

Comfort as Well as Appearance Figure in the Motor Cars for this Year



A special feature of the new Packard Sedan shown above is that the cover of the luggage compartment will stay at any angle at which it may be placed. The advantage of this will be apparent to all who use the luggage compartment.

New Packard has Many Features of Attraction

Many Advance Engineering and Exclusive Packard Design Features in New Car.

The Packard Motor Car Company is extremely proud to present the new Packard One Twenty. It is the result of several years of intensive research and study by Packard engineers. In its design and manufacture are incorporated the engineering principles, precision workmanship, quality materials, and dependability for which the Packard Motor Car Company has been so famous during the past 35 years. The Packard One Twenty brings fine car quality within the reach of hundreds of thousands of buyers.

The chassis of this new Packard has many advance engineering and exclusive Packard design features. Its 110 horsepower straight-eight L-head Packard engine is equipped with the famous Packard-Ricardo aluminum alloy cylinder head. It is a brand new engine of clean cut design. Note the absence of cluttered pipes, lines, tubes, etc. This motor is capable of exceptionally brilliant acceleration, amazing economy and its smoothness of operation is unexcelled by any engine in the industry.

The cylinder block and crankcase is cast in one piece to provide maximum strength and rigidity. Five large, sturdy cross webs on the inside

strengthen the crankcase and support the five main bearings.

A unique feature of the 90-pound crankshaft which provides exceptional rigidity is the overlapping of main and crank pin bearings. The shaft is fully counter-weighted with eight integrally forged counterweights. It is both dynamically and statically balanced after it is assembled to the fly wheel and the vibration damper.

The vibration damper, an exclusive Packard development, has both spring loaded frictional members and natural bonded rubber to provide the utmost in smooth engine operation.

The engine is equipped with Packard Neutro-Polished three point engine rubber mountings.

SOLID STEEL TURRET TOPS PROVING VERY POPULAR

The Canadian market has reacted very favourably to the solid-steel turret-top bodies by Fisher. This feature has drawn the interest of a large percentage of those in the market for new cars. Not only does this new steel roof add safety in itself, but it also materially strengthens the entire body structure, with steel above, steel below, and steel all round. Moreover, the seamless steel roofing permits a beauty and grace of line never before possible. The cars on which turret tops appear this year are, Chevrolet Master, Pontiac and Oldsmobile.

Motorists Paid More than Spent on Roads in 1933

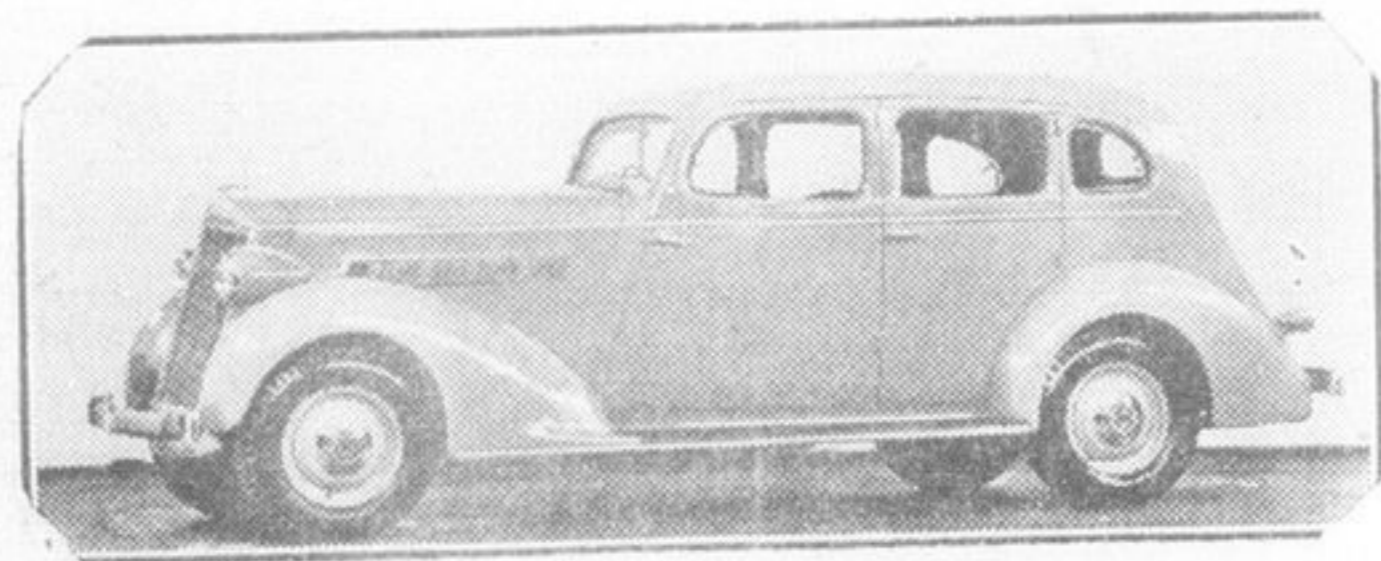
Motorists paid out \$47,044,157 in gasoline tax and registration fees in 1933, while total expenditures on roads for the same period amounted to \$40,595,054, according to Dominion Bureau Statistics' figures included in an official handbook dealing with Canada, recently published with the authority of the Canadian Government.

