THE OLDS IS REAL ECONOMY MOTOR TRUCK

Chassis is Built Especially for Carrying Heavy Loads on All Roads.

ENGINE BEARINGS ARE EXCEPTIONALLY LARGE

No Weight on Rear Axle — Carried on One Beam — Low Consumption of Gas and Oil.

The Olds Motor Works, Lansing, Michigan, have been building motor cars for 23 years. Recently, by becoming affiliated with Canadian General Motors, they have come over into Canada and a large factory has been erected at Oshawa, Ontario. Therefore, in buying an Oldsmobile this year, you are actually purchasing an automobile which has been manufactured by Canadians in a Canadian factory.

The Oldsmobile is an eight cylinder car with all the speed and flexibility of an 8; but, unlike most eight cylinder motors, it is extremely economical on gasoline. The engine is equipped with a Ball and Ball Carburetor. This carburetor is a two-stage type, only the primary or economy jet spraying up to around 35 miles an hour, when by advancing the control-throttle a shoulder on the carburetor is tripped and the secondary or auxiliary jet functions giving maximum speed or power. For reasonable driving, at regulation speed or for the ordinary hills the primary jet is amply sufficient, hence the economy in fuel. The owner can safely count on getting from 18 to 20 miles to the gallon of gasoline under normal conditions.

Although the Oldsmobile weighs but 3150 lbs. fully equipped, the construction is unusually strong. The frame is pressed steel, channel section seven inches deep (with five cross members) width 40 1-2 inches in rear, 30 inches in front. Rear axle is full floating type, spiral bevel driving gear with driving pinion and differential in demountable carrier. The front springs are semi-elliptic, 2 1-4 inches wide, 30 inches long. The rear springs are underslung, 2 1-4 inches wide and 56 inches long.

There are Timken bearings throughout and the ignition system is Delco.

The Oldsmobile is a beautiful car in appearance, the lines and finish being such as to attract as much notice on the streets as the first automobile did on its initial appearance twenty years ago. The upholstery is a dark green Spanish leather and the inside of the Raintite top gray whipcord.

One gathers from the above short description that the Oldsmobile provides everything that the motorist hopes for—appearance, speed, power, flexibility, economy and comfortable riding.

But the whole has not been told. The equipment that comes with an Oldsmobile is one to make even the biased automobilist sit up and take notice, 33 x 4 1-2 Cord Tires, front bumper, Gabriel snubbers, motometer, power tire pump, clock, speedometer tonneau light, trouble lamp and spare rim, seem to suggest that the last word in "completeness" has been said.

All the above naturally brings out the question "What does all this cost? Five or six thousand dollars?" No such figure. The Oldsmobile 7-passenger car costs $3,300 and the 5-passenger $3,200 f.o.b. St. John.

These cars can be inspected and demonstrations arranged by telephoning The Victory Garage and Supply Co., Ltd., 92 Duke street. 'Phone Main 4100.

CARE OF THE CAR IS A NECESSITY

If the Most is to be Gotten Out of it by the Owner.

Motor car trouble usually results from putting off adjustments that should be regularly attended to. In most cases the cause can be traced to the carelessness of the owner and could easily have been prevented.

Proper care begins with the purchase. A car should be chosen whose weight is so nicely balanced that there is no undue strain on any vital part. The materials should be light but strong. Springs should have ample play to protect all mechanical units from the shock of the road.

Above all it is important that the motor has ample power to move any load that may be put in the body and to take it wherever necessary.

Such a car as this is easy to take care of because hard use does not affect it. But even so it should have regular and intelligent attention from those who depend upon its service.

Just as a rider runs his eye and hand over his animal before he mounts so the automobile driver should inspect his machine. A glance under the hood with the motor running, attention to any sound that is not in tune, a measurement of gas, water and oil, and a test of wiring and even tires, should all become a matter of habit.

These are just just a few high spots the careful owner takes into consideration. He always gives them his attention at the start. Making sure that they are right in the beginning soon becomes second nature.

The practice of a rapid inspection of vital units costs nothing and saves all unnecessary annoyance and expense in the end.

How to Time Distributer.

The following is the correct method of setting or timing the distributer. Fully retard the spark and set the distributer gear contact or segment so that it is just about to leave No. 1 cylinder carbon brush, then mesh the gears, being careful to see that the breaker points are just at the point of opening.

SLEEVE VALVE MOTOR CHOSEN FOR TANKS

Tanks Helped Greatly in Winning War—Type of Motor Big Factor in Their Usefulness.

It is now commonly conceded by military experts that the tank was one of the great decisive factors in winning the great world war. It is also said that had the British realized the panic spread through the German army at the first appearance of these great lumbering monsters, a catastrophe might have ensued, in the ranks of the enemy.

In the opinion of engineers, the success of the British tanks is due largely to the type of motor selected to drive it. This is the sleeve-valve type. The action of this motor is so smooth, positive and powerful that the operator may always be sure of his motor in the thick of the fighting.

These large tanks of armor plate construction with the motor enclosed form a sounding board to internal noise and the quietness of this motor is another feature in its favor.

One of these giant tanks, the Britannia, which recently made a tour of the United States, was accompanied by a Willys-Knight car driven by a sleeve-valve motor of the eight-cylinder type.

One improvement after another is being made in tank construction. Smaller tanks are said to be able to travel faster than the Germans could get out of the way and to manipulate as quickly as a man can dodge.

Recent experiences show their value in crushing down barbed wire, machine gun nests, and even taking whole batteries of guns, as was accomplished by Sergeant Graham, who, seated on the turret of a two-man tank, called to a battery of guns to surrender, which they promptly did.

But regardless of other changes, it is evident that British, after their experience in actual operations on the fighting front, are convinced that much of the success of their tanks may be attributed to the quiet, powerful sleeve-valve motor.

STUDEBAKER LIGHT SIX MADE RECORD

Journey from Fredericton to San Francisco Made Without a Hitch.

The following, clipped from the San Francisco Call and Post, speaks in praise of the record time made by R. G. Lee and party, in their cross-country automobile trip. It says:—

The economical side of the motor car was never more forcibly proven than by the trip taken by R. G. Lee, of Fredericton, N. B., Canada, who travelled across the continent in a Studebaker Series 19 Light Six automobile at a total oil, gasoline and repair expense of $143.

When Lee drove up to the service station of the Chester N. Weaver Co., with his Studebaker and the 1,200 pound trailer attached to the rear end of the car, requesting that the car be looked after, he did it as nonchalantly as if he had just come in from a suburban town instead of finishing a trans-continental journey of over 4,500 miles. Manager Richardson states that the car only needed a washing and the placing of grease and oil in the cups and tanks.

Lee states that he did not have a particle of tire trouble, and that the Studebaker held up on all sorts of grades and came through without any mechanical adjustments whatsoever.

The gasoline consumption was 429 gallons at a cost of $123, and oil used amounted to forty quarts at a cost of $10. This comprised all expenses for the car with the exception that the trailer cost $10.

Lee is very enthusiastic over the performance of the light six, which was brand new when he left Canada. He reports the roads to be bad in spots and that considering the character of the country through which he drove his Studebaker, the fact that not a single adjustment was necessary speaks volumes for the sturdiness of the car.

The route followed by Lee was from New Brunswick to Maine and through the States of New Hampshire, Massachusetts, New York, Pennsylvania, Ohio, Illinