

ECONOMIZE !!!

Vulcanize where the prices don't hurt. All work guaranteed. A few exceptional bargains in 30x3 1/2 Tires left. Drop in and see them.

W. D. Johnston

FREE AIR - Phone 881w. 70 PRINCESS STREET.



TUBES TOO

Yes, we vulcanize inner tubes as well as the outer shoes of tires. And it pays to have us do it. It is too costly to discard a tube merely because it is full of puncture and blow-out patches. Let us vulcanize it and make it almost as good as new.

Suddaby Bros.

Cor. Queen and Wellington Sts.
Phone 1988



FOR SALE-CHEAP

REO TRUCK—suitable for any purpose in perfect condition. Apply:

I. LESSES

19 BROCK STREET. PHONE 1340.

A great many of the Automobile Owners are realizing what real service means to them. That is the reason why they are using the—

COOK'S AUTOSERVICE

CORNER KING AND QUEEN STREETS
WHY DON'T YOU?

If in trouble on the road, just one minute after receiving your call one of our Service Cars, fully equipped with Tools, etc., and an expert mechanic will be on its way.

PHONE 634

Cylinders Reground



Worn or Scored
Cylinders
Repaired

Cylinders ground and fitted with oversize Pistons and Rings. Piston Pins if necessary.

Prices on Application.

Automotive Grinders

R. M. CAMPBELL,
Corner of Queen and Wellington Streets.

Hot Weather Is Automobile Weather

We have a few used cars left and we are going to sell them this week. Prices have been slashed and we expect to have a great turnover of used cars this week.

We guarantee every used car sold by us to be in good running order, and we have not had a dissatisfied customer this summer, and do not intend to have.

We are building for the future, and we know that if you are pleased with the treatment we give you in selling you a used car, that there is a good prospect for future business in a new McLaughlin Car with you.

McLAUGHLIN MADE IN CANADA MOTOR CAR
Canada's Standard Car.

Blue Garages, Limited

Thos. B. Angrove, Manager.

CORNER QUEEN AND BAGOT STREETS. PHONE 567.

Crocodiles will kill and bury animals in the mud, keeping their bodies until the flesh has started to rot.

Mr. A. W. J. Russell, town clerk of Paddington, this year completes fifty years' service under Paddington Borough Council.

In the Automobile World

HERE IS THE OLDEST MOTOR CAR IN THE WORLD.



What is described as the oldest motor car in the world is owned by Abbe Gavois, of Rainville, France. The car, which was built in 1891, has travelled many thousands of miles, and the Abbe is now on his way to Paris to dispose of it to the highest bidder. The proceeds are to be given to relief of the Picardy chaplains wounded in the war. The old car can still do twelve miles an hour under favorable conditions.

Knocks Are Many, Which Is Yours?

Carbon deposits are at the bottom of the big majority of motor knocks. This is due to the fact that a film of carbon raises the compression in the combustion chamber and causes pre-ignition.

"Gas knock" is the term applied to an elusive thump that is generally thought to cause no harm to the engine. Gummy oil may cause the exhaust valves to stick and a knock which is often very hard to locate results when the stem falls to bring back on the push rod properly.

Here are some of the commoner causes of knocks—but by no means all of them:

Mechanical looseness, due to improper adjustment or wear; loose or flat bearings; wrist pin, crank pin or other similar part; piston rings loose in slot or broken; cam follower guide worn; cam loose on shaft; flat spot in cams; flywheel loose or out of balance; worn or broken timing gear teeth; timing gears loose on shaft.

Engine loose on frame; cylinder loose on base; piston too small, causing slap; poor push rod adjustment—gap too large; sticking valves; spark plug too long, touching valve; magneto coupling loose; fan belt coupling striking pulley; fan blades striking; worn cylinder; bent crank shaft.

Faulty ignition, spark advanced too far; spark too late, causing overheating; "shorts" in ignition causing irregular spark; plug points not properly spaced or defective; wrong timing, too late, too early or wrong order; dirty distributor, diverting current.

Faulty carburetor—Pre-ignition, due to excess of carbon; too rich mixture, causing overheating; too lean mixture, causing worn parts to knock; faulty lubrication, lack of oil or poor quality or too much, causing carbon to form quickly.

Overheating engine; fan not working or blades not pulling enough air; pump not operating properly; radiator or pipe line clogged; rubber hose may be defective inside, blocking water's flow; engine may be designed with too high compression, causing pre-ignition when throttle is wide open.

Own Motorcycle everybody's Aim

One of the cherished ambitions of nearly every older, red blooded Canadian boy is to own a motorcycle. While many an elderly man, particularly a father or brother, may regard the motorcycle as a complicated and altogether too hazardous bit of mechanism to be entrusted to any-

Not Dead Yet!

Bound for the junk pile—too badly torn to be worth the expense for vulcanizing—BUT



THE PORCUPINE BOOT will save that tire's life, and bring it back into service for at least 500 miles. Not a patch, but a permanent repair that makes old tires give the same service as new. Ask your dealer.

