

Plain Facts

about

STUDEBAKER'S record-breaking new model sales

STUDEBAKER sales in Canada, as in the United States, for the last quarter of 1924 were the greatest in history.

Studebaker's January sales in Canada established a new high mark, eclipsing all previous January records.

Shipments for the first twelve days of February were 193 per cent greater than the same period of 1924.

And orders for March from dealers throughout Canada (mostly covering cars sold for Spring delivery) were 436 per cent greater on February 12th than on the same date last year.

These facts and figures tell their own uncolored story—of how the Canadian public has placed its unqualified approval on the 19 new Studebaker models!

Before you buy, see the new Studebakers; compare them in every way with any other car you may be considering; and in particular, compare the prices:

STANDARD SIX	
5-Pass. Duplex-Phaeton	\$ 1800
3-Pass. Duplex-Roadster	1775
3-Pass. Country Club Coupe	2120
5-Pass. Coach	2045
5-Pass. Coupe	2230
5-Pass. Brougham	2300
5-Pass. Sedan	2430
5-Pass. Berline	2510
SPECIAL SIX	
5-Pass. Duplex-Phaeton	\$ 2325
3-Pass. Duplex-Roadster	2255
3-Pass. Sport Roadster	2380
5-Pass. Brougham	2510
4-Pass. Victoria	2985
5-Pass. Sedan	3100
5-Pass. Berline	3210
BIG SIX	
7-Pass. Duplex-Phaeton	\$ 2830
5-Pass. Coupe	3515
7-Pass. Sedan	4005
7-Pass. Berline	4115

4-wheel hydraulic brakes, with disc wheels, optional at extra charge

[These prices include taxes and freight. They cover cars with standard factory equipment, delivered complete and ready for service.]

Central Garage Limited
Brock & Montreal Sts. Phone 600

THIS IS A STUDEBAKER YEAR

AUTO SENSE MORE TROUBLE SHOOTING

By WILLIAMSON



Doc's gun is loaded for shooting trouble this week. He has told you before that if a sufficient quantity of evaporized gas is drawn into the cylinder at the right time, if it is properly compressed and a spark is delivered from the plug at the right time, there will be an explosion which will result in power being developed.

Before it can be readily ignited by a spark, gasoline should be vaporized. If the carburetor and intake manifold are cold it may be hard to vaporize the gasoline, but under ordinary conditions it, even when cold

If you are getting gas in the cylinder, then inspect your ignition. This is important—you can not tell for the war, with its wide, tree avenues and inviting shady circles, square and parks which dotted the magnificent distances, would think if they were to visit Washington today that it had been converted into a public garage.

There are in Washington, a city of 500,000, about 100,000 automobiles, and those from the nearby suburbs in Virginia and Maryland swell that number. There are so few garages, public or private, that residential streets are cluttered at night with homeless motor cars. By day the same thousands of cars are to be found in the streets downtown and in the parks.

The motor car owner in Washington may do what he may not do in New York, London, Paris, or practically any other large city. He may drive to business and leaves his car in the street until his day's work is done. Of course, all-day parking is prohibited and occasionally a police drive against it nets some fines. Large department stores run free busses for patrons to the outskirts

of the "parking area"; others provide garage facilities and drivers for shoppers, but the problem remains. The death rate from motor accidents runs about one a day, and the injuries several.

A special committee of the Chamber of Commerce has denounced Washington's traffic regulations as 'asinine.' They are voluminous and the police say the great majority of motor drivers don't know them.

There are, of course, many complexities arising from privileged drivers. Motors belonging to the foreign diplomats are marked "diplomatic." When a speed cop pulls up alongside one of these cars a distinguished-looking gentleman sticks out his head and says, "I am the ambassador from Belgravia." The cop knows that the car and occupant have diplomatic immunity. A pretty young woman breaks the speed limit into splinters and says, "I am the daughter of the minister of Graustark." In aggravated cases the State Department politely requests the embassy not to fracture the local ordinances.

But there are other complicating special privileges which make difficult strict enforcement of the laws. Congressman have asked for and obtained a practical blanket immunity from punishment for traffic violations. The local government has

distributor and see that the breaker points are not stuck, due to a worn cam; and that the gap when they open is not too wide. See that the spring which closes the points is not broken. See that the face of the points are even and make firm contact when closed.

If no trouble is found in the points, replace the head and trace the wire from its centre to the coil. Disconnect it there and hold it close to the binding post on the coil and watch for a spark when the engine is cranked over. If there is no spark there, your trouble is too serious to be explained in a limited space or for the novice to correct. You had better call a mechanic.

with tags marked "Congressional." No policeman, except in rare cases, ever arrested a congressman if he knew who he was, but the immunity is now made doubly sure. A congressman may now park his car as long as he pleases while transacting "official business."

There are probably more motor car drivers in Washington who are privileged, or who imagine themselves to be privileged, than in any other place in the world. It is not strange that the policeman often wonders whom to arrest.

STUDEBAKER REPORTS SUBSTANTIAL SALES INCREASE
Walkerville, Ont., Feb. 21.—Sales of Studebaker motor cars for the last quarter of 1924 were the greatest in history, according to a report just released by The Studebaker Corporation of Canada, Limited. Figures for 1925 show that January eclipsed all previous Januarys in number of sales. Shipments for

NOTICE TO CAR OWNERS

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We give special attention to Dry and Wet Storage. Specializing in Auto and Radio Batteries at reasonable rates.

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110 CLERGY STREET
(Near Princess)

the first twelve days of February were 193 per cent. greater than those for the same period of 1924. March orders on hand February 12th (mostly covering cars sold by dealers for Spring delivery) were 436 per cent. greater than on the same date last year.

These figures indicate that 1925 will probably see a marked increase in motor car buying throughout Canada. The trend of buying also indicates that the business conditions of the Dominion are on the upward trend.

Running a car when the gas is low causes the car to pick up sediment water in the bottom of the gas tank. In New York State persons who can not read road signs are refused motor licenses.

Nearly 30 per cent. of all persons killed by automobiles are children. Use of motor vehicles is prohibited in Venice, Italy. There's a reason. Keep the storage battery terminals clean and tight.

PRIVILEGED DRIVERS ADD TO CONFUSION

Of Traffic in Washington—Congress Has Taken a Hand In Problem.

Washington, Feb. 21.—Among the countless problems which centre in the national capital there is one which, in contrast to weighty matters of diplomacy, state and government, is peculiarly a "Main Street" question: it is the traffic problem. It has attracted the attention of experts from many cities; special committees have wrestled with it, and now Congress has taken it in hand, hoping to solve it but to all appearances it still remains a problem.

Those who have unspoiled recollections of their national capital be-

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

Re Low-Pressure Tires

USERS OF BALLOON TIRES should fully realize that they are strictly air-cushion tires, with casings of practically no stiffness and thus absolutely dependent, as to their supporting power, upon the air pressure carried in them. This has to be maintained far more exactly than is necessary with fabric or ordinary cord tires, if satisfactory results are to be expected. Five pounds variation in the inflation pressure of the old type of tire was immaterial, but it is equivalent to 20 per cent. of the total pressure commonly used in balloons and is far too large to be tolerated.

New Tools Required
The old type of tire-gauge does not indicate closely enough to be safely used in testing balloon tire inflation pressures, a special low-reading gauge being required for this purpose and moreover the old jacks, that were useful in raising the axles of fabric and cord tired cars, will neither go under the axle of a car with a deflated balloon tire nor raise the axle enough to clear the tire from the ground, so that every user of balloons requires a special wide-range jack.

Installations On Old Cars
If one fits balloon tires to a car, not designed for their use, which has no snubbers, it is a good time to install them, using a type adapted to this form of tire. In installations of low pressure tires on old cars, shortcomings in performance cannot fairly be laid to the new type of tire. Reduction of steering angle, hard steering and shimmying, if met with, are not inherent objections to balloon tires and, in fact, are capable of being overcome.

NOISY GEAR SHIFTING



M. E. writes: I am an inexperienced driver and get a grating noise when I shift gears, although I always push the clutch way out. I was taught to drive with the hand throttle, but I notice that some of my friends drive entirely with the accelerator, leaving the hand throttle fully closed. Would too much hand throttle opening cause this grating or what can cause it?

Answer: In general, gas should be fully shut off in shifting from a lower to a higher gear, so as to slow down the countershaft gears promptly, but in changing from high to second gear, it is sometimes recommended that the throttle be momentarily opened a little. If it is usual to push the clutch away out, when shifting from lower to higher gears, but better success is sometimes obtained, when one is shifting down, if the clutch pedal is not pushed to the limit of its travel. This applies to cars that have clutch brakes. There may be something wrong about your car that makes noiseless shifting difficult. Possibly the clutch drags or the lubricant in the transmission case may be too oily.

nothing was said about the gas.

Answer: You better consult your instruction book as to how much the hand throttle should be opened, to give the best results with the particular carburetor used, but usual practice is to open it slightly but not too much. The object of pushing out the clutch pedal is to reduce the load on the starter motor by relieving it of the work of moving the countershaft in the transmission, which remains at rest unless the clutch is engaged.

TRUCK ENGINE MISSES

Answer to R. J. E.: We doubt if the missing of your engine, when the truck is on level going, is attributable to magnet trouble, since you state that it runs regularly when pulling hard. It seems more likely that all cylinders do not get an ignitable mixture, when the throttle is nearly closed. This is probably due to poorly retained compression in one or more cylinders, resulting from imperfect piston fit, or air-leakage into the intake, or to faulty carburetor action but not too much. However, a magnet may fail to spark properly at high speed and still do so at low speed, although this is somewhat unusual. Try setting your carburetor a little richer. If this cures the miss, the magnet will be released from suspicion and the cause fixed as faulty carburation.



HOW MUCH GAS AT STARTING?
M. E. asks: Should the hand throttle be open a little, when the engine is being cranked with the starter? I have been taught to push out the clutch, just before pressing the starter pedal, but

Questions of general interest to the motorist will be answered by desired, unless self-addressed, stamped envelope.

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Thousands of these cars are serving faithfully in every part of the world.

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M. OBERNDORFFER
124 CLARENCE STREET.

