DOC! NEED A

WRECKER. I'VE

BROKEN A

FRONT SPRING

AND THE FRAME

HAS DROPPED

DOWN ON THE AXLE

AN EMERGENCY REPAIR

YOU NEED A GUARDIAN

MAKE EMERGENCY

SPENDA LOT OF

REPAIRS OR YOU WILL

MONEY ON

SAS WELL AS

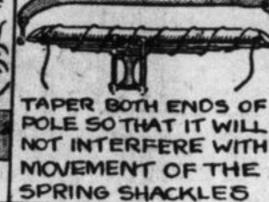
WRECKERS

INSTEAD OF A WRECKER

WHEN YOU BREAK A SPRING GO OUT INTO THE WOODS AND CUT A GREEN POLE ABOUTTWO AND AHALF INCHES IN DIAMETER AND AS LONG AS THE SPRING LAY IT ON TOP OF THE SPRIN AND BIND IT ON TIGHT WITH A PIECE OF WIRE DOC IF



HOW EMERGENCY REPAIR IS MADE PUT A JACK UNDER CAR AND RAISE IT FOR A BINDER



CTMIH

Starting Without The Starter

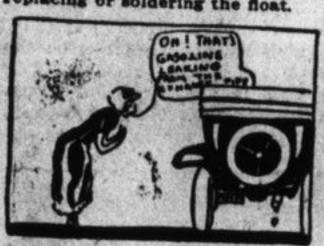
Remember To Replace The Handcrank In The Car After Using It

YOU MAY NEVER HAVE TO START YOUR ENGINE by hand-cranking, but on the contrary, you may be compelled to do so at any time, and every motorist ought to rehearse this operation, so as to be able to perform it when the emergency arises. Be sure that the gear is in neutral and that the emergency brake is on. Set the spark lever at full retard or nearly so and open the throttle a little, apply the carburetor choke, unless the engine is warm, and engage the hand crank. With the ignition switch off, turn the engine over a few revolutions, always by lifting on the crank (never by pushing down on it), which calls for disengagement and re-engagement of the crank with each half turn. Then switch on the ignition and give the crank one snappy upward pull. The engine should start and continue to run. If it fires weakly once or twice and then stops, it is probably because ignition is too greatly retarded, and the spark can safely be advanced a little more, if one never pushes down on the crank handle. A very easy start can usually be secured, even with a cold engine, by priming each cylinder with a little gasoline, through the spark-plug holes if no cocks are provided, switching on the ignition and throwing the engine over compression by a brisk upward jerk of the crank. Of course, if the failure of the electric starter is due to the battery being absolutely dead, there is no hope of starting by handeranking unless there is a magneto or auxiliary dry battery on the car. If the lights will not burn, even dimly, hand-cranking is not worth trying. Under these conditions the only way of starting the engine is to have the car towed or pushed downhill, and high gear engaged when sufficient speed is attained. The generator should then commence to function and to supply ignition current, so that the engine starts, when by keeping it idling briskly or running the car for some time, the battery can perhaps be charged enough so it can supply ignition current

TAIL PIPE DRIPS GASOLINE

G. A. F. writes: When the engine of my - car is idling, gasoline runs out of the exhaust pipe, but it keeps on firing all right. I have not tried to see if it runs out also when the engine is pulling. What causes this?

Answer: Are you sure that it is gasoline and not water that runs out? The latter usually drips from the exhaust pipe until the engine becomes fully warmed. If it is gasoline, the cause may be that you are using very low grade fuel book advises that the liquid level or that the intake system is not in each of the cells of the battery getting sufficient heat, but the be inspected once a week in warm probabilities are that this escape ceases when the engine is under lead and warmed up. In case the float in your vacuum tank leaks, but all through this summer, when some of which will pass through the engine unburned and out with replacing or soldering the float.



BATTERY OVERCHAGES

H. L. T. writes: My instruction weather and distilled water added. if needed. I started out doing so.

the tank will fill way to the top and gasoline will be sucked right have found that if I waited a week into the intake manifold, giving the the liquid would fall out of sight cylinders a great excess of fuel, Why should my battery require more water than ordinary ones do? the exhaust gases. If, on removing for so much water being called for the cover of the vacuum tank, you for so much water being called for find the float sunk in the gasoline, is that your battery is being overyou may know that this is the charged nearly all the time the car trouble and you can correct it by is in use, which involves the loss of much water decomposed inte gases, as well as considerable lost by evaporation. Presumably the charging rate of your generator is somewhat too high for summer conditions, but it may not be worth while to reduce the rate now, be bef ye very many weeks, heavler charging will begin to become adble. For the present you may find it advisable to keep the lights burning on long day time runs, especially if you find your battery becomes very hot when it is being

a simple matter for them to worm

their way among dense traffic, or,

as occasion demands, slide up to the

curb in parking space their bigger

instance, one reason being because

the smaller, more economical car

enjoys greater popularity over

occupied. There is undoubtedly a

trend away from large cumber-

some, space-eating cars.

relieving traffic congestion.

