speed variation of the car.

—they are the standard for accuracy, simplicity, elegance and dependability, and are fully guaranteed.



Combination Shield Type with Clock and Dash Lamp

This instrument combines several desirable features, exclusive with Van Sicklen, which have been exceptionally popular with Ford owners.

The general construction is the same as on others of our Ford Speedmeters. The addition of the graceful, elongated Shield base, however, splendidly provides for a Dash Lamp and Clock as well as for the Speedmeter Dial.

Price complete, **\$17.50**

If the Dealer or Garage Man with whom you do business is not yet prepared to make deliveries of these Special Ford Type Instruments—

Use the Order Blank below and we will see that your order is promptly and satisfactorily filled.

To The Van Sicklen Company,
Elgin, Illinois

\$12.00 Enclosed	Send the Bracket Type Instrument
\$13.50 Enclosed	Send the Shield Type Instrument
\$17.50 Enclosed	Send the Combination Type Instrument

Mark X Above Indicating Choice

I enclose the required amount in payment for the special Ford Type Van Sicklen Speedmeter which has been indicated by an X mark in the proper space at the left.

Name _____

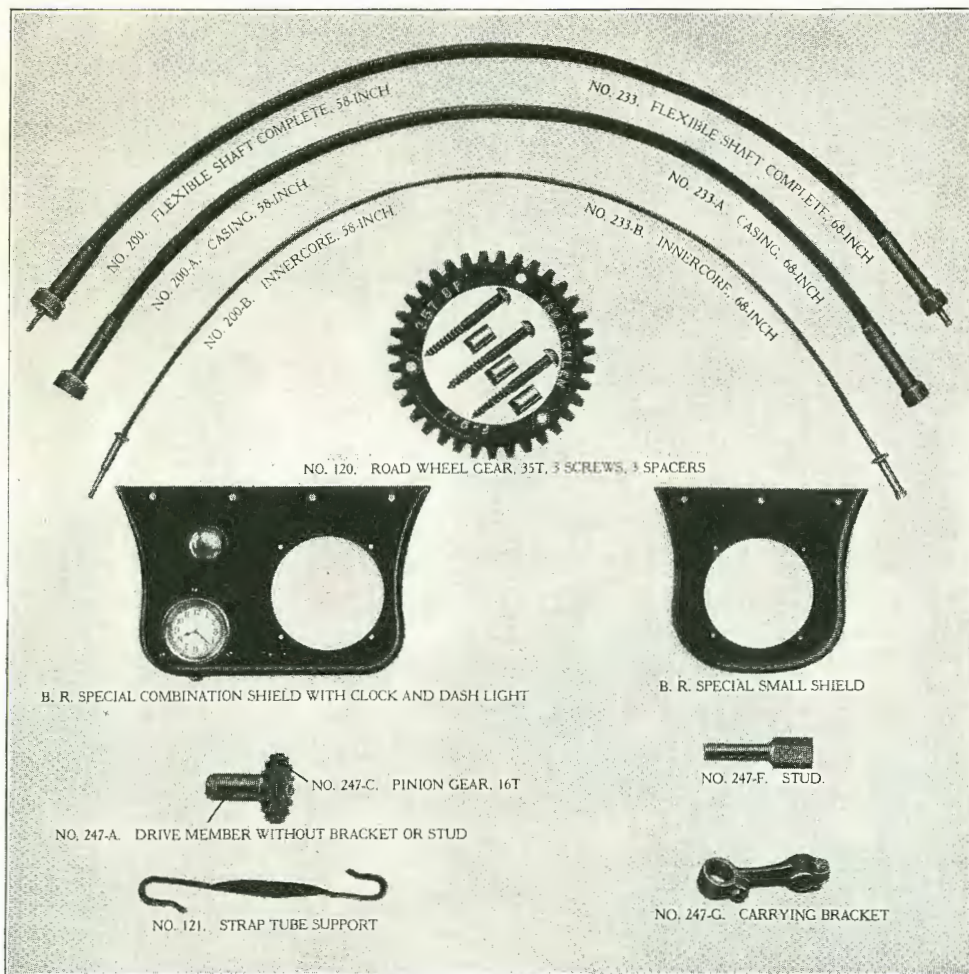
Street Address _____

City or Town _____

FILE COPY
Date _____
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1917
YEAR CODE _____ State _____

Important: To save time and to insure a safe remittance, always send Bank Draft, Express or P. O. Money Order. When personal check is used add collection cost and avoid delays.

