

IN THE AUTOMOBILE WORLD

Ford

Why let luxury that you do not need, size that you do not want, speed that you cannot lawfully use lead you into buying a car that you cannot afford to own?

Buy a Ford. It is lowest in price, lowest in maintenance cost, lowest in depreciation, and provides everything you can ask in a car.

Ford Touring Car
\$535.00

F.O.B. Ford, Ontario

VanLoven's Garage
Princess Street



The Point to Consider When Buying a Used Car

Whatever you buy, whether it be clothes, furniture or household necessities, you buy on good faith.

Faith that the manufacturer has made a good product—faith that the concern that supplies you will stand squarely behind it.

When you buy a used car from a McLaughlin-Buick dealer, you can do so with absolute confidence.

For the McLaughlin Motor Car Co., Limited, insists that McLaughlin-Buick dealers must typify and reflect McLaughlin-Buick standards; that they must be men of strict integrity, of financial standing—men who will live up to every promise made to a customer in consummating the sale of a car.

So when you buy from us, you know exactly with whom you are dealing—you'll know what you are buying.

Orders for early delivery of new Cars should be placed immediately. Our service and repair department is always at your service and you can be set at ease as to the guarantee of work done.

BLUE GARAGES

Tel. 567.

Corner Queen and Bagot Streets

McLAUGHLIN-BUICK

Government to Appeal Grain Act Judgment

Ottawa, May 19.—Sir Lomer Gougeon announced that government would appeal to the supreme court from the judgment of the Manitoba

court of appeals, holding section 215 of the Grain act ultra vires. It was not the intention, he said, to introduce any new legislation. If the judgment were reversed on appeal, no legislation would be needed. If it were upheld, the government would

consider what course to take. Meanwhile the act would be enforced as if there was no question about it.

From exertion come wisdom and purity—from sloth, ignorance and sensuality.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH
Editor Motor Service Bureau Review of Reviews

Rear Curtain Lights

THESE ARE AMONG the first parts of an open car to become shabby and give out. As originally conceived, the top was supposed to be put up and down frequently, with inclement and pleasant weather changes, but nowadays the tops of most cars are kept up all the time, so that there is little occasion for rolling up the rear curtain. This obviates the necessity for the rear lights being made of flexible, transparent celluloid and permits the use of plate glass lights, which are durable, permanently transparent and capable of more secure fastening into the curtain fabric. From the standpoint of appearance as well as freedom from bothersome repairs, many users of open cars are finding it advisable to replace their rear curtain celluloid lights with lights of glass, as soon as the former have become dim, cracked or detached from the fabric and attractive glass lights are obtainable to refill the curtain holes of most popular cars, the installation of which can be performed by the owner. Where the window spaces are very large—beyond the size in which glass can be used to advantage—it sometimes pays to obtain a whole new curtain fitted with glass lights. In order to prevent the premature injury of celluloid rear lights, the rear top straps must be kept tight to prevent tension on the curtain, as otherwise the celluloid will be broken or the stitching pulled out.

CAN INTENSIFIERS INJURE SPARK-COILS?



H. O. D. asks: Are spark intensifiers injurious to the battery or coil of a car or to the magneto?
Answer: No. Their use can have no possible effect upon the battery. Some people think that, owing to the slight increase in the total spark-gap, which the use of an intensifier brings about, there is a dangerous increase in the secondary voltage at the coil, which may lead to the breakdown of its insulation, but there is nothing in this idea, for the following reason: All spark coils are sufficiently safeguarded as to successfully withstand the great increase in secondary voltage occasioned by the complete interruption of the spark-plug circuit, which comes about when a plug cable-end becomes disconnected from its plug, for if they were not, the coil would be broken down the first time that this accident happened. A safety device is provided to take care of this rise in voltage. The very slight increase in secondary voltage, due to the presence of the intensifier, is negligible compared with that which the detaching of a plug cable end causes. The above remarks apply to the high-tension windings of magnetos just as they do to those of battery operated coils. Please do not understand from the above that we regard the use of intensifiers as advantageous.