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Automobile

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ing Agencies in the district of King-ston for the use of "DUCO" Automo-bile Finishes.

The Flint Varnish & Color Works of Canada, Limited, West Toronto, Intario, exclusive Canadian Manuscrurers for Duco Pinishes, are ow arranging to establish Reduish.

ing difficulties.

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.

there.

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NOW YOU KNOW. Because raw gas during the leaking past the rings.

Adjusting the Carburetor.

carburetor, a few general rules apply | ily controlled. to almost all of them. Begin with the air inlet and gasoline needle valve both closed. Open the air inlet about half its full capacity. Then open the gasoline needle valve one engine can les started with this the vehicles do not have fenders deep more nearly accurate adjustments can be made by first changing the spray of the road dirt from the rear needle valve very slightly in either tires. direction as may be indicated by results until maximum efficiency is obtained. If this does not give a satisfactory mixture then begin with the aid adjustment and vary that as indicated by the effects. Then go back to the needle valve and suit the circuit will draw. feed to the air supply. When apparently good results have been obtained with the engine running idle, mark the adjusting nuts with a file eyes of the law are for an owner Kingston to Ottawa—131 miles— Prescot to Carleton County Boundto show a beginning and perfect of a motor vehicle to drive a car Kingston to Joyceville—good maca- ary—good gravel and concrete foad. an ounce of gum camphor and a lit-

Pointers Against Skidding. To prevent skidding, a number of points should be observed in both operation and care of a car. Before venturing out in slippery streets with a car, the engine should be in smooth running order, the clutch should disengage easily and freely and engage without suddenly grabbing. The brakes should be adjusted so that they take hold sufficiently to stop the car, but will not lock the wheels except when additional pressure is exerted. They should always take hold evenly at both wheels, because if they do not a sure swerve of the machine to the side of the tightest brake will result. A car which does not have both front and rear wheels in line will not efficiently hold the road in wet weather, especially when brakes are applied. This latter trouble

or a sprung frame.

may be due to sprung axle, front or

rear, rear axle housing out of true

Gas Mixtures. A "rich" gasoline mixture is one with too great a proportion of gasoa lean mixture is possessed of less fuel than it should have for proper combustion. An overrich mixture will cause overheating of the engine to say nothing of carbon accumulation and such other ills as pre-ignition, loss of power, lack of accelerative ability and loading up at slow MALL AUTOMOBILES | ice one outstanding feature of the ture will cause misfiring and uneven POPULAR IN ENGLAND. dense traffic, and that is the ease running of the engine. In connecwith which the smaller motor cars tion with this improper operation Light Cars Are a Factor in Reliev- so favored by English people are there will be the familiar popping in handled. Easy to manipulate, oc- the carburetor. cupying fittle street surface, it is

> Eliminating Body Scratches. Scratches on a finely polished body can be eliminated by applying several coats of thin shellae until the brothers would find it absolutely im- scratch has been completely filled. When the last coat has dried; it is London traffic is not so serious rubbed with crocus cloth and a lita question as it is in New York for the olive oil, just enough to rub out the ridges where the new and old coats join. After no signs remain of where the two coats join, a rub down with a good body polish will Suggestions have been made in render the touch-up inconspicuous some quarters that automobiles be and restore the surface to its origtaxed according to the road space inal appearance.

> > Bear Races Motor Car.

Cost is only one of the factors! Ketchikan, Alaska,-A taxi teking involved, for many persons of passengers to Peninsula Point, near wealth are today using the smaller here, recently caught up with a bear more economical car on account of running along the road. The drivgreater flexibility, traffic and park- er speeded up, but the bear, refusing to be passed, eccelerated his own Some students of the automobile gaft. For a mile the car and the industry are convinced that uni- bear raced. Bruin led. Then, unversal use of the smaller, lighter able to take a curve at high speed. car will be a very decided factor in he catapulted down a bank to a beach and disappeared.

The Science of Stopping Car. When bringing the car to a stop. do not jam the brakes all of a sud. den. Begin reducing the speed 50 feet or more from the point, and simply roll up and stop with a final application of the brakes. Always apply the brakes and then release them, instead of putting them on and then holding them there. It is the jamming on at speed that wears out the brake lining and loosens up the whole system.