The Van Sicklen Type of Flexible Shaft is specially made for us by The S. S. White Dental Mfg. Co., who have specialized in the manufacture of Speed-Recording Instrument Shafts for years.



Van Sicklen Parts and Replacements for Ford-Type Speedmeters are strictly high-grade. The quality, material and workmanship are fully guaranteed.

Extra Parts and Replacements for Ford-Type Van Sicklen Speedmeters Always Obtainable

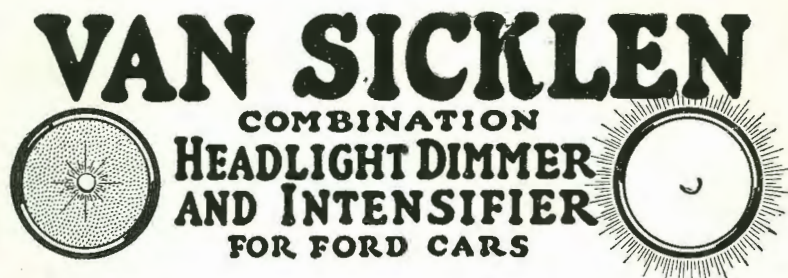
Particular attention is directed to the very superior quality of Van Sicklen Speedmeter Equipment. For example: the Flexible Shaft we furnish with our Ford equipment is guaranteed against defects in material and workmanship for one year. Because of its exceptional quality, its 16-strand piano wire inner core, more than this period of service can in reality be expected.

HEADS		PARTS				B. R. SPECIAL	
Grade No.	Retail	Grade No.	Retail	Grade No.	Retail		Retail
177	Head, Bracket Type, nickel bezel	200	Flexible Shaft, 58 inches long	247C	Pinion Gear, 16-tooth	Small Shield	\$1.00
	\$8.00		\$4.00	247F	Stud	Large Shield	1.50
100	Head, Flush Type, nickel bezel	200A	Casing	247G	Carrying Bracket	Light	1.25
	8.25		2.50	120	Road Wheel Gear, 35-tooth, 3 screws, 3 spacers	Watch	4.00
260	Head, Octagon Collar, Shield Type	200B	Inner Core	120A	Road Wheel Gear, 35-tooth		
	8.25		2.50	120B	Road Wheel Gear Screws (3)		
		233	Flexible Shaft, 68 inches long	120C	Road Wheel Gear Spacers (3)		
			4.50	121	Tube Support Strap		
		233A	Casing				
			2.75				
		233B	Inner Core				
			2.75				
		247	Driven Member complete				
			3.00				
		247A	Driven Member without Bracket or Stud				
			2.00				

THE VAN SICKLEN COMPANY
 Elgin, Illinois, U. S. A.

Instruction Sheet

Illustrating and Describing the Necessary Steps
in Connection with the Installation of the



Do not assume that you know about the mechanical features of this device until you have read the instructions carefully.

Installation

The VAN SICKLEN DIMMER AND INTENSIFIER comes to you in two units; first, the switch to which is attached the three-wire cable, and second, the resistance unit. Mount the switch (A in Fig. 1) on top of the steering post by removing the hexagonal nut (B) placing the switch bracket over threaded end of the steering post and replacing the nut.

Pass the three-wire cable (C) thru the spokes of the steering wheel and along the top of the steering column (D), fastening it there by means of tape or metal fasteners (EEE). Be sure to leave about eight inches of slack in the cable where it passes thru the steering wheel to allow it room to turn.

Mount the resistance unit (H in Fig. 2) under the hood close by the regular lighting switch (J), in a vertical position with the terminal "S" at the top. Cut the wire "I" which connects the lighting switch with the headlights (K-K) about three inches from the switch (J). Scrape the insulation from the loose ends and attach the short wire (M) which is still attached to the lighting switch to terminal "S" on the resistance unit and the longer wire (I) which runs to the headlights to terminal "R" on the resistance unit. Now attach the end of the plain black wire (Y) which is the shortest wire in the cable, to terminal "S" on the resistance unit; the end of wire (X) which has one white thread and is about four inches longer than (Y), to terminal "R" on the resistance unit, and the end of wire (Z), which has a cross white thread and is the longest wire, to the cross wire (T) between the two headlights. See that this last connection is soldered and WELL WRAPPED WITH INSULATING TAPE.

