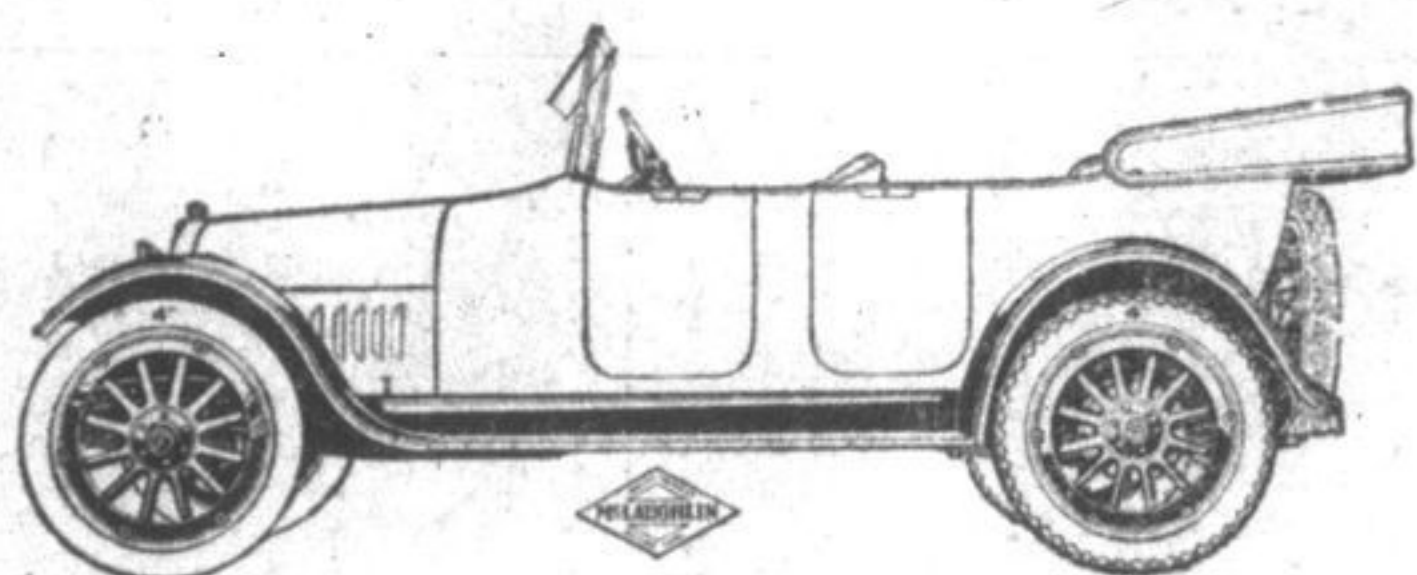
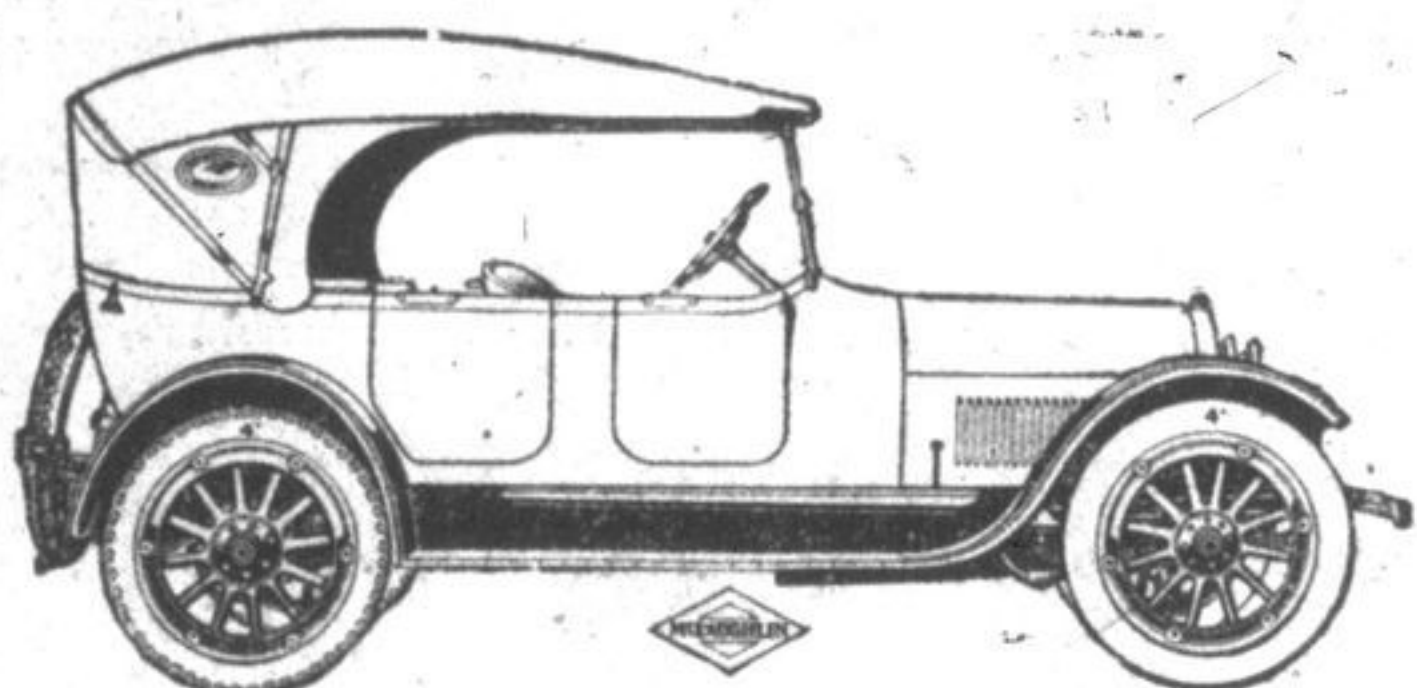




