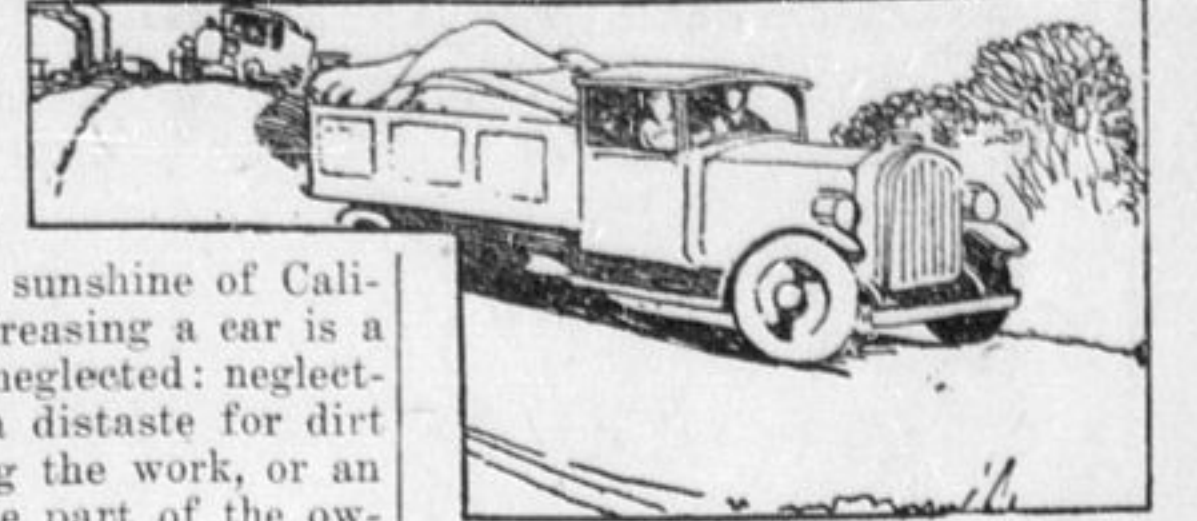


- Special Automobile Number -



**Packard Special Oiling for Cars in Cold Weather**

**Lubrication That Solves the Climate Problem a Feature of New Models. Difficulties of the Problem Explained. Where the New Packards are Ahead of All Other Makes of Car.**

Weather conditions give the automobile manufacturer his hardest job. At exactly the same moment that the owner of a car is piloting his machine through snow drifts in Medicine Hat, with the thermometer 40 degrees below zero, the car just ahead of it on the assembly line at the factory might conceivably be wending its slow way through Broadway's traffic. At the same time a third companion may be rushing at top speed across the Mohave desert in California, with the thermometer showing 120 degrees and trying to climb higher.

Adjustments, despite the vast difference in climatic conditions affecting all three. Cold weather has always taken a toll, in wear, from the motor car, however. At one moment an automobile engine, after standing for hours in sub-zero temperature, may be almost as cold as metal can get. At the next instant, with no preparation for the abrupt change, it is a thing of many rotating and other moving parts and housing violent white-hot explosions.

Practically no lubrication has been offered the engine at these periods, although they are intervals when it is most vitally essential. Chocking necessary to start the motor when cold, sprays raw gasoline into the

cylinders, wiping away even the film of cold, congealed oil left on the cylinder walls from previous running and some little time intervenes before the oil in the crankcase warms sufficiently to reach the cylinders.

The Packard Motor Car Company, it is asserted, has found means of obtaining the proper lubrication for the engine in the coldest weather which at the same time has only a beneficial effect in the hottest weather. On the current models of both the Packard Six and the Packard Eight a valve in the oil line is opened when the choke is pulled out. Oil is carried through a tube along the outside of the motor block and openings into each cylinder from this tube or manifold cause a spray of oil to be thrown into each piston.

With this system, an exclusive feature with the Packard, the pistons do not have to wait for the oil in the motor to heat up enough to reach them. They get adequate lubrication during a period when normally they would have none.

The automobile chassis lubricating system on Packard cars takes care of the parts of the car which ordinarily suffer from want of lubrication through neglect in winter weather.

Even in the bright sunshine of California or Florida greasing a car is a job too frequently neglected: neglected either through a distaste for dirt and grime attending the work, or an unwillingness on the part of the owner to part with his car for a period long enough to have the work done at a garage.

In winter weather, just when spring bolts and like parts need lubrication the most, crawling under a car and greasing the chassis points is work even the most hardy will put off.

No matter where, Medicine Hat or San Diego, fresh oil is sent to every part of the Packard chassis in exactly the amount needed, merely by a slight pull on a knob located at the dash. The task is no harder nor more unpleasant than the winding of a watch. Packard has even extended the automatic lubricating system to include the clutch throw-out bearing, a part that has been accorded the treatment of an orphan, so far as lubrication is concerned, since motor cars were first built.

"So you were born in California?"  
 "Yes ma'am."  
 "What part?"  
 "All of me."

—Exchange.

**MEANING OF SMALL RED SPOT ON BALLOON TIRES**

**An Important Thing for a Car Owner to Note. Its Meaning and Value.**

Many persons have observed a small red spot on the side of practically every balloon or semi-balloon tire now used. Few understand the purpose it serves. Every motor car owner should know it, however, says Mr. Jos. Berini, of the Timmins Garage.

"It looks like a careless painter had dropped a dab of red paint," Mr. Berini said. "There is nothing careless about it, however. It is a piece of red rubber vulcanized into the side of the casing and it is one of the important things on a car for an owner to watch. Many dollars were spent in research before it was placed there."

"Motor car companies found that with balloon or semi-balloon tires, wheels had to be balanced to avoid shimmying. Packard puts adjusting lugs on the rims of all of its wheels so that each wheel can be as carefully balanced as that of a racing car. The extra weight of the valve stem of the tire, it was discovered by the tire companies, was enough to throw the tires so far out of balance as to cause the shimmy effect. As tires are produced this weight is compensated for by added weight at one point in the casing and the red dot or square shows the lightest side where the valve should be placed to bring the tire in balance."

"Every time a tire is changed a car owner should see that the valve stem is placed opposite the red spot, or not more than two inches away from it."

**ECUADOR HAS MIXED UP MATCHES AND MOTOR CARS.**

Matches and motor cars may have nothing in common to the layman, but to H. S. Welch, manager of Export Sales of The Studebaker Corporation of America, they mean something in so far as automobile shipments to Ecuador are concerned.

In this South American Republic, the government has just granted a Swedish match concern the sole right to sell matches in that country.

Under this contract, matches mean anything that produces fire and therefore electric cigarette lighters, which are standard equipment on all of The President Eight and Commander Regal models in the Studebaker line, come under the government ban.

Ecuadorian consuls all over the world have been instructed to refuse to certify invoices for automobiles on which cigarette lighters are standard equipment, while masters of ships calling at ports in this country must place all foreign matches under seal.

**Sweeping To New Triumph**

World's Most Famous Six Tops Its Greatest Value in Fineness, Smartness, Performance

**Reflects Tomorrow's Vogue**

Wherever shown, the New Hudson Super-Six has been accorded a public ovation of greater success to the world's most famous "Six."

*With the Super-Six principle and its companion invention combining the fullest attainment of motor smoothness and high-compression efficiency—*

*—with reliability that is all motordom's comparison standard—*

*—and with riding and handling ease that are not surpassed if equalled anywhere, Hudson's new models bid for an equally high place in beauty, fineness and body quality.*

Here is quality that you can see in every detail of the most finished Hudson ever built. Come and examine the New Super-Sixes. They will give you an entirely new view of motor car values.

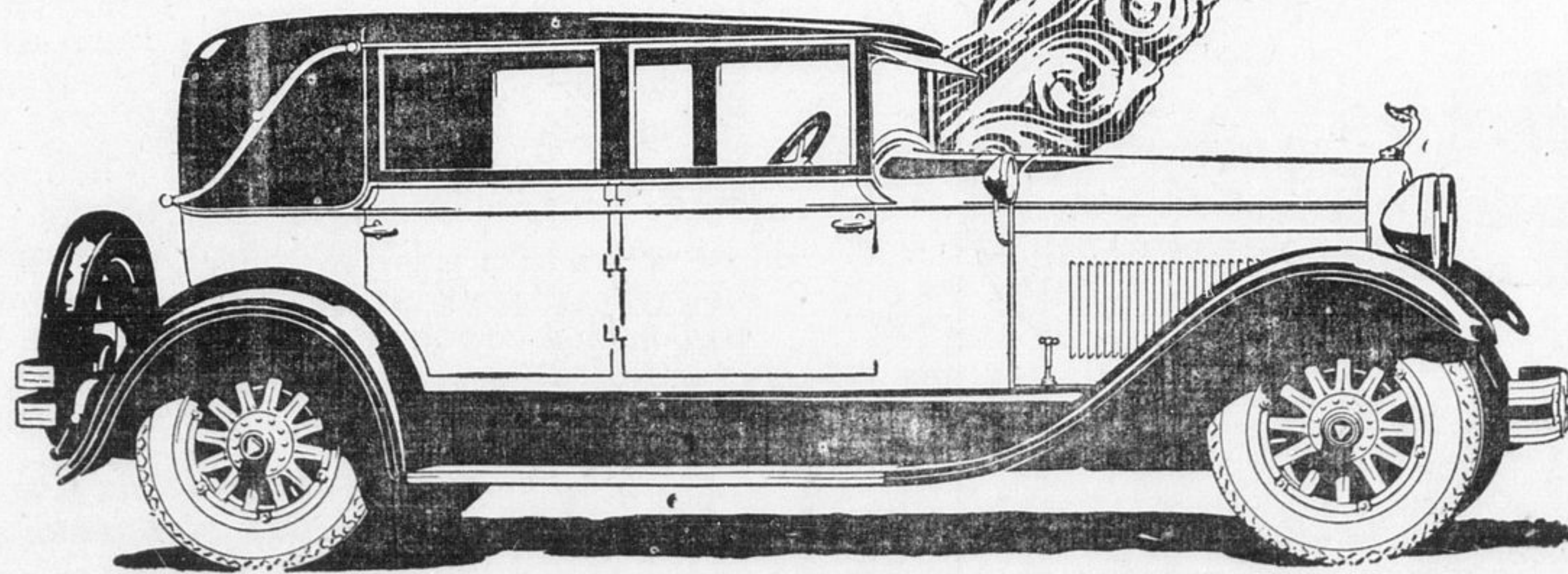
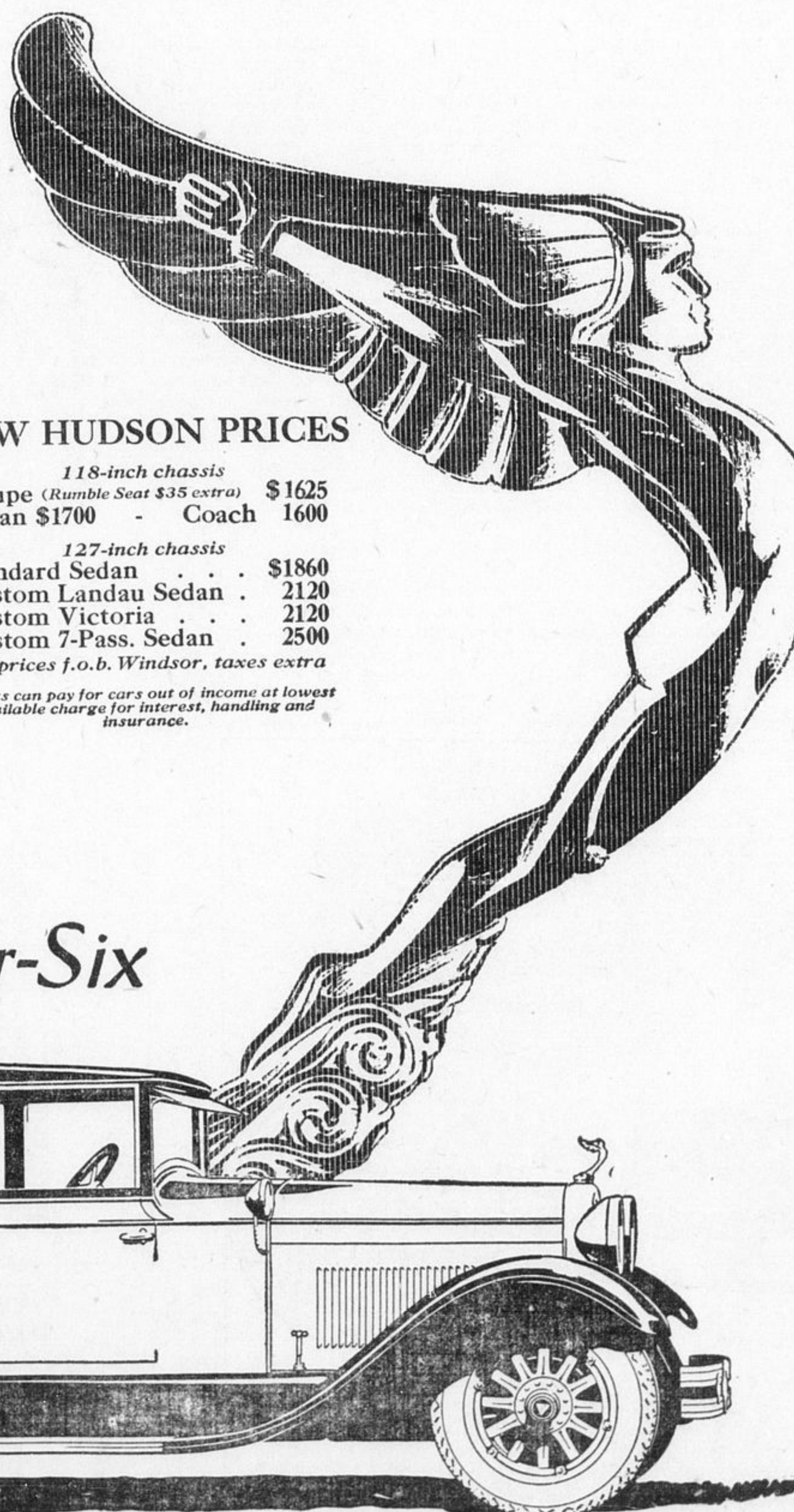
The NEW HUDSON Super-Six

