

# In The World of Easy Travel

## CLIMBING HILLS ON HIGH IS BAD FOR MACHINE

### Many Pilots Think They Are Doing Well to Avoid the Changing Over Process.

Add to the list of grievous errors of motoring the practice followed by many drivers of climbing all hills "on the high gear." This is one mistake of which pilots are guilty, simply because they seem to think there is some special merit in the avoidance of gear changing. On the contrary, it is a foolish idea and injurious to cars.

While all modern cars ascend almost all grades with ease on high, there still is a limit to the pulling power of the most powerful machine and road conditions are inevitably encountered which make a change to the lower gear advisable as well as imperative.

One veteran wheelsman who has toured from coast to coast on several occasions, in discussing this feature of motoring recently said:

"Every smart driver puts his car into a lower gear before its motor, with the throttle wide open is slowed down by the heavy load, to a point at which it operates. Otherwise he will injure its bearings and stress its parts unduly.

"Four-cylinder, low-speed motors indicate when this point is reached by running jerkily, with each individual explosion apparent to the operator, while motors with six or more cylinders give much less evidence of overloading, but still re-

quire the relief of a change to lower gear when their speeds become sufficiently reduced.

"When slowed down under full throttle to their lowest operating speeds, all motors waste fuel inordinately. Incidentally, they run much more economically when permitted to speed up to a reasonable point by being thrown into lower gear.

"Where the maintenance of car speed is an object, the change from high to intermediate gear should be made when the speedometer has dropped to fifteen miles per hour with full gas being supplied to the motor, for on the lower gear nearly double this speed can then be obtained. No exact rule as to when to change gears can be formulated to apply to all cars or conditions.

"Many drivers let the speed fall to eight or ten miles an hour before changing, and at this very low speed every explosion of a four-cylinder motor racks the bearings detrimentally. With motors of more cylinders the point of changing to a lower gear may safely be lower than the above, but time and fuel are both wasted under such conditions.

"Time was when the irregular action or failure to run on the part of a motor could be attributed in nine cases out of ten to faulty ignition. Improvement in ignition apparatus has, however, made such vast strides that this situation is changed, and bad carburetion is now to blame for a much larger proportion than formerly of the improper running of engines.

Fuel of low grade and inadequate heating of the fuel mixture, rather

than a lack of improvements in carburetors, are responsible for this condition. Still, ignition systems of modern cars do occasionally give trouble, and those of older cars both or much more frequently.

## Stitches in Time.

Do not neglect the universal joints on the car. They are hard to get at and are always dirty. But they must be properly lubricated or they will wear rapidly. When they wear they become noisy and reproach you for neglecting them, as they give a loud thump every time the clutch is let in.

Don't overlook the bearings of the electric generator and starter. They run at high speed and so need frequent attention. Neglect here means ruining a costly part of the mechanism.

The best grinding material for engine valves is carborundum, although emery is very good. Use the compound which contains it ready mixed. If none is obtainable, buy 120-degree emery if valves are badly pitted, finishing with four emery. Mix with oil to a paste like thick cream. This will do the work, but is not as good as the compound.

Hand-painted chiffon veils are an expensive fad, not likely to become so generally adopted as to become common. Of course they are not washable, and if delicate colors are

chosen, dry cleaning is necessary. A pale yellow veil has a border of shaded yellow crocuses, a pale-green has a border of violets, a pale blue a border of pansies, and a pale pink a border of daisies. The veils are made to order.

## CAME 541 MILES BY ROAD.

George W. Boyd Brings Three New Cars to the City.

On Sunday three Reo cars arrived in the city after coming 541 miles from Lansing, Michigan, over roads that would give the very sturdiest of cars a severe tryout. The Reos stood the pace, however, and they are now in the showrooms of George W. Boyd, Brock street absolutely as good as an other car there. There is not even a scratch on them.

A week ago last Monday Herbert Gillespie, driving a five-passenger Reo, William Wilmet driving a Reo truck which he has purchased for his milk delivery, and George Boyd with a beautiful big seven passenger Reo left the factory at Lansing, Michigan for their long trip by road to Kingston. The cars were the first this year to make the trip between Toronto and Kingston, and were the first to go into Napanee this year under their own power.

At Oshawa the roads were so bad that one of the cars had to be jacked up out of the snow and put back on the road. On several occasions it was necessary to cut the ice off the roads for the cars, to get sufficient clearance. It was a wonderful test of endurance and the result is a credit to the popular Reo.



## Little Ampere Starts Over a Million Cars this Spring

And we are one of the 850 Willard Service Stations that will see that they keep going.

We're working for you. The battery experience and factory training of our men are at your disposal.

It is not enough to fill your battery regularly with distilled water and to make regular hydrometer tests.

You should let us look it over at least once a month.

Little Ampere will start your car—let us keep it going.

We have a rental battery for you if yours needs repairs.