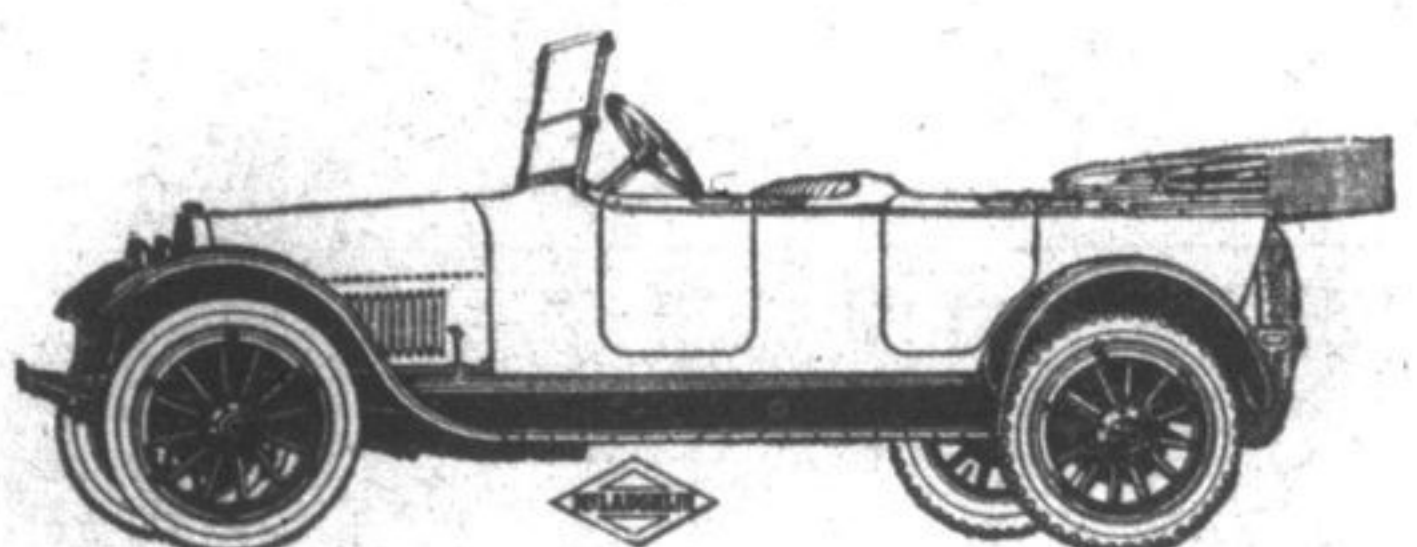
# The New 1919 Models Are Here



Model H-6-63  
McLaughlin Light Six Touring



Model H-6-45 Extra Special  
McLaughlin Master Six Touring



Model H-6-49  
McLaughlin Master Six Touring, 7-Passenger

