

MOTORS AND MOTORING:

A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

TAKING CAR OUT OF STORAGE

A car that has been in storage with parts properly protected will need perhaps no more attention than lubrication, and giving the battery and tires a good cleaning; but the car that has been operated through the winter will, in the majority of cases, need a light overhaul. This work will cover a variety of operations, but usually the following work will be included:

- 1—Take up on main and connecting rod bearings.
- 2—Remove carbon and grind valves.
- 3—Clean gasoline tank, line, and vacuum tank.
- 4—Clean and adjust ignition, inspect wiring.
- 5—Inspect generator and starting motor and wiring.
- 6—Clean cooling system, supply new connections and belt if necessary.
- 7—Tune and test motor.
- 8—Clean and adjust clutch.
- 9—Adjust all brakes.
- 10—Remove wheels, inspect and adjust.
- 11—Inspect steering, remove excess play from post and knuckles.
- 12—Tighten body bolts, fenders, remove rattles.
- 13—Tighten spring shackles.
- 14—Inspect driving pinion shaft and propeller shaft for play.
- 15—Change engine oil, transmission and rear axle oil.
- 16—Lubricate chassis.
- 17—Recharge battery.

The top, if of imitation leather, will need a coat of linseed oil. It surely needs a cleaning on the inside with soap and water to remove spots. The upholstery may require repairing in spots and treatment with neatfoot oil if of leather. If imitation leather a light rub with olive oil will do. The side curtains will probably need new windows, and a few fasteners may need to be replaced. The front of the radiator may be brightened by spraying it with a mixture of kerosene and lampblack; nickelled parts will need brightening, and black parts with chipped paint will need a light coat of enamel.

Nuts, holding bolts should be kept tight at all times to prevent accidents.

He—"Why did they call the olden days the dark age?"

She—"Easy, because there were so many knights."—Science and Invention.

Minard's Liniment for Burns, etc.

HAVE CARE WITH THE CLUTCH

The person who habitually slips the clutch is courting danger. He increases the wear tenfold so that finally it will hardly hold at all. Then some day he will need it badly to pull him out of a tight place and it will fail entirely.

The purpose of the clutch is to connect the engine to the transmission and to disconnect it, at the will of the operator. This is necessary, particularly for shifting gears, to prevent grinding or stripping. When allowed to engage it should always be done gently so as not to break some part of the transmission. This caution applies particularly to the low speed when starting the car from a standstill, as the strain is then excessive.

As the clutch is engaged the accelerator pedal is depressed slightly to give the engine sufficient power to carry the load. As the clutch takes hold it must do so smoothly, speeding up gradually until it moves at the same speed as the fly-wheel. It is evident from this that the clutch slips first and holds afterward.

Slipping in this manner is a necessary evil that causes the lining to wear out in time. The length of time may be long or short, depending on the driver. One of the most serious faults is to drive with the feet on the clutch and the brake pedals. The clutch is partly released by this practice causing almost constant slipping and the car will lack speed. To overcome this the driver feeds more gas causing the engine to overheat and also wasting gasoline.

Intentional slipping is also disastrous if continued. It is usually due to a disinclination to shift gears. The car is approaching a block in the traffic, which will probably open if we do not arrive too soon, so we slow down slightly.

We have choice of several methods. If we throttle down too far the engine will stall. If we shift to second speed it may delay us, and then many drivers dislike to shift gears, apparently for no other reason than that they dislike it, forgetting that gears were placed on the cars for just such occasions.

A third method is to allow the car to coast by throwing out the clutch and then engaging it again. This gives an intermittent motion to the car to which they object, but it is nevertheless superior to the following method (and the last one that should be employed): This consists in slipping the clutch, driving the car at a speed intermediate between high and second. This should never be done;

either stay high and stop when the obstruction is reached or else drop into second gear.

Another example of slipping the clutch is where the driver tries to make a hill on high gear, but finds he cannot quite do it. Instead of shifting to second speed, he crowds the engine all he can and then slips the clutch slightly. Another practice to be condemned is starting on second speed. The first speed is provided for just such use, and it strains the mechanism severely, besides wearing the clutch, to start habitually in second speed.

Take good care of the clutch and you will be repaid a thousandfold.

SPRING TIME IS TOP TIME

Spin, top, spin!
You're all the colors in the world,
With others mixing in;
You're like a rainbow in a rush
Awirling on a hill,
You're like a fairy with a flounce
Who can't keep still.

And as you whirl you sing,
And as you sing you dip;
And now and then you're curtsying,
And now and then you skip.
With just one little foot
No bigger than a pin
You have the grandest, gayest time—
Spin, top, spin!

By Roger Wingfield.

The horsepower is an engine rate of 33,000 foot pounds per minute.

That Antigonish ghost came in like a lion and went out like a liar.

"What are you doin' of, James?"
"Sharpenin' a bit o' pencil."
"You'll 'ave the union after you, me lad. That's a carpenter's job."

Yarmouth is to adopt the daylight saving plan beginning April 30th and continuing until September 30. In Halifax the plan is to come into operation April 30th, and continue until Labor Day, the dates mentioned being inclusive.

NOTICE

PROVINCIAL HIGHWAYS BOARD

The attention of the Public is called to the following extract from "The Load of Vehicles Act" for the year 1919, Chapter 1, Par. 7 and 8.