WILLARD SERVICE STATION  
124 Clarence Street,  
I. LESSES, Manager.



## When You Have Decided To Buy An Automobile LET IT BE A SAXON

The real car in which you can enjoy all the pleasures of the large, expensive cars. The Saxon is equipped with the famous Saxon Continental Motor, one that has been subjected to all manner of tests, endurance, economy and speed. The engine that never fails, and starts in zero weather as easily as in July.

Remember the record of the Saxon Six in Kingston:—The only car that has proven itself as the every-day car throughout the winter, which is evidence of the substantial construction and ample power. Remember that a car requires nearly twice the gasoline to operate in winter that it does in summer. Still the Saxon has travelled throughout the winter on an average of 17 1-10 miles per gallon of gasoline.

The car that will start in high on most any old road.

THE SAXON holds the record for being the only car that has run every day (except three) throughout the winter in Kingston. Distance travelled in miles, as recorded on speedometer, 4270 miles from August 1st, 1916, to March 15th, 1917. Total gasoline consumption 249 gallons, or an average of 17 1-10 miles per gallon, which is remarkable for winter running.

### SPECIFICATIONS

SAXON SIX, STREAMLINE MODEL (S4), snappy in appearance and performance. Quick get-away. From standing to 40 miles in 30 seconds. Idle down in high to less than 1 mile per hour. Timken axles and Timken roller bearings; Tires, 32 in. x 2 3/4 in.; non-skid on rear wheels; Brakes: Service 12 in. x 2 1/4 in.; Emergency 11 1/2 in. x 1 3/4 in.; Front seat, 41 in. wide; Rear seat 47 in. wide; Horsepower 30-35, 6 cylinder; Rims: quick detachable and demountable; one extra rim; Springs: Cantilever, front and rear; Front springs 28 in. long x 2 in. wide; rear springs 42 in. long x 2 1/4 in. wide; Starting device: Two unit Wagner Electric; Storage battery under front seat; Steering Gear: Worm and full gear type; Steering wheel: 17 in. diameter; Selective sliding gear type transmission: Three speeds ahead and one reverse. Wheel base 112 in. A handsome car, properly proportioned, silent running, with a radius of 22 miles per gallon of gasoline and 100 miles per pint of oil. Peddes Radiator. Windshield: New type, split, non-glare, clear vision, with rubber rain stop. Electric horn under hood; Speedometer, oil gage, ampere dial register. Gasoline tank in cowl with filter and gage on dash; Hand controls on steering wheel; Foot accelerator with foot-rest; Safety lock switch on engine and lights; Dash light; rear light, head light with dimmer; all electric. Stromberg Carburetor; Dry plate clutch with Raybestos lining; Drive gear; Helical Bevel. Remy Ignition; Complete tool kit, wrenches, oil can, oil gun, pump, jack and tire repair kit.

Prompt delivery.  
Prompt service.

In addition to giving service, I have facilities for making any part of the car or motor in my factory.

Large stock of repair parts, and skilled mechanics to render best attention.

- PRICES:
- SAXON SIX TOURING . . \$1175.00
  - SAXON SIX ROADSTER \$1175.00
  - SAXON FOUR ROADSTER \$665.00
  - SAXON SIX SEDAN . . . \$1725.00

All F.O.B. Windsor, Ont.

**J. H. Davis,**  
Distributor, Kingston. Phones 113 and 420.

## Briscoe \$895

The Car with the Half Million Dollar Motor

### A Car Your Wife Can Drive

YES—and with ease and comfort. There is plenty of room to stretch out in the driving compartment. The Self Starter operates quietly and instantly. And the control is so easy. She doesn't need to throw her full weight on the clutch or brake pedal—the slightest pressure will operate either. She can change the gears with her finger tips, so flexible and responsive is the mechanism. The deep, rich Upholstery and high Seat Backs prevent backache, and the Full Elliptic Springs protect her from jolts and jars.

The BRISCOE, B "4-24" is a universal favorite with women everywhere. It is a car of the highest class at a price within reach of the family of moderate means.

Other notable features of the BRISCOE, B "4-24" are: Tilted Eye-Saver Windshield—Oil Gauge on toe board—Gasoline Gauge on Dash—Automatic Switch with Key Lock—Electric Head Lights with Dimmers—Electric Horn—Speedometer—Ammeter—Tools—Repair Kit—and other important accessories usually classed as "Extras."

The Price includes everything.

BRISCOE, B "4-24" Touring Car or 4-Passenger Roadster, 105-inch Wheel Base.

WRITE for Benjamin Briscoe's own story of the "Half Million Dollar Motor" or call at your local BRISCOE Garage and let the Car "show" you.

THE CANADIAN BRISCOE MOTOR CO., LIMITED,  
BROCKVILLE, ONT.

Distributors for Kingston, ANGLIN BROS., 35 and 37 Montreal St., Kingston, Ont., opposite Windsor Hotel.