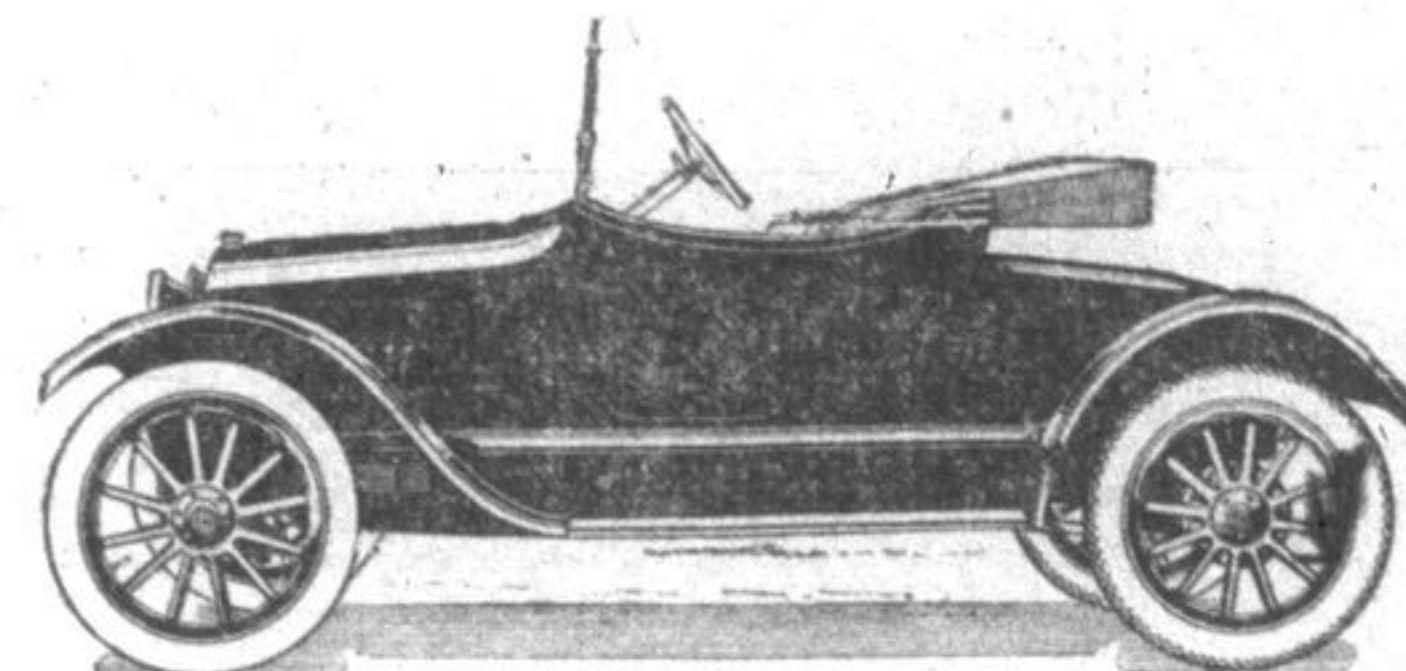
## Come and See Our Line

Both McLaughlin and Chevrolet cars for 1919 embody no radical changes in design. The models are improved in detail and have certain added refinements and improvements.

