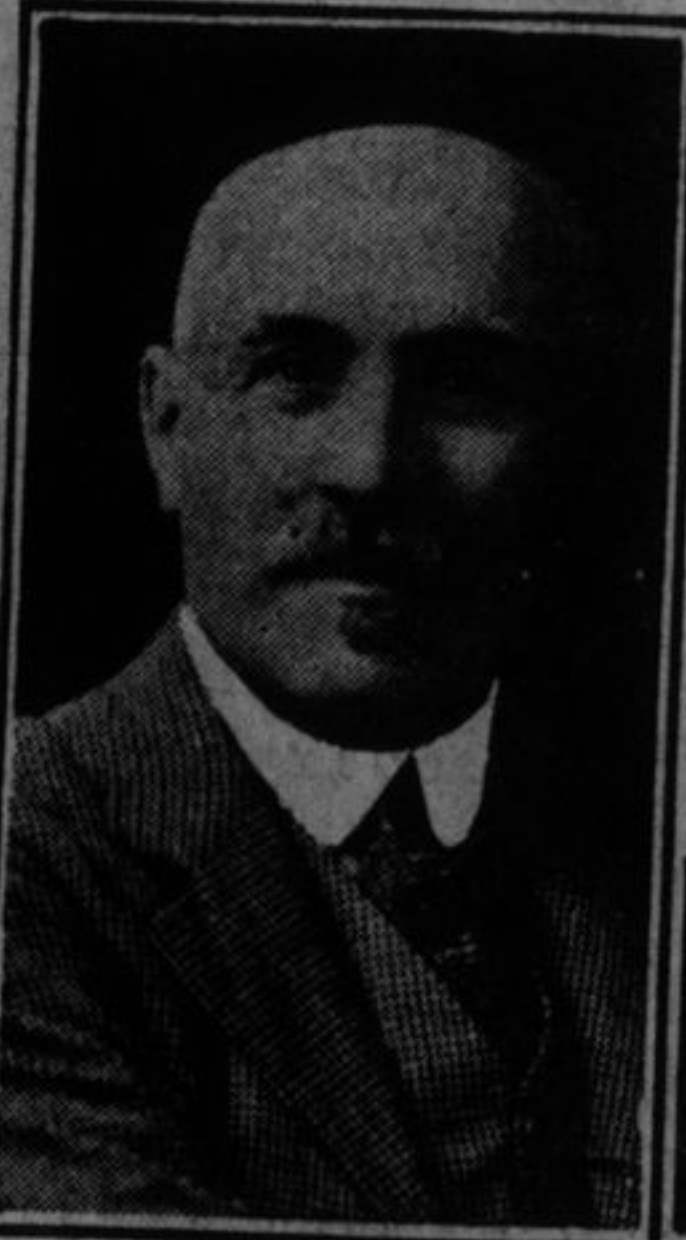


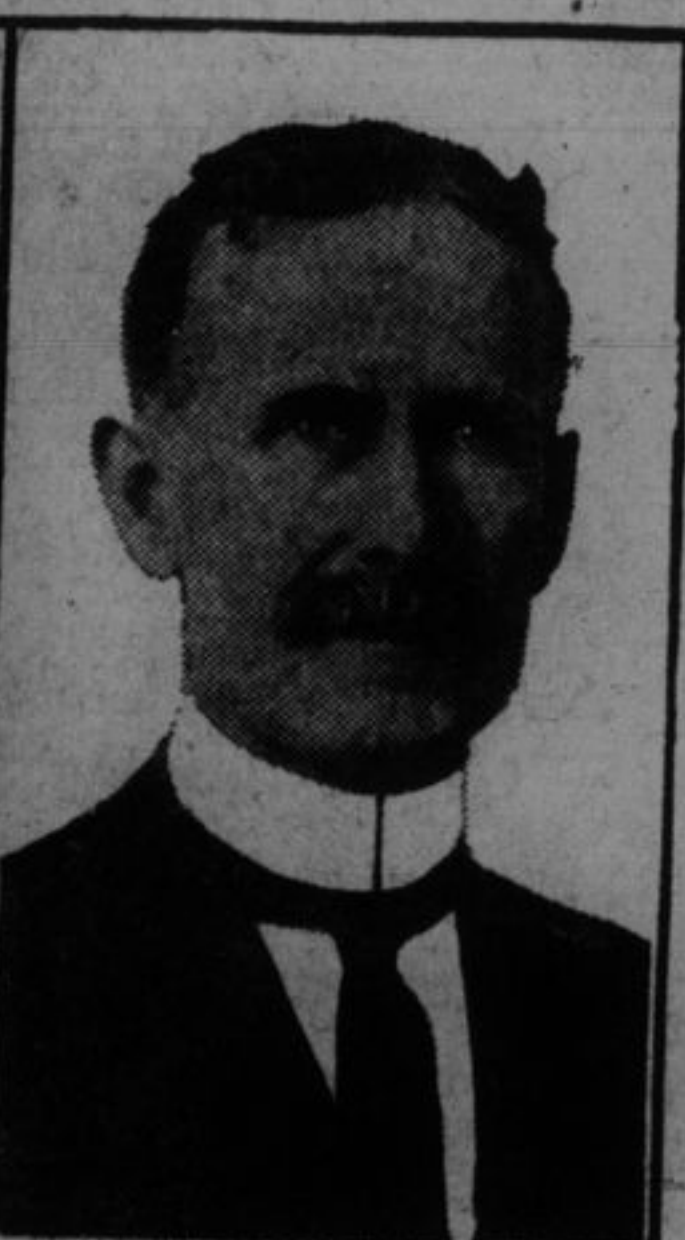
# The Automobile Business Is On The Hum

HAVE SELECTED THE JUDGES

To Decide Winners in Letter Writing Contest by the Willys-Overland, Limited.



SIR JOHN WILLISON



DR. P. E. DOOLITTLE

Toronto, May 27.—Announcement is made here today by Willys-Overland Limited of the selection of judges for their five-thousand dollar letter-writing contest, which is to be concluded June 1st. Sir John S. Willison and Dr. P. E. Doolittle have consented to act and these names in themselves are an assurance of impartiality, both gentlemen being known from one end of Canada to the other. The former was for years a leading editor-in-chief and a publicist of note; latterly his work as chairman of the Canadian Reconstruction Association has contributed largely to the country's progress. Dr. Doolittle is perhaps the best known motorist in Canada, having been identified with public move-

ments to advance motoring from its inception. One of the pioneer car owners of Canada, he organized and was first president of the Ontario Motor League. At present he is doing constructive work as president of the Canadian Automobile Association.

Both judges, therefore, realize the importance of "Putting Canada on Wheels" and are well qualified to consider the letters entered in the Overland Contest.

Letters showing postmarks not later than June 1st are to be accepted and as soon after that as letters from the farthest point can reach Toronto, the letters will be handed to the judges for their consideration. Announcement of prize-winners will be made at the earliest possible date.

the car's motor tend to dry this mud quickly, baking it into the finish. So if the car cannot be washed immediately it is wise at least to rinse off this mud with a gentle stream of water from a hose.

In starting the washing process, first soak all the mud and dust down with a hose, from which the nozzle has been removed. A large stream with the lowest possible pressure should be used to go over the body's finish. Begin at the top and work downward; then you will remove the same mud only once.

