

MOTORS AND MOTORING: A Page Full of Interest to the Owner or Prospective Owner of an Automobile.

FULL TOOL KIT IS URGED BEFORE STARTING TOUR

One of the best ways to "doll up" a car at this time in anticipation of a series of enjoyable tours is to equip it for every reasonable emergency that may arise. While "dolling up" may be interpreted to deal more particularly to trimmings that appeal more particularly to the eye, any veteran automobile tourist will tell you that "it's the things you don't see and don't think of that make motoring a real joy-ride or a glide into the gloom."

While "dolling up" your car, don't fail to consider the tool box. Here should be the useful articles that every car should carry to provide against emergencies that arise sooner or later with the most careful of drivers.

Among the tire repair tools there should be a wrench for rapidly removing the nuts which hold the tire in place. One should also have a three-in-one valve tool in case the threads on the valve become battered. A box of new plungers is also desirable. A tow rope is indispensable, and it should be long enough to be of real use. No one anticipates being towed, but a tow rope may get you out of a rut or a hole when nothing else would. Besides, you may be disposed to tow someone else.

There are many other things needed in a car by the driver who is going on a tour. One of them is a set of electric light bulbs of the right voltage and candle-power for the particular car. These may be bought in sets boxed at any supply store. At the same time, if the car has fuses in the electric system a set of fuses should be carried. A small ball of stout wire is likewise handy.

Here are some of the other things that should be carried:

- A set of ignition brushes boxed and labeled; several extra spark plugs, clean and adjusted, and in a carrier; tire pressure gauge; a quart can of oil, with a flexible nozzle if there are many oil holes in out-of-the-way corners; hydrometer for testing battery; ammeter or trouble light, for testing electric current; a box of assorted nuts, assorted cotter pins, assorted cap screws and assorted washers, a spool of copper wire, several lengths of different size brass spring wire, a bag of clean waste or rags, and if you like clean hands, a box of the new kind of soap paste, which can be used without water.

All of the things enumerated will show in the tool box or under the seat or properly wrapped, labeled and packed away. Some of them will not be needed often, but, when you need a thing while touring, you need it badly.

INSERT THE TUBE

When inserting a new inner tube or replacing the old one which has been repaired, the inside of the casing should be first wiped out with a damp cloth to remove any sand or grit that may be present. A single sharp pointed grain of sand between the casing and the tube is very likely to force its way through the tube, causing a puncture. This is the real cause of many a mysterious puncture.

Willie (to his father, who had recently married the second time)—There's a shop in the High Street just like you, daddy.

Father—Shop like me. What do you mean?

Willie (getting near the door)—Why, its under entirely new management.—Edinburg Scotsman.

LOST.—Overland Rim and reflector on Sunday, May 14, between Wolfville and Windsor. Finder please leave at THE ACADIAN office and receive reward.

Minard's Liniment used by Physicians.

Automobilists Attention

The provisions of the Motor Vehicle Act are to be rigidly enforced in Wolfville hereafter.

See to your lights.
Keep your cut-out shut.
Do not leave your car standing with engine running.

Turn corners properly at street junctures.
Keep within the speed limit.
Park your car with curb at your left hand.

No person under 16 years of age is permitted to operate a motor vehicle.
2-21 Police Committee

SUGGESTIONS OFFERED FOR CAREFUL AUTOISTS

With the shaking and wracking of the car the doors sometimes work loose and cause an annoying rattle. A small piece of rubber from an old tube, or even the rubber from a lead pencil, tacked in the right place, is often the only remedy needed.

When an engine is overheated, cold water should not be poured in immediately, as there is danger of cracking the hot metal. Pour in a little, which will run into the bottom of the water jackets and draw down some heat. Then pour in a little more. As the water rises it becomes heated and so does not chill the cylinders when it strikes the hottest part at the top.

Some garage men wash cars with a mixture of kerosene and water as it makes a quicker job. This is bad for the finish on the body as it dulls it after a time. But it is even worse on the tires, as rubber is soluble in kerosene and so the outside of the tire is weakened and begins to break up, allowing water and dirt to reach the fabric and damage it.

Tighten up the spring clips (that hold the springs on the axles) occasionally, as much depends on them. If they are loose the spring will be broken more easily. If the nuts are held by split pins a glance at them occasionally is enough, but if they are held by lock washers, they should be tried with a wrench at least once a week.