PORCUPINE SALES CORPORATION, Limited
W. L. Weston, Distributors
Hamilton, Ontario.

one younger than themselves, the fact remains that the rising generation finds it both easy to handle and comparatively simple mechanically.

To the boy who has outgrown his bicycle—and where is the lad nowadays who has not owned and treasured a "bike?"—the manipulation of a motorcycle is soon mastered. Of course the side car outfit makes it simpler still, whether the knack of two-wheel equilibrium has been acquired or not.

Some beginners will become adept in handling their mounts more quickly than others. The usual reason for this is that they have a mechanical bent. The arrangement of the controls and steering and in fact the entire manipulation of the machine are so simple, however, that any normal young man quickly learns to handle the motorcycle skillfully, it is asserted.

Time was when motorcycling as a healthful recreation was generally frowned upon by parents and young men had a hard time as a result in trying to gratify their desire for this sport. Occasionally, even to-day, an instance is to be found where a boy's hopes are blasted by parental objection, but as a general thing the traditional idea that the motorcycle is unsafe, dirty and greasy is giving way to favorable opinion.

Cooling Water Temperature.
The best temperature for the cooling water, under normal operating conditions for the ordinary type of motor car engine, is somewhere around 170 degrees Fahrenheit. It is well to remember this, especially in cold weather when radiators are partially covered and hoods are bundled up. The boiling temperature of water is 212 degrees Fahrenheit, so the cooling system is so designed that the water temperature is kept below this point. Perhaps the best range of temperature, taking into consideration all driving conditions, is from 170 to 200 degrees, giving sufficient margin under the boiling point.

In the winter time do not restrict the flow of air through the radiator to such an extent that you exceed the upper limit of this range, and remember the most efficient operating temperature as nearly as possible. The radiator thermometer becomes a very valuable accessory in cold weather, for it affords an accurate check on the hood and radiator covers.

Examine Fan Belt.

One common cause of engine overheating is the poor operating condition of the fan, due to the belt driving it being too loose and slipping on the pulleys, thus driving the fan at a much slower speed than is intended. Most engines have provision for adjusting the belt tension by setting the fan shaft slightly higher, which lengthens the distance between pulley centres and takes up the belt slack. Sometimes the belt is badly soaked with oil or coated with grease to such an extent that abnormal slipping cannot be prevented. Such a belt should be cleaned. There should, of course, be a slight slippage of the belt, because one which is too tight will be subject to undue wear, but there is a happy medium tension which common sense will dictate.

CAR LASTS LONGER.

- Your car will live longer if you will take care of its parts regularly. Here are some tips to help you:
- Keep your tires properly inflated at all times.
- Apply the brakes slowly.
- Shift gears carefully.
- Have your carburetor adjusted for warm weather.
- Try the fan occasionally to be sure the belt is tight enough.
- Wipe all sand and grit out of the casing before inserting a new tube.

NO MORE TIRE TROUBLE

If you use MAKOTIRES and Tubes with WOODS' AIR TITE VALVES, MAKOTIRES won't BLOW out, WOODS' VALVES won't LEAK. So there you are VULCANIZING—all work guaranteed. EASTERN CANADA, MAX OTTIE RUBBER CO. A. NEAL, Manager - 254 On Jarvis Street. Phone 2059.

Vulcanizing Done Right

That's the way we do it and our prices will please you too. Call and give us a trial order. MICHELIN TIRES—all sizes always in stock.

ATTWOOD & DINE

277 BAGOT ST. Phone 410w.

FOR YOUR BATTERY TROUBLES

In the event of your experiencing ANY Battery trouble, I shall appreciate it if you will extend to me your patronage. In addition to up-to-the-minute appliances, I am equipped with a very thorough, intimate knowledge of the subject which enables me to assure you very gratifying results.

M. LAWSON

Auto Battery Expert
110 CLERGY STREET. PHONE 275.



Our Complete Equipment

enables us to do auto repairing in the shortest possible time consistent with good work. So if you don't want your car out of commission any longer than is absolutely necessary send it here and you'll get it back again in so short a time as to amaze you.

Scott's Garage

298 Bagot Street. Phone 1894w.

NEW PRICES ON BRISCOE CARS

- 4-34 Special Touring \$1620
- 4-34 Standard Touring \$1550
- 4-34 Roadster \$1550

Prices f.o.b. Brockville and subject to Sales Tax.

This is a reduction of about 12% on this new model Briscoe, which is larger, more powerful, more handsome and more up-to-date in design than the former model, or indeed than any other car of equal price on the market to-day.

ANGLIN BROS., Bay St.

MR. ROBERT W. ANGLIN, MANAGER

DODGE BROTHERS SEDAN

When comfort is complete and cost of operation at the minimum there is little more to be desired in a closed car.

The Sedan adds to those qualities real beauty of design and excellent good taste.

The gasoline consumption is unusually low. The tire mileage is unusually high.

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