Par. 7. "No person shall operate a Motor Vehicle that is subject to the provisions of the Motor Vehicle Act of 1918, on any Highways in any Municipality, after the twentieth day of March, and before the first day of May following, without the permission of the Engineer of Highways, or any such other officer as may be appointed by the Provincial Highways Board, for that purpose, first had and obtained.

Par. 8. Any person who contravenes any of the provisions of this Act, or any permit granted under the authority thereof shall incur a penalty of not more than One Hundred Dollars recoverable under the "Nova Scotia Summary Convictions Act" which shall, when collected, form part of the Highways Tax of the Municipality in which such cases arise."

Permits for the necessary operation of Motor Vehicles in the Counties of Annapolis, Kings and Digby during the closed period may be obtained from the office of the Division Engineer of the Provincial Highways Board, Kentville, N. S.
MACINTOSH MILLER,
Division Engineer,
Provincial Highways Board,
Kentville, N. S., March 13, 1922.

ANNOUNCEMENT

The I. X. L. System of Repairing

CORD TIRES

is in a class by itself. Sections for Blowout or New Tread guaranteed for 2000 to 5000 miles. Special prices for any make of new tires to our customers.

Wolfville, N. S.

I. X. L. VULCANIZING PLANT

ROBINSON CRUSOE LAND

Robinson Crusoe's Island now contains three hundred families, who support themselves by fishing. This island, a few hundred miles off the coast of Chili, is the island of Juan Fernandez, and it was there that Alexander Selkirk was monarch of all he surveyed for fourteen years.

UNDESERVED

Jimmy (tearfully) "Father, the d-d-donkey kicked me!"
Father—"Have you been annoying it?"
Jimmy—"No. I was only t-trying to carve my name on it!"—The Passing Show, London.

DODGE BROS. CARS

are built for long life and endurance. The car lasts so long, and costs so little to keep, that its use by business is increasing largely.

It was the only car of its type, and class adopted by the War Department of the United States Army.

DELIVERED PRICES:

Touring \$1345; Roadster \$1300; Coupe \$1930; Sedan \$2160; Delivery Car \$1345; 1 Ton Truck, \$1905; 1 1/2 Ton Truck \$1995.

J. S. LAMONT

Kings County Dealer

Every dealer is obliged to carry a stock of parts.

SPRING IS HERE

Now is the time to get your automobile in shape for the coming Summer. To those who do their own repairing, I am prepared to look after your wants with a good stock of McLaughlin and Ford parts, Paints, Varnishes, Top and Seat Dressing of all kinds, RAYBESTOS Brake lining, Tires, Gasoline, Oils and etc.

Garage in connection for those who wish to have their work done by first class mechanics.

E. J. WESTCOTT

Wolfville, N. S.

THIS WILL BE ANOTHER

Studebaker Year

Its the car everybody wants because it is the best.

The unusual popularity of STUDEBAKER CARS is attended by the fact that the corporation enjoyed the biggest business in its history in 1921.

Notwithstanding the fact that the total number of all automobiles sold (except Ford) was 40 per cent. less than in 1920, the total aggregate of sales for the Studebaker cars was 20 per cent. greater than in 1920—and in Canada 64 per cent. greater than in 1920.

QUALITY COUNTS!

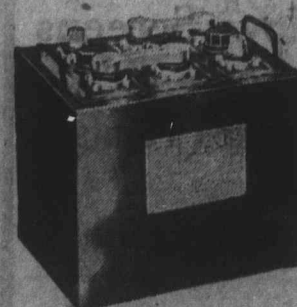
Get into the procession and drive a Studebaker in 1922.

Full information on application. Let us tell you about the Studebaker.

W. A. REID

WOLFVILLE, N. S.

TITAN BATTERIES



J.F. Calkin

Distributor for Nova Scotia

Batteries Repaired and Charged

ACETYLENE WELDING

PHONE 184.

WOLFVILLE

BRANCH OFFICE
29 ARGYLE ST., HALIFAX



C. A. PORTER

PROVINCIAL DISTRIBUTOR

MAXWELL AND CHALMERS AUTOMOBILES

MAXWELL TRUCKS

ADDRESS ALL COMMUNICATIONS
TO THE HEAD OFFICE

HEAD OFFICE
WOLFVILLE, NOVA SCOTIA
PHONE 183 & 49-51



WOLFVILLE, N. S., April 12, 1922

To the Prospective Purchaser:

Dear Sir:—

It is part of our business to know motor car values. We believe we know such values as well and as intimately as any other men in this vicinity.

In the light of this knowledge, we are going to make a statement in this letter which will either damage our reputation as sincere, straight-forward business men, or increase it greatly.

That statement is simply this:

The Maxwell car at \$1350.00 delivered, is the greatest value in its class.

If we couldn't back that statement up by proving it to you so clearly and forcibly as to have no room for doubt, it would act as a business boom-erang.

We can prove Maxwell's superior value - overwhelmingly, to you or any other member of your family, or any engineer or mechanic in whom you have confidence, and who is thoroughly familiar with automobile mechanics. And we stand ready to prove it, any time you may desire to come in and see us or our dealers.

Yours very truly,

C. A. PORTER