Operation

On the top of the VAN SICKLEN COMBINATION DIMMER AND INTENSIFIER switch you will notice the three positions for the switch lever stamped from left to right:—"Con" for Concentrated; "Dim" for Dimmer, and "On" for your regular light. When the regular light switch "J" is closed and the switch lever points to "On," both headlights burn at their normal brilliancy. When the switch lever points to "Dim" both lights are dimmed, and when it points to "Con," all the available power for headlight purposes is concentrated into the left headlight bulb, causing it to burn brightly at the slowest engine speed.

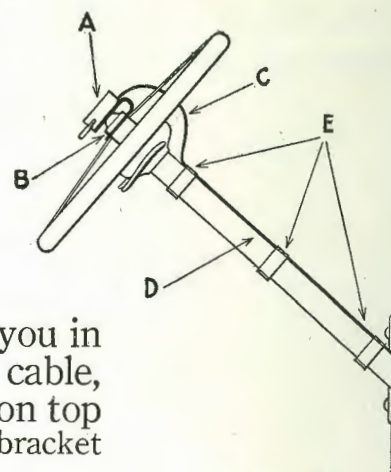


Fig. 1

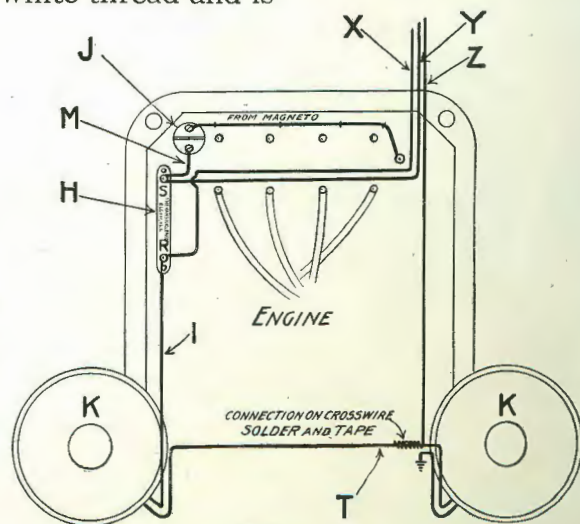
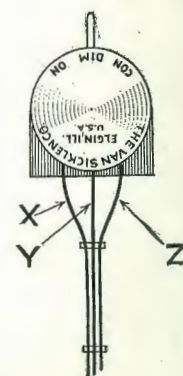


Fig. 2

Caution—Read Carefully

Do not leave the switch lever on "Con" (concentrated) while the engine is racing or the car running faster than twenty miles an hour. By so doing you greatly overload the left headlight bulb and cause it to burn out in a very short time. The concentrated light is intended to be used only at low speeds when both bulbs are not giving sufficient light.

Suggestions

You Will Appreciate

IN the ordinary equipment if one bulb becomes broken or burnt out you must replace it or travel in the dark. With this device installed place the good bulb in the left headlight and the switch lever on "Con" (concentrated) and this one light will burn satisfactorily at any speed below 20 miles an hour.

The resistance unit is wound to give best results with the 9 volt 2 ampere 15 candle power bulbs which are standard equipment on Fords and after exhaustive experiments with all other types we cannot recommend any other owing to the disadvantage of streaked light and the difficulty in focusing. However, we can make up a special resistance for any style of bulb in use. *Be sure to use both bulbs of the same type.*

Guarantee

"The Van Sicklen Dimmer and Intensifier is a scientific, substantially - made Device. The materials used in its construction, as well as the workmanship, are the very best. When installation Instructions are honestly observed — we unhesitatingly **GUARANTEE** the quality, construction and efficiency of the Device. To this end we agree to replace any part found to be imperfect if returned to us any time within a period of 90 days, charges prepaid."

Trouble?

Causes and Effects

FEW Ford headlights are properly adjusted or focused. Get the headlights on your car about twelve feet from a wall and focus them by means of the adjusting screw on the back until the focused light on the wall appears about one foot in diameter. Then see that the lamp brackets are sprung until the focused light points slightly down on the road and not up in the air.

If your lights fail to burn properly, do not assume that it is because of this device. Assure yourself that neither bulb is burned out nor any plugs or wires grounded and there will be no trouble.

THE VAN SICKLEN COMPANY

ELGIN, ILLINOIS, U. S. A.

Collected Chicago

Jan 27 To Feb 3,