**NEW HUDSON PRICES**

118-inch chassis  
 Coupe (Rumble Seat \$35 extra) \$1625  
 Sedan \$1700 - Coach 1600

127-inch chassis  
 Standard Sedan . . . \$1860  
 Custom Landau Sedan . . . 2120  
 Custom Victoria . . . 2120  
 Custom 7-Pass. Sedan . . . 2500

All prices f.o.b. Windsor, taxes extra  
 Buyers can pay for cars out of income at lowest available charge for interest, handling and insurance.

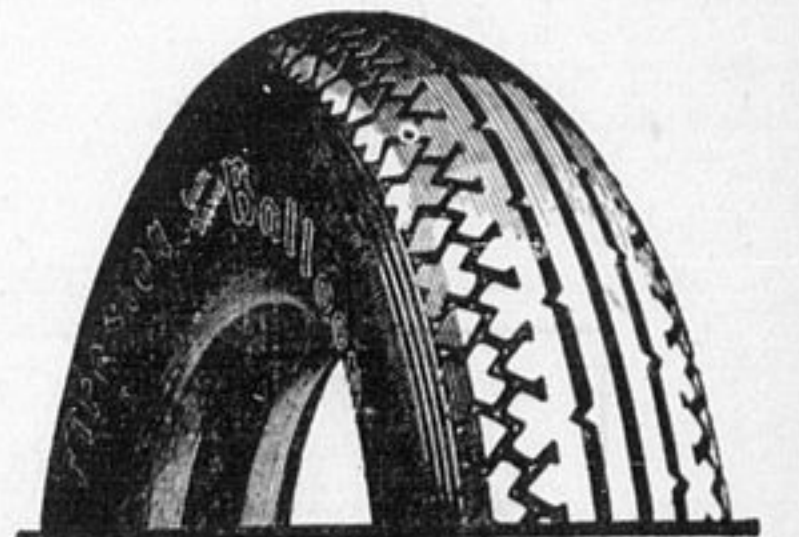


**Timmins Garage Co. Ltd.**

JOSEPH BERINI, Manager

Next to Subway

Opposite Park



**Why Firestone Tires Are Better**

One of the outstanding developments by Firestone Engineers is the Gum-Dipping process which impregnates and insulates every fibre of every cord with rubber—adding strength to the cords and reducing internal friction and heat so destructive to tire life.

The Firestone Dealer in your locality will gladly explain to you the extra value of Gum-Dipping. He is prepared to demonstrate how the cords of the carcass are saturated in a rubber which makes motoring more economical with added comfort and safety.

FIRESTONE TIRE & RUBBER CO. OF CANADA LIMITED  
 Hamilton, Ontario

MOST MILES PER DOLLAR

**Firestone**

Firestone Builds the Only Gum-Dipped Tires

**Timmins Garage Co. Ltd.**

JOSEPH BERINI, Manager  
 Next to Subway, Opp. Park