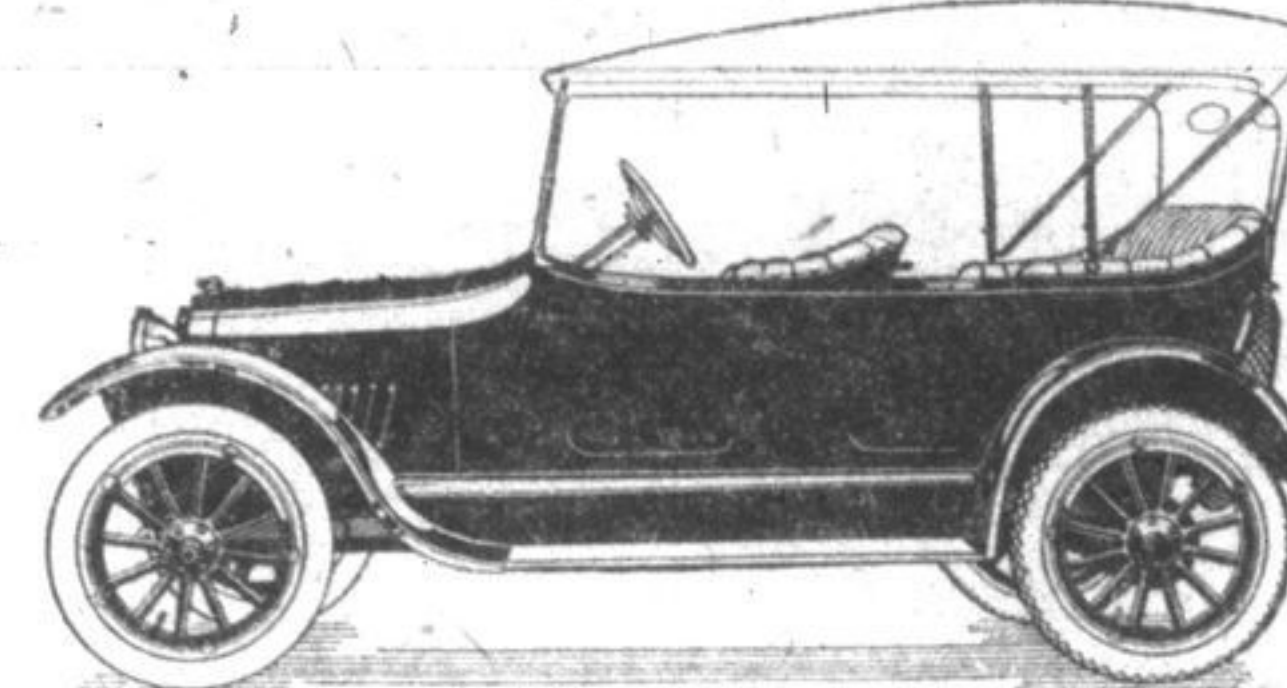
We are fortunate in having both the McLaughlin and Chevrolet franchise for Kingston and vicinity and feel that we are prepared to furnish Kingston motorists a car no matter what their motoring needs may demand.

The two lines include about twenty models in various body designs, comprising a car for every need. Kingston residents should make their 1919 car a Canadian built car by purchasing a McLaughlin or Chevrolet Model made in Canada.