WEIGHT AND PRESSURE

We hear a great deal of discussion on the subject of weight as related to their pressure. Every car owner knows it is bad for the tires to force them to carry more weight than they were intended to bear. Unfortunately it is not always possible to avoid overloading the car, not can the driver be expected to weigh each passenger and then pump up his casings to meet the demand about to be made upon them. When it becomes necessary to carry extra weight, let the car be driven slowly with all due care to avoid unusual bumps and a temporary overload will probably result in no damage to the tires.

The driver is possessed of the mistaken idea that under circumstances he has had the right to proceed after he has blown his horn and that pedestrians are compelled to get out of the way. This is a mistaken idea and unfair to the people and to the driver. The vehicle should be under control so that if the people do not get out of the way he can stop or otherwise get it under control.

WITH PROPER CARE SHE'LL BE ALRIGHT

Simple Schedule, Which if Adopted, Will Save Drivers from Great Deal Annoyance and Worry.

Regular care and inspection of the automobile will save the motorist heaps of trouble. A simple schedule, if followed, will insure that the car will be kept in fair running order and be ready for service without annoying delays that often occur when either owner or driver omits attending to simple matters, that should receive regular attention.

The following schedule is worth keeping for handy reference:

Once a Week
Lubricate springs and other parts thoroughly.

Inspect oil and gasoline connections carefully.

Give steering mechanism careful inspection.

Examine the condition of the storage battery and see that it has sufficient distilled water to cover the plates.

Once a Month
Clean out the carburetor.

Test the brakes and have them equalized.

Check up on the alignment of the

wheels.
Inspect the wheel bearings and have them looked after if they appear to need it.

MAGNETO FAILURE

A common cause of poor magneto action is dirt on the interrupter points. When the points are suspected of being dirty, a few drops of kerosene will remedy the trouble and restore the parts to good working order.

HOME MADE TONGS

It is possible to make a pair of tongs that are convenient for removing nuts, etc. from the mud pan by flattening the ends of two pieces of No. 9 wire each 30 inches long. Five inches from the end a hole is drilled, through these holes a bolt is thrust and fitted with a nut. This completes the tongs, which will be found invaluable for picking small objects out of the mud pan or from around the motor.

HIS REASON

Kind Old Lady—Why are you crying like that, my little boy?
Little Boy—'Cause it's the only way I know how.

THIS WILL BE ANOTHER Studebaker Year

Its the car everybody wants because it is the best.

The unusual popularity of STUDEBAKER CARS is attested 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!

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

W. A. REID

WOLFVILLE, N. S.

Notice to Railwaymen

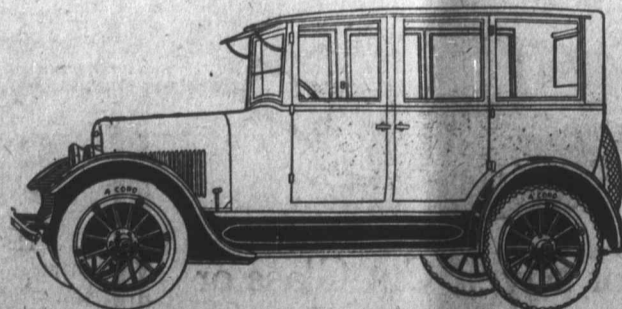
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The enjoyment of possessing a car which lacks nothing in the way of attractiveness, refinement or mechanical ability—and at a reasonable price—can be realized completely in this Five Passenger Sedan.

Canada's Standard Car—Built, not merely assembled in Canada.

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Have your Car taken care of by C.H. Pulsifer, the McLaughlin Service Man
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New Car, Careful Driver. Day or Night Service. Satisfaction guaranteed.
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A shipment of these batteries has just arrived also Exide parts for repairs.

Charging and repairing will be made on all makes of batteries. Before placing your order come and see these batteries and get prices.

Radiator repairing and carbon removed by the oxygen process.

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Service With a Smile

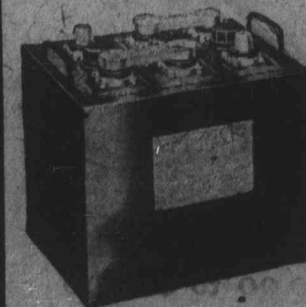
We try to give the Motorist Real Service in a Courteous Way. Come to us with your troubles.

Queen and Premier Gasoline, Mobile and Polarine Oils, Tires, McLaughlin and Ford Parts.

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Wolfville, N. S.

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Distributor for Nova Scotia

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