The first rinsing in this manner generally loosens the dirt and the next removes the last trace of it. If it does not, a soft sponge constantly saturated with water should be sopped without rubbing against the spot where the hard mud is lodged or stuck. Grease spots are often found on the finish after the dirt has been washed off. These should be washed with an old chamois skin and some good, pure (limesed oil) soap. To preserve the finish as much as possible, rinse off the soapuds as quickly and as thoroughly as possible after the grease spot has been treated. It is important that no trace of the soap is left on the finish.

Now rinse the car again thoroughly; then wet a good clean chamois, wring it dry and go over every inch of the body, wiping it dry. It is a good plan to have another chamois, not necessarily new but at least clean, for wiping the running gear and use only on this part of the car. Here's a point to remember: Keep the wet car out of the sun until dry or the finish is likely to crack and check.

Never "dust" a car with a feather or any other kind of duster. Washing as suggested here is the best and practically the only safe way to keep the finish bright and shining.

One point frequently overlooked by even the seasoned motorist when washing his car is that the engine should be cold. Otherwise the hood and radiator of the car will become dull and shabby looking, while the rest of the exterior is still neat and lustrous. Heat dries the soap and polish, injures the finish irreparably within a comparatively short time if the practice is continued.

## WILL YOU DO YOUR PART IN KEEPING OUR HIGHWAYS CLEAN?

With the approach of summer comes the problem of keeping motoring highways clean of the debris left by tourists. The most discouraging sight that greets the eyes of the motorist is that of rubbish strewn along the roads by picnic parties. Discarded lunch boxes, bottles and similar rubbish dumped along the highways by careless auto parties explain to a large extent the prejudice which our rural friends sometimes feel against the autoist. While all the blame for dirty roads cannot be placed upon auto parties, the motorists are responsible for a great deal of the rubbish and should be penalized. It is no task to gather up such debris and dispose of it, instead of littering the path for those who follow. Do your part in eliminating this nuisance and ask your friends to do likewise.

is out of kilter. The pedal may not close the switch, or there may be some other minor trouble.