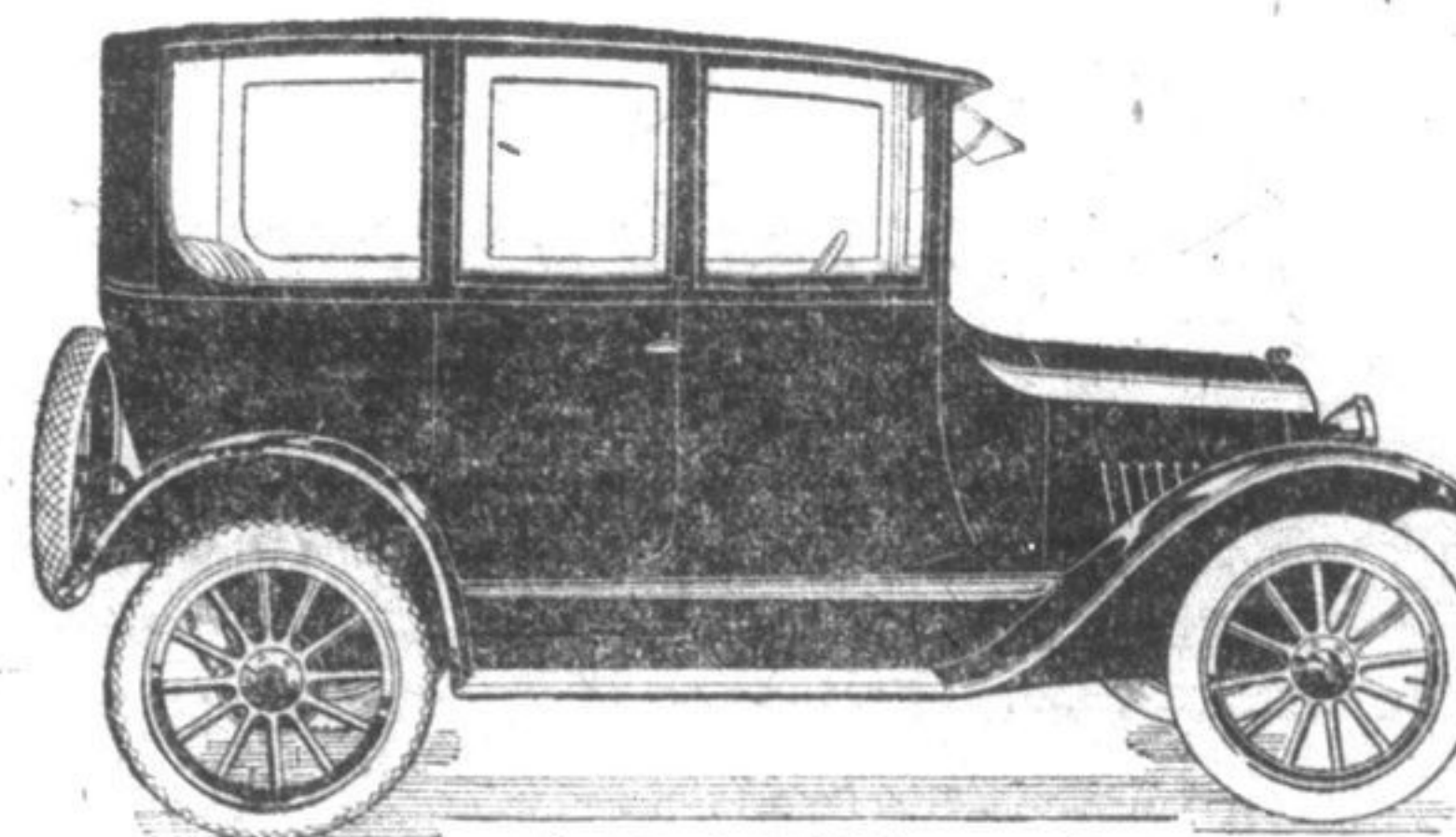
We invite you to our show rooms to examine the various new models, feeling confident that these cars will please the most fastidious.



Model 490  
Chevrolet 2-Passenger Roadster



Model 490  
Chevrolet 5-Passenger Touring



Model 490  
Chevrolet Sedan

# ANGROVE BROS.

Corner Queen and Bagot St.