When the paint or core of the radiator wears off, he careful in selecting paints for refinishing. Never use gloss or heavy paints.

By WILLIAMSON HIGHWAYS CONDITIONS

THE FRAME OF THE UNTILTHE SPRING BECOMES STRAIGHT USE A HEAVY WIRE

FRAME OF CAR

Going Up-Not Down. There are appropriate times for

choking process cleans the cylinder passing different types of vehicles walls of lubricant, care must be ex- on the road, but it is important to ercised not to drive the car slowly remember that the best time for in high gear. Let the engine run passing the most difficult obstrucmoderately fast for a time, though tion - the motor truck - is when do not race it. The purpose of this the latter is ascending hills. Here is to shower an extra spray over the the truck is running at its lowest walls to compensate for the cleans- speed and is capable of maximum ing action of the raw gas that is deceleration in event of a congestion of vehicles. Never try to pass a truck going down hill for

> Keep Your Distance. Much of that tar and mud you get all over the front of the car is the result of following too close behind enough in the rear to catch the

About Fuses. When supplying individual fuses for the various circuits, the capacity of the fuses required will depend up-

Two of the worst offenses in the slowly, no detours.

The Highway Department at Toronto. Toronto to Quebec Boundary-

The Latest Report Issued By

302 miles-Toronto to Oshawa-excellent paved road. Oshawa to West Boundary of Durham, Road closed from Oshawa to Bowmanville. Detour north 2 miles to 5th concession Darlington township, east to Hepburn then south to Bowmanville. Good road to Port Hope, detour at House of Refuge to Old Mill at Cobourg thence southerly to Cobourg, good gravel road east of Cobourg to Jones Creek. East of Trenton-Detour north to County road thence east into Belleville, Good macadam road from Belleville to Shannonville -Good gravel road Shannonville to 1 mile south of Marysville-Road under construction in town of Deseronto-detour in town of Deseronto only. Good macadam road from 1 mile south of Marysville to East

Boundary of Lennox and Addington. Boundary of Frontenac to Kingston good macadam. Kingston to Brockville-good macadam. Brockville to Prescott-good macadam and gravel. Detour at east limits of Brockville northerly to Concession 111 of township of Elizabethtown, thence easterly to Maitland sideroad, thence southerly to Highway. Detour plainly marked by signs and lanterns. it is then likely to be running at a Prescott to Cornwall-fair maca-When it is necessary to adjust a high rate of speed and is not eas- dam road except for canal bank roads at Cardinal, Iroquois and Morrisburg. Paving proceeding in Town of Cornwall with detours plainly marked. Cornwall to Lancaster-fair macadam. Construction full turn of the knurled top. If the a high speed truck. Most of these tours. Lancaster to Quebec Boundary-rough macadam. Construction proceeding for five miles east of Lancaster. No detours, Traffic to Montreal proceed via Coteau Land-

Port Hope to Peterboro-29 miles-good gravel road to Fraser- Construction proceeding. No de-. Jock River to Black Rapids under on the amount of current which the

Crofton, under construction, drive tawa, asphalt road, good.

adjustment with the car running at while intoxicated and to fail to stop dam. Joyceville to Smith's Falls, Carleton County Boundary to Mano- the lamp-black, melted together, is and make himself known in case of fair gravel. Smith's Falls to Carle- tick, fair gravel road. Manotick to excellent for making metal work ton Place (via Perth) fair macadam. Jock River, concrete road, good bright and untarnished.

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with us to have the cylinder