HIGH GEAR ENGAGES WITH DIFFICULTY



W. E. H. writes: I have trouble in changing my car from second speed to high gear and there is a feeling that something prevents the gears from going into mesh. Also, while coasting, with clutch disengaged, I cannot get into high gear without a pronounced clashing. At the service station they thought the clutch was dragging. Can this trouble be due to faulty lubrication of the clutch shaft bearing?
Answer: It seems likely that, if the clutch were dragging noticeably, you would have more serious trouble in changing from first to second speed than in getting into high, but still, it may be that there is dragging. Lack of clutch-shaft lubrication would cause the gears to spin, just as would incomplete disengagement of the clutch discs and your clutch-brake not working as positively as it should, but often times, failure to readily engage high gear is due to the deformation of the direct-drive clutch members. We assume from what you write, that when you are coasting, you disengage the clutch, and also the gears, as otherwise there would be no occasion of re-meshing them. It is not considered good practice to throw out either the clutch or gears, on down grades, as it prevents using the engine as a brake and throws excessive duty on the brakes themselves.

Keeping Housings Oil Tight

Perfect Gaskets and Fresh Felt Washers Insure This Condition

MORE SERIOUS THAN the loss of good lubricant and the uncleanness due to oil dripping upon the garage floor is the uncertainty as to the height of the oil or grease within it, which a leaky housing involves; for the escape of its contents may finally leave the moving parts dry, to their very serious damage. The engine crankcase, the transmission, the rear-axle housing and the universal-joint enclosures are all subject to oil escape and require watching in the particular oil, where the car has been standing, always being worthy of investigation. These housings are constantly filled with a splash of lubricant, so long as the parts which they enclose are in motion, and a very slight opening thus in time permits considerable oil escape. The covers, inspection openings and shaft enclosures of these housings depend for their tightness upon gaskets, fitted between them and the housing body, and any breakage or insecure seating of these gaskets forms a probable leakage point. In removing a gasketed part, the gasket often sticks partly to both surfaces and becomes torn or when replaced is not tightened properly. In the case of the engine, the gasket between the oil-pan and the crank case proper, that between the valve cover-plate and the block and that under the timing gear cover—especially the first named—must be kept in perfect condition. The transmission cover and the rear-axle inspection plate must also be securely seated on perfect packing. More important even than the escape past imperfect gaskets is that about shafts which pass through housings, such as the fan-pulley shaft, at the engine, the clutch and final-drive shaft of the transmission and the axle shafts of the rear end. Felt washers held in metal retainers, pressing against the shafts, close to the bearings or sometimes oil throw-off rings on the shafts, that send surplus oil into return pockets, are used to prevent escaping lubricant. In general when oil works out along an axle-shaft onto the wheels or brakes or past a transmission bearing, it means that the felt washer at this point is worn out, and must be replaced—quite a piece of work in some instances, but necessary. Overfilling of housings and the use of excessively thin lubricant contribute to oil leakage, for if the transmission or axle housing is filled so full that the through shaft runs practically submerged, it is unreasonable to expect any ordinary oil retaining device to work effectively.

ALTERNATING AND DIRECT CURRENT CHARGING

M. V. asks: How much current from a 110-volt alternating current circuit is required to charge an 80 ampere hour, 12-volt storage battery, when a rectifier is used? Charging by effected more efficiently with alternating or direct current?



Answer: The battery itself, at a 15 ampere rate, will absorb something like 120 watts and, assuming the efficiency of the rectifier and the step down coil to be 10%, the total consumption of energy will be about 120 watts, which will be equivalent to slightly over 2 ampere hours from the supply source. In order to do the same work from commercial direct current circuit of the same voltage (the only pressure commonly available), it appears would be required—the excess energy being lost in the dead resistance required to cut the voltage down to what the battery needs. Charging from alternating circuit would thus be about seven times as efficient as from the direct current circuit.

CONTROLLING CAR ON DOWN GRADES



W. J. H. B. asks: In the case of the Ford car, what is the proper procedure in driving down hills?
Answer: Everything considered, we believe that the engine should be utilized as fully as possible to limit the coasting speed of a car, rather than depending too largely upon the brakes and therefore we recommend that in descending ordinary hills, the car should be held in high speed, with the throttle closed and the spark retarded, the foot brake being used if found necessary to cut down the speed. On extremely steep hills, it may be occasionally necessary to engage low speed, in order to obtain sufficient retarding effect from the engine. Gasoline consumption can be slightly increased by throwing out of gear and letting the engine idle at minimum speed, on down grades relying entirely upon the brakes for retardation, but the advantage thus obtained is likely to be more than offset by increased wear and tear on brakes and clutch operating mechanism.

Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

MODERN MOTOR MOTTOES

Still motors run sweet.
Home is where the car is.
A soft tire turneth away cash.
While there's gas there's hope.
Fools pass on hills-and curves.
A wise driver maketh a glad auto.
It is better to be slow than sorry.
Declines make the wheels go faster.
Dry springs squeak louder than "birds."
To speed is human; to get caught a fine.
As the wheel is bent so the car will go.
Where there's a nail there's a puncture.
A body's as old as its paint; a motor's as old as it pulls.
Spin and the world spins with you; stall and you stall alone.

MAKERS STANDARDIZE ON SERVICE SCHEME

New Plans Will Afford Public Greater Production Than Ever Before.

Standardization service policies are dealt with in a recent article by Samuel Hopkins Adams, in Leslie's Weekly. "Where the 1922 purchasing public is going to profit chiefly is not by buying cheaper," says Mr. Adams, "but in increased utility at lowered expenses."
"Service," he adds, "is the trade word, a term often abused to the point of parody. But the new form of service, as projected, is so perfected and systematized as to comprise perhaps the most important development that the industry has known for years."
"That the initial cost of a car is not the principal item, is a lesson which has been hammered at the public in a series of highly effective advertisements. This principle of economical upkeep some companies have adopted as a fundamental principle."
"Now there are developments which indicate that any concern failing in the future to protect its clientele against exorbitant cost of upkeep, may as well get ready to go out of business; for the education which the companies referred to

started by advertising and precept is to be broadened to a scale which will enlighten the entire motoring public as to the wastefulness, inefficiency, and trickery in the repair business.
"The new service plan, upon which, with various minor divergencies of detail, I understand many concerns are working—will at once eliminate uncertainty and the opportunity for the conscienceless dealer to make an unfair profit."
"To make the service station cheaper, quicker and more efficient than the outside garage is the first aim of the new system. The factory will back up the improved standards by a new policy of its own, which is almost revolutionary, expressed in the slogan 'Service First; Let the New Customer Wait.' That is to say, satisfaction on sales already made, takes precedence over new sales. All of which looks to the long-distance policy of cheapening operation and thereby making it possible for more people to own and operate cars."
"The new service scheme represents the rare phenomenon of a three-way profit; to the factory on the sale of its equipment; to the service station in its augmented earnings, and to the owner in an unprecedented reduction of his bills."
Never allow anyone to ride on the running-board, bumper or rear of the car.

MONARCH STORAGE BATTERIES

MADE IN KINGSTON, FULLY GUARANTEED.
Monarch Battery Co., Ltd.
Factory, Corner King and Queen Sts. Office, 254 Ontario, Cohen Bldg

VULCANIZING TIRES AND TUBES

TIRES ARE DOWN IN PRICE—SO ARE OUR PRICES ON REPAIRS.
LET US GIVE YOU A PRICE ON REPAIRING THAT TIRE OR TUBE AND SEE FOR YOURSELF.
A FEW BARGAINS LEFT IN 30x3 1/2 NON-SKID TIRES.
W. D. JOHNSTON
Telephone 861w. 70 PRINCESS STREET

Some of the attractive features of a Briscoe Light-Weight Touring Car

- which we are now offering—
- 1. A strongly built Car with seven inch frame.
- 2. A quiet-running motor.
- 3. Low Gas consumption.
- 4. Non glare lens.
- 5. Smart pleasing body lines.
- 6. Easy riding and comfort due to long springs.
- 7. A price several hundred dollars below its actual value in the automobile market.

ANGLIN BROS.
Bay Street, Kingston, Ont.

WHY PEOPLE BUY USED CARS

Fewer people buy Used Cars because they can't afford new ones than for any other reason. And still others, realizing the conditions under which dealers take in cars as part payment on new ones, know that in Used Cars there still remain thousands of profit, health and happiness bringing miles which can be purchased for a mere fraction of their actual value. So they buy used cars. And they are usually thrifty, far-sighted citizens—the very salt of the earth. They buy wisely and well.
But many people prefer a larger car—one that is roomier and more comfortable, so they buy a used car.
Others prefer to buy a car that is "broken in"—which has been seasoned by careful and judicious use; so they buy used cars.
Still others prefer to own a car to which fellow motorists look up with respect, admiration, and even envy, so they buy used cars.
In our display of Used Cars there is surely one that will suit your needs—at a price, which will tickle your pocket book. Come in and see them.

Palmer's Used Car & Salvage Co., Ltd.
Corner Bagot and Queen Streets