### PRACTICAL PARAGRAPHS FOR THE CAR OWNER

**Piston Pin Play.**  
It is sometimes a little difficult to determine whether there has been wear in the piston pin bearing. With the piston in place and the lower crankcase half down or a side plate

off remove a valve cap or spark plug and turn the engine over, so that the piston is at top dead centre, in such a position that a screw-driver may be pressed down on top of the piston, while with a bar the piston may be

pushed upward from the under side. So by alternately forcing up and down any play existing may be detected.

**Connecting Rod Knock.**  
The knock ordinarily produced by a loose connecting rod is rather in the nature of a pound, and it is most noticeable at slow speed with a closed throttle. If the play is excessive, however, the knock will be heard at higher speeds and loads. This is prob-

ably the commonest kind of all, is easy to identify, and should be remedied without any delay or worse trouble will follow.

**Removing Valve Steam Guides.**  
In removing valve steam guides, which are driven out from the top, be sure and use either a block of hardwood or a similar piece of soft metal. If a tempered metal instrument is used in this operation the guide will probably be hopelessly injured.

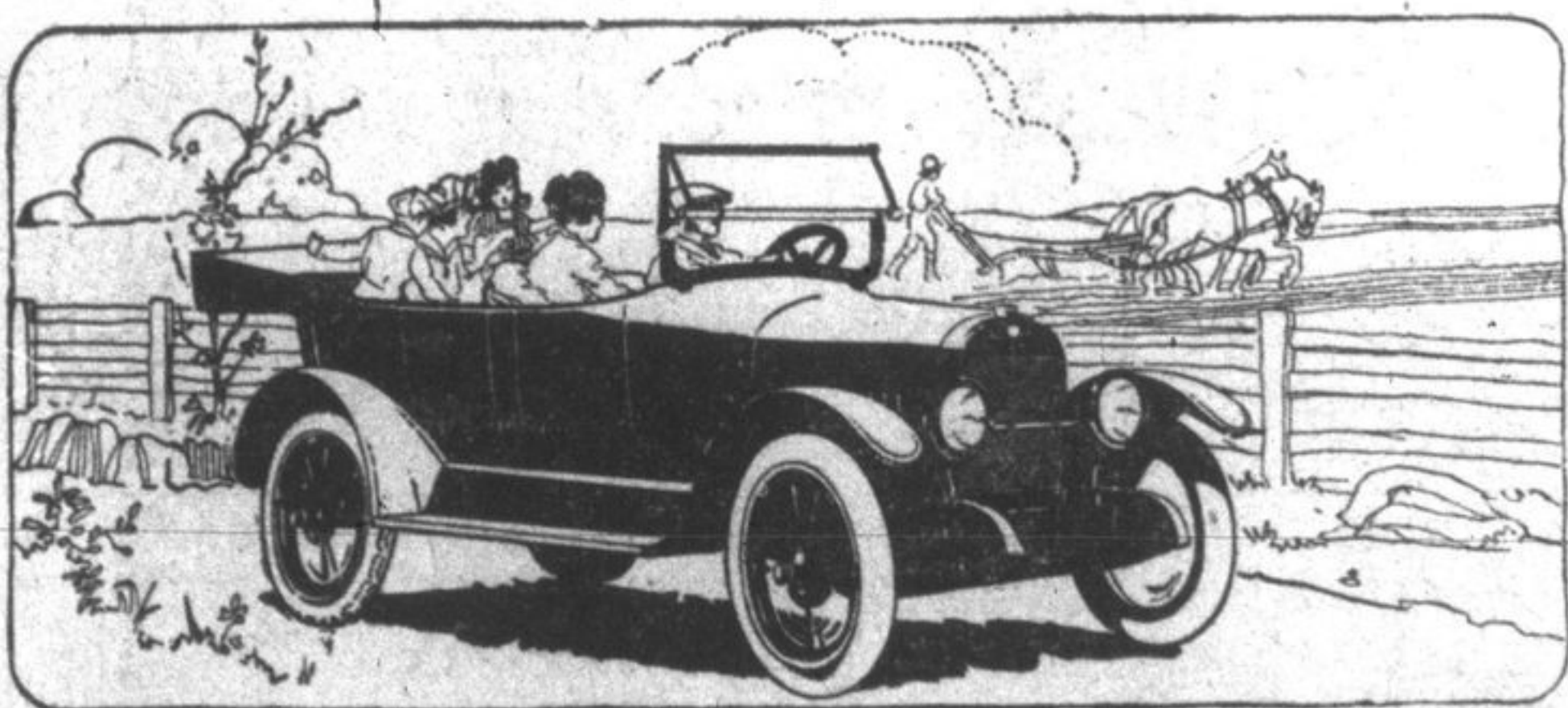
**Scored Piston.**  
In cases where the piston and cylinder are slightly scored it may be possible to make an emergency repair for temporary purposes. The first thing to do is to take out the piston and find out what has caused the trouble and remove the cause if it is still present. The roughest edges should then be smoothed off with whatever means are at hand. Next thoroughly clean piston and cylinder, replace the parts and supply additional oil to help fill in the scratches.