The road expenditure included \$23,854,579 for construction and \$16,650,475

for maintenance. These figures also included expenditures on bridges and ferries.

On January 1, 1934, Canada had 409,124 miles of roads, of which 138,636 represented unimproved earth roads; 175,767 improved earth; 86,695 gravel and the balance divided into five other categories.

Failure of the windshield wiper to function may be the result of leaks in the tube between wiper and intake manifold.



The 1935 Packard Series One Twenty

PACKARD IN APPEARANCE--rightful sharer in a lasting style
PACKARD IN TRADITION--worthy member of a distinguished family

"Car of the twelve firsts" is what the Packard One Twenty may rightfully be called. For, long before designers set pencil to paper, Packard bought twelve leading cars in the lower-priced field, gave them exhaustive tests at the Packard Proving Grounds, ranked each for its one best feature, then set out to create a car that would meet and beat these twelve "firsts": We leave it to you whether this has been done—done by blending in the Packard One Twenty the time-tried identity and advantages of Packard design, together with new mechanical features never before found on any car. Such design excellence gives delightful motoring results—power, performance, riding comfort, handling ease and economy of operation.

Service costs, too, are minimized by this new design and its precision manufacture. No point outside of the crankcase, needs routine attention oftener than six times a year. And when the car does need service, you will find the charges fair and reasonable; for Packard has established a policy that service charges and parts costs on the Packard One Twenty shall be no more, if not less, than for other cars in its price class.

So great is Packard's confidence in your all-around satisfaction in this new car that it invites you to examine it and compare it, part for part and ride for ride, with every other car at or near its price. Then we know that soon you, too, will say to your friends: "I drive a Packard!"

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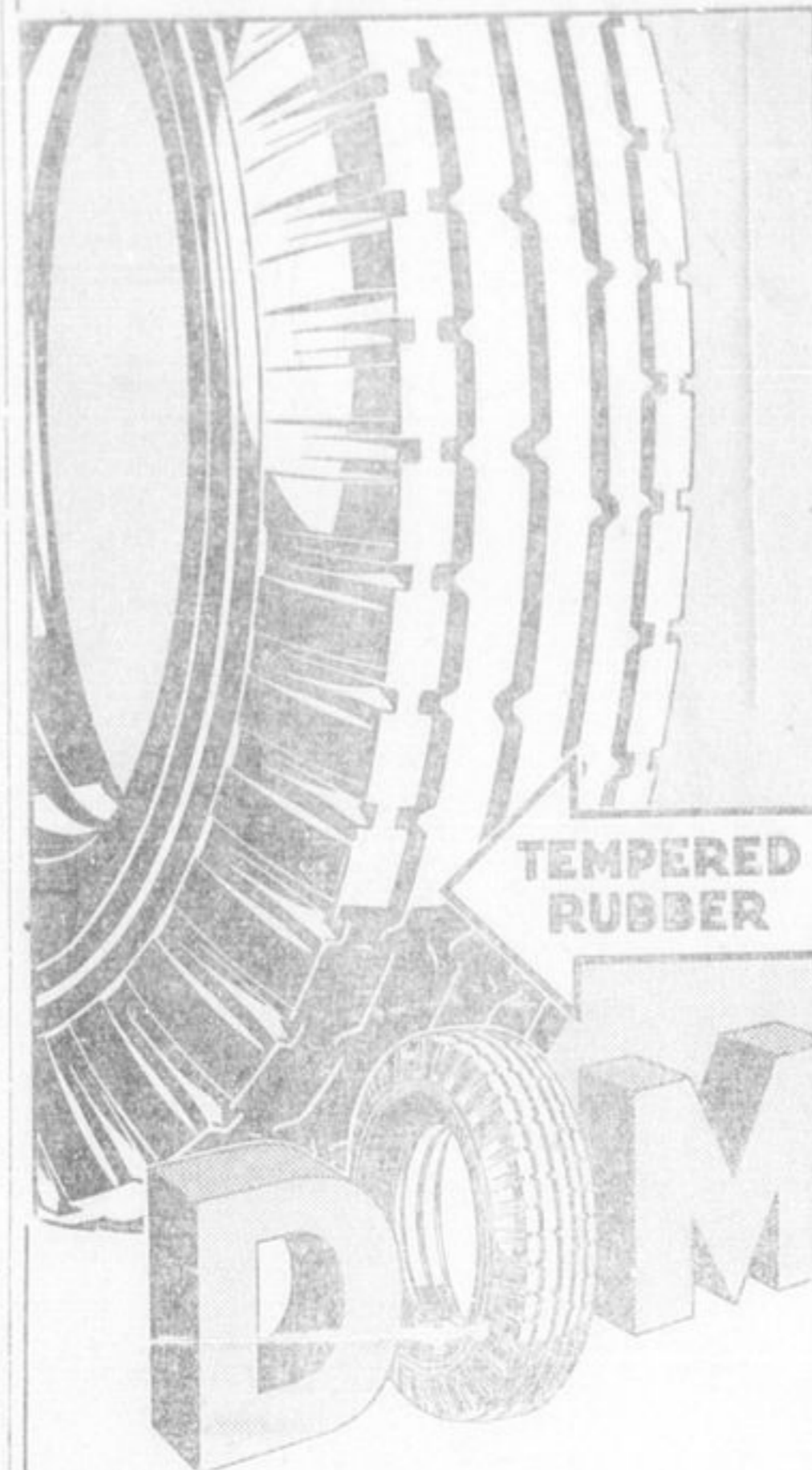
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Packards Submitted to Difficult Tests