Taking it for granted that you followed previous advice and have patiently read the instruction book on the starter and have sought out the wiring on the car so that you know the layout and just how the motor starts, and how attached to the engine crank shaft, we may safely proceed. The connection may be through a gear on the fly wheel or by silent chain with overrunning clutch on the forward end of the crank shaft, usually arranged to release the motor as soon as the engine starts. If the system is a single unit the chain drive is probable.

Where the generator for replenishing the battery is a separate unit it may be driven by chain, gear or otherwise, sometimes with a coupling where the ignition device is built into the generator. Inspection of your car has revealed to you its peculiarities. Be sure and get it through your noddle just how the current travels back and forth from battery to starter and from generator to battery, through the regulator, cutout, switch and charge and discharge indicator. The regulator is to prevent a too high charging of rate

by introducing a resistance which operates when the rate is too high. The regulator is sealed so that you cannot get at it. If anything is wrong with it an expert must be called.

The cutout is to make connection with the battery when the generator produces a higher voltage than that of the battery, and to break the connection when the generator voltage falls below that of the battery.

The chief troubles in starting systems come from loose, short-circuited or broken wires, brushes stuck or worn so that they do not make good contact with the commutators of motor and generator; dirty or worn commutators, run-down battery because of greater use of current than charging capacity of generator, and mechanical disorder in starting switch, cutout or regulator, or in the connection between starting motor and engine, or between generator and engine.

A woman may be afraid of the cook, but a man isn't—unless she's his wife.

Most men find it easier to get in debt than to get out, but some are unable to get in at all.

Meekness is the quiet that belongs to right.

## "Put CANADA On WHEELS"

\$5,000 CONTEST CLOSING JUNE 1st

Notice to Car Owners Intending to Compete

We have received word from Willys-Overland Limited that, although their big letter-writing contest will close on June 1st, entries and contest letters mailed in envelopes that show a postmark not later than that date will be admitted. This is to give persons at a distance the same opportunity as those right in Toronto. Letters are to be written on "What my Car means to me," and are not to exceed 300 words.

We want that \$1,000 Prize—or one of the 75 anyway—to come to this district. So

GET AN ENTRY FORM AND PARTICULARS WITHOUT DELAY

Callaghan Bros. 210-214 Wellington St. Phone 1410



OPEN TO CAR OWNERS OF ALL MAKES

### WASHING A CAR.

Mud Should Not be Allowed to Harden

"Please give me a few pointers on the proper way to go about washing my car," is the request made frequently by car owners. This is a good month in which to master the fundamentals of this operation, since it is the time when spring rains often play havoc with the appearance of the motor car.

Some motorists have little or no

conception of the principles involved in the washing of a car. One asks, for instance, if it would be all right to use a feather duster on a car to remove the coat of earth after a drive over dirt roads. Another wants to know if there is any particularly good time to wash the car. The best time to renovate and polish up a car just after it comes in from the trip, and, if possible, before the mud has had a chance to dry and harden.

Warm weather and the heat of

### BALKY STARTER IS REAL ABOMINATION

The Starting and Ignition System on an Automobile Is Described.

There is nothing more useless about an automobile than a starter that will not start. When the starter does not respond to the pedal it is not safe to assume that the machine



## Dependable Spark Plugs

with "3450" Insulators resist knocks, shocks, heat and vibration to a wonderful degree

There is built into every Champion as near 100 per cent of satisfaction and service as you may ever hope to obtain in a spark plug.

Our famous "3450" Insulator, with which all Champions are equipped, is the result of thousands of experiments. It is a marvel of strength and endurance because it stands up under any punishment that the motor or engine itself can endure.

"Champion" on the Insulator is your safeguard against imitations.

Sold where motor goods are sold.