**Tappet Clearance.**  
A backfire or "pop" back through the carburetor may indicate insufficient intake valve tappet clearance. If the intake valve does not close, the burning charge escapes through the valve and ignites an incoming charge in the manifold. The loss of compression also causes loss of power, and the gas blown back deranges the carbureting system for the time being.

**Strain the Water.**  
Sediment in the cooling water certainly adds nothing to the efficiency of the cooling system, no matter what type it may be, but in the case of the pump system it is particularly injurious. Sediment in the water wears the impeller and cuts the bearings and shaft. For this reason water should always be carefully strained as it is being poured into the radiator.

**Emergency Pipe Splice.**  
When the fuel line suffers a fracture on the road there are a number of emergency repairs that may be made. If rubber tubing is available a section of this will make an admirable splice. A cork with a hole through it may be used, and in the absence of one a raw potato with a hole through it makes a very satisfactory temporary splice. Cloth smeared with soap or shellac and then reinforced with splints is very handy.

**Flooding Carburetor.**  
The principal causes of flooding of the carburetor may be listed as follows: Needle valve being held open or leaking, due, perhaps, to dirt on the valve seat, preventing its closing properly. Imperfect or worn needle valve or seat. Sticking mechanism. A float too heavy or leaking, causing it to sink too deep, holding the needle valve open. Level too high. Loose nozzle or needle.



## Costs Less in the End

THE cost of a motor car is not its price alone. It's the price plus the running cost plus repairs divided by the miles of service.

And on this basis the Gray-Dort costs less in the end—less even than cars lower priced. Year after year this fine light car does go farther on a set of tires or a gallon of gasoline—does stay out of the repair shop.

You will enjoy owning a Gray-Dort—enjoy the comfort of its roomy, luxurious body; easy to control in traffic; quick to pick up, speedy on open stretches and powerful on hills; and you'll be proud of its real beauty.