New One Twenty Car Does 25,000 Miles over Bad Roads, and through Dust Storms, etc.

After 25,000 miles of driving over the worst roads and under other of the most difficult of motoring conditions that could be found in America three Packard cars returned to Detroit last week. They were new One Twenty Packards sent out on what is declared to have been one of the most trying test runs ever undertaken.

Leaving Detroit the cars were first driven to Texas, as word had been received that road conditions in a part of that state were "impossible." Thousands of miles of driving were piled up and then the caravan headed for the Imperial Valley in California.

In the vicinity of Indio, California, conditions were found to be just right to subject each car to sand storms so bad that at times face masks had to be worn by the drivers. Almost day and night the cars were driven across the desert' roads being forgotten for the practically trackless sands.

Variety for the drivers, but still greater difficulties for the cars was obtained by occasional high speed trips in the mountains. From points 250 below sea level where the thermometer stood at 90 degrees and more the cars were driven over rough trails at altitudes of 8,000 feet and temperatures below zero.

At times during the test good paved highways would be sought out and the cars run for days at a time at their highest speed. With work finished in the desert country the cars were taken into the mountains for the most difficult driving, day after day, that the country afforded. During one day 870 miles of sharp turns, stiff climbing, rock tunnels and the other motoring difficulties offered by the Rocky Mountains were negotiated.

With all of the desert and sand driving, brakes were adjusted but once and no other mechanical work was re-

quired. The trip was a part of what has been declared as the most severe testing programme ever carried out with a new motor car. It was in addition to the months of day and night test driving done with the One Twenty at the Packard Proving Grounds.

Reviews Progress of General Motors

President of Big Oshawa Firm Stresses Exclusion of the 'Faddish' in Design, etc.

By H. S. McLAUGHLIN
(President, General Motors of Canada Limited)

Looking over the passenger cars for 1935 which have just been introduced by General Motors Products of Canada Limited, I think we may say that the company's reputation for leadership has been emphatically maintained. To the lines which in 1934 won public approval for their beauty economy and dependability, we are sending out worthy successors and in the case of the popular Pontiac a six-cylinder line has been added. The policy of constant improvement, to which the company has always subscribed, has been resolutely carried out and I am confident that the public will appraise our 1935 offerings as being the greatest values on record.

The guiding principles back of all our new car improvements have been in the direction of excluding the faddish and adopting these mechanical developments which have the elements of permanency and public acceptability. Because of this, nearly every improvement in process and produced by General Motors of Canada has ultimately benefited the whole industry no less than the public. The electric self-starter, which was hailed as impracticable by some, saved the industry from an impasse.

Four-wheel brakes, which Buick was first to adopt, were another advancement in the same category. Then came other successes which won the

public's approval—Duro, crankcase ventilation, Ethyl gasoline, tilt-beam and multi-beam headlights, intake silencer, automatic choke and synchromesh transmission.

More recently, Fisher no-draft ventilation established itself as a feature likely to enjoy long public favour. We find that motorists would not do without it, and naturally we are continuing it.

Then there came knee-action front wheels which passed the conclusive test of owner-use just as successfully as they passed the rigorous laboratory and engineering tests to which they were submitted by General Motors before being adopted. We were first to introduce this idea on the Continent of America and it has certainly fulfilled the main purpose for which it was intended—that is to improve the ride. Without any change in the basic design of this improvement having been found necessary, we have built longer life into this unit, and it is being continued in 1935 in still better form.

Look for More Sales
Our latest contribution to leadership features, and one which is certain to commend itself to the public is the solid-steel Turret-top body by Fisher—an all-steel roof of great beauty and very advanced construction which will be available on Chevrolet Master, Pontiac and Oldsmobile.

Indications point to a considerable increase in purchasing power in Canada, and we are looking forward with the utmost confidence to a large volume of business in 1935. Whether these hopes materialize or not, we are, nevertheless, offering the Canadian public a most attractive line of merchandise quite worthy of this acceptance.

EFFICIENT CARBON SCRAPER MADE FROM ORDINARY FORK

An ordinary table fork will be found a handy tool for scraping carbon from a car motor. The tines of the fork are bent together, after which the ends are filed to a chisel-like edge. The individual cutting edges of the tines will follow the most irregular surfaces, yet they will spring back in line for cleaning smooth surfaces.