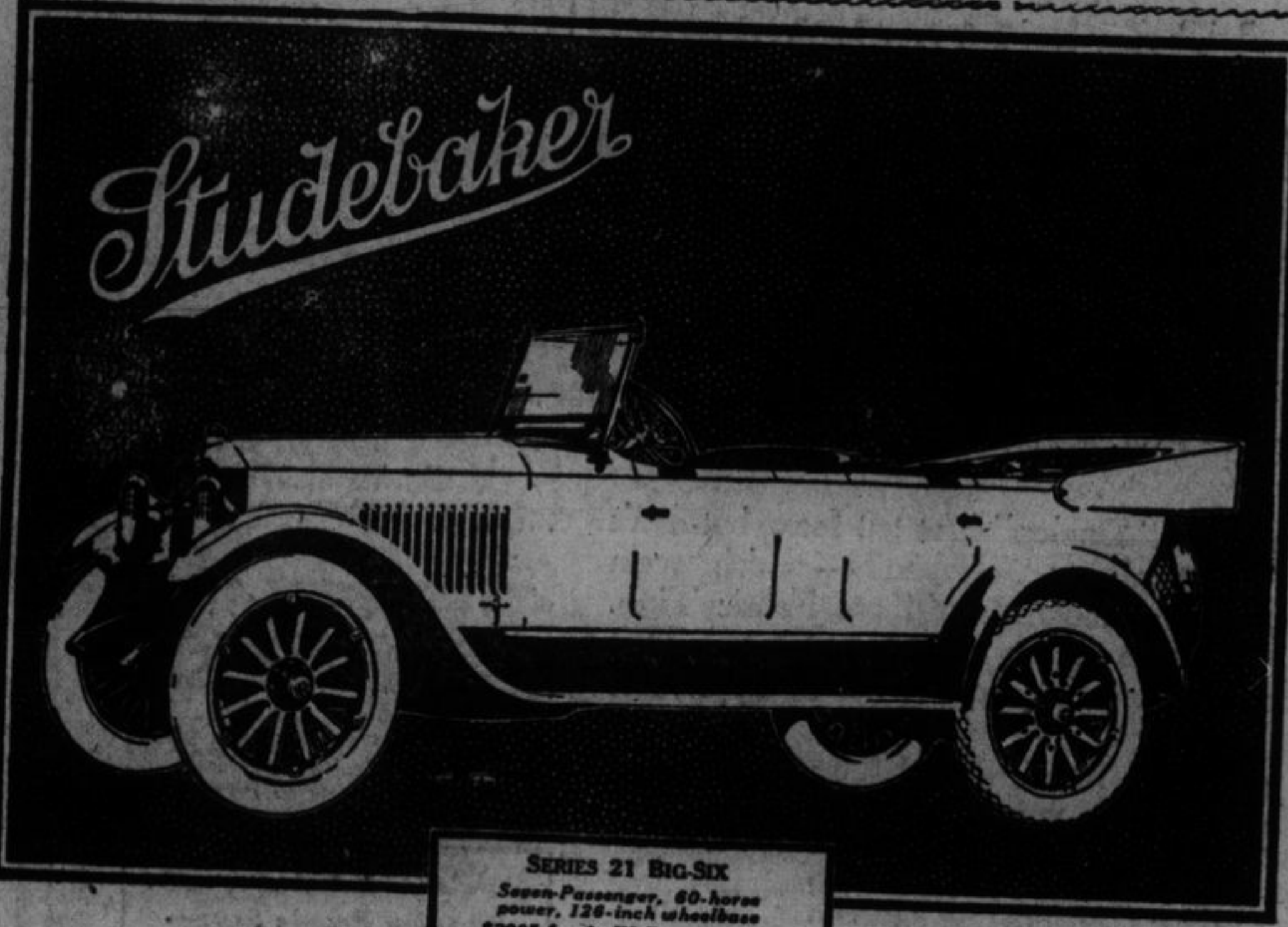
Champion Spark Plug Co., of Canada, Limited Windsor, Ontario

Largest factory in Canada making Spark Plugs exclusively



CHAMPION AA-53, 1/4-inch Price 95c.

For use in McLaughlin cars. Also for use in Chevrolet, Kissel-Kar, Jordan, Stephens, and tractors, trucks, farm and stationary engines.



SERIES 21 BIG-SIX Seven-Passenger, 60-horse power, 128-inch wheelbase \$2965 f. o. b. Walkerville, Ont.

THE BIG-SIX is in every respect a quality car, for comparison only with the very best. Due to light weight and Studebaker's manufacturing facilities, the price is less than other cars of equal quality. "Buy it because it's a Studebaker."

"Built-in-Canada."

KINGSTON AUTO SALES CO., LTD.

THE STUDEBAKER CORPORATION OF CANADA, LTD., WALKERVILLE, ONT.

Touring Cars and Roadsters		Coupes and Sedans	
LIGHT-SIX TOURING CAR	\$2650	LIGHT-SIX COUPE ROADSTER	\$2650
SPECIAL-SIX TOURING CAR	2490	LIGHT-SIX SEDAN	2965
SPECIAL-SIX 2-PASS. and 4-PASS. ROADSTERS	2480	SPECIAL-SIX COUPE	3250
BIG-SIX TOURING CAR	2965	SPECIAL-SIX SEDAN	3750

ALL STUDEBAKER CARS ARE EQUIPPED WITH CORD TIRES