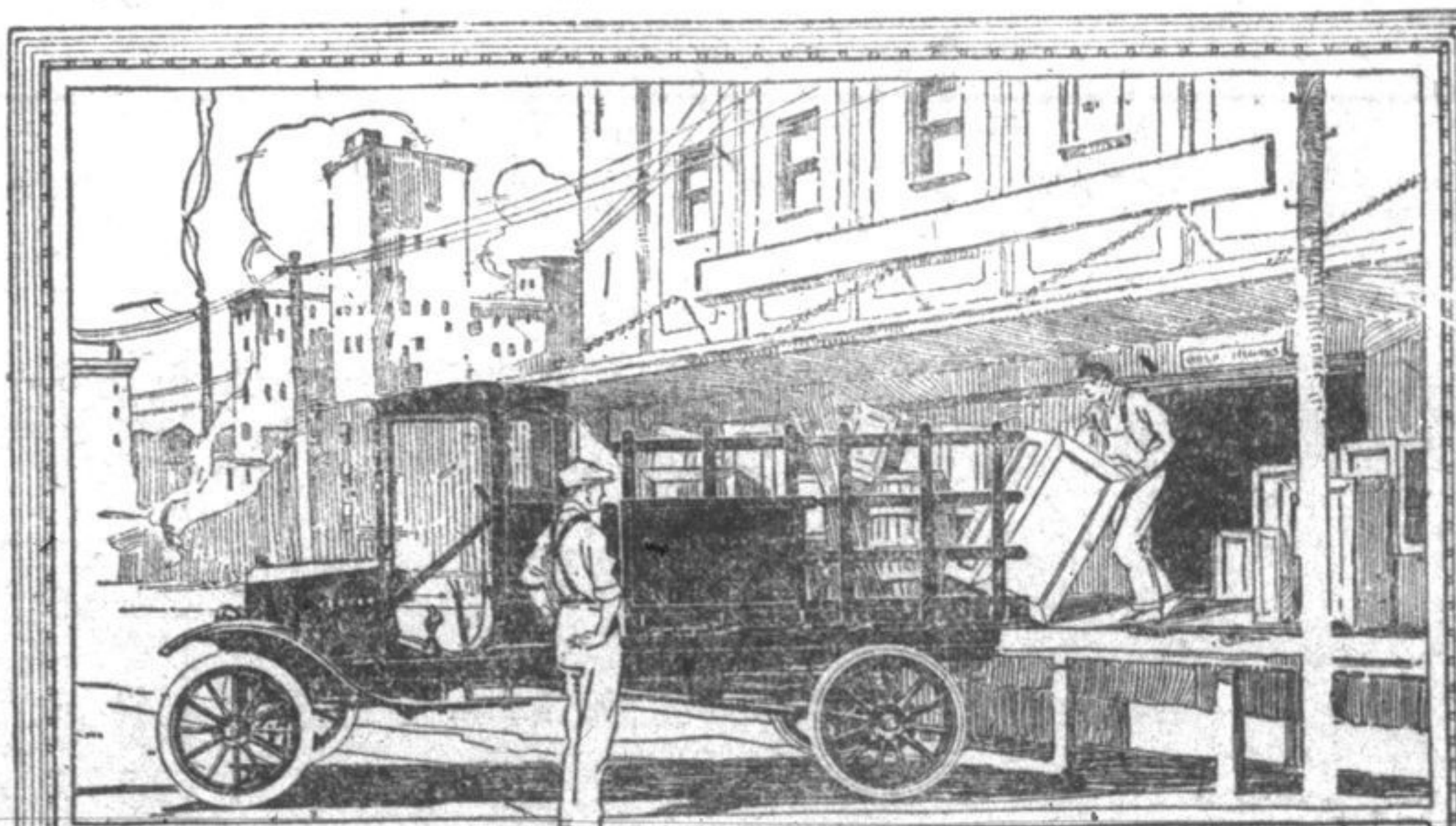
The touring car is \$1245; the Gray-Dort Special—the car with added refinements and extra equipment, is \$135 extra; there are also a coupe and a sedan. All prices are f.o.b. Chatham and are subject to change without notice.

GRAY-DORT MOTORS, LIMITED  
Chatham, Ont.  
In the U.S.—Dort Motor Car Co., Flint, Mich.

# GRAY-DORT

GEO. BOYD

Kingston, Ontario



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See the New Ford Truck With Pneumatic Tires. The Latest and Best Delivery Truck in the Market

Worm Drive, Solid Bronze Gears at Rear End. Bodies in Styles to Suit All Purposes.

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TOURING CAR	\$690
ROADSTER	\$650
LIGHT TRUCK CHASSIS	\$625
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