reground and fitted with over-

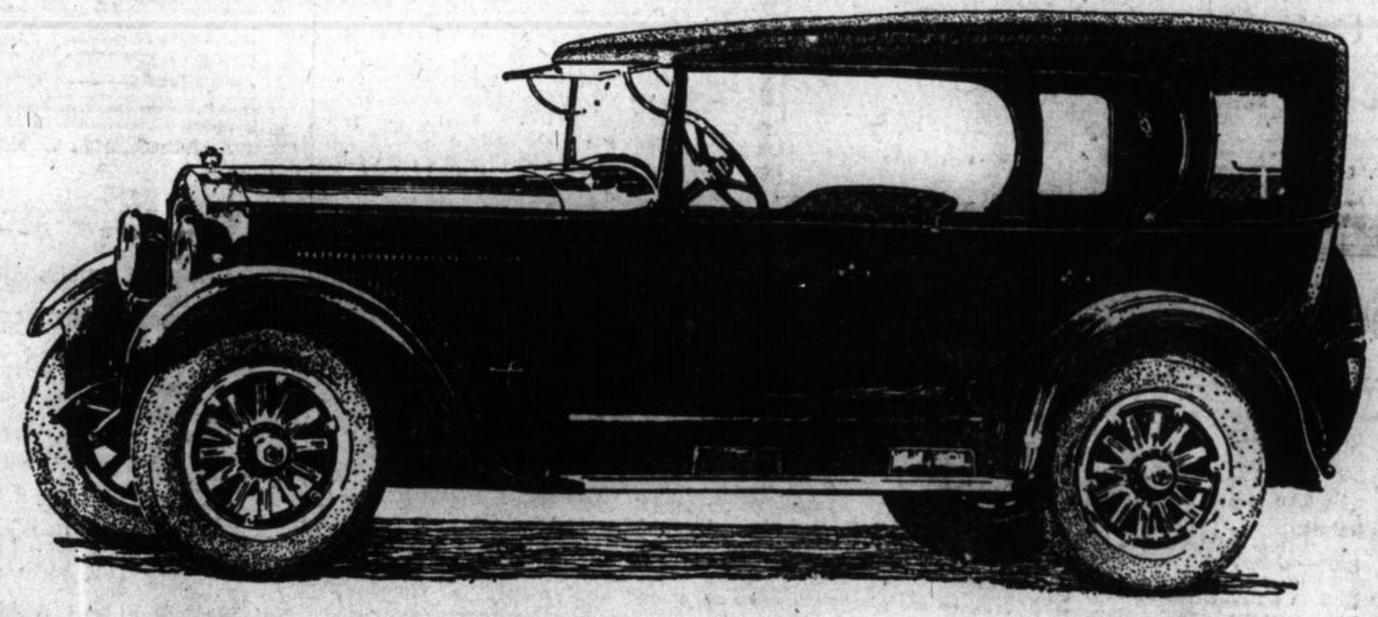
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Picton to- Foxboro-30 miles- No detours. Ashton to Stittsville tawa asphalt road, good.

ville thence good macadam road to tours. Carleton Place to Ashton, fair construction, take detour Merivale macadam. Construction proceeding. Road to Base line. Base line to Ot-11/2 miles of rough road south of gravel road, good. Stittsville to Ot- Ottawa to Pembroke-105 miles -fair gravel road.



Come in and see this new-type car

-a closed and open car combined that gives the weather-tight protection of a sedan at open-car prices

THE new Studebaker Special Six Duplex-I Phaeton was an instant success! Everywhere buyers found in this car the first practical solution to the open-closed car problem.

One minute it is a comfortable, weather-tight closed car—deeply cushioned and richly appointed. Yet in less than thirty seconds it can be transformed into a delightful, airy, open car, with all of the unhindered freedom that every motorist likes and

With all its "duplex" advantages the Duplex-Phaeton costs no more than an open car. But even without this "double-value" feature it

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In this car at \$2050, you will find exclusive features, unknown in cars selling at even twice its price. In the motor, for example, you will find a completely

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113 in. W.B. 50 H.P.

5-Pass. Duplex-Phaeton . \$1575

3-Pass. Duplex-Roadster 1550 3-Pass. Coupe-Roadster. 1925

5-Pass. Coupe 2075

5-Pass. Sedan 2200

5-Pass Berline 2275

machined crankshaft, a feature that eliminates vibration and gives the smooth, silent performance found only in high priced cars. There is a new force-feed lubrication system through which the entire supply of oil is pumped at 20 pounds pressure three times for every mile of travel. There is a new automatic spark control. There is a convenient lighting control lever at your finger tips on the steering wheel. There is a unit power plant that provides a new ease of gear shifting. The frame is heavier, with seven cross members and a torsion member at both ends to give unified support to the body on rough and rutted roads.

But you must see this new Duplex-Phaeton to really appreciate it. Its new and beautiful lines are unusually distinctive and unlike any other American car. Genuine Balloon Tires are standard equipment. The entire chassis, springs, steering gear and even the fenders are all designed for Balloon Tires.

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New Duplex Body.

Real Balloon Tires.

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New Studebaker 4-Wheel Hydraulic Brakes-optional equipment. Automatic braking

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On all Standard Six models, with 4 disc wheels and spare rim, \$85.00 extra. On all Special Six and Big Six models, with 5 disc wheels, \$105.00 extra-(All prices f. o. b. Walkerville, Ont., exclusive of taxes, and subject to change without notice.)

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3-Pass, Duplex-Roadster. 1985

4-Pass. Victoria 2775

5-Pass.-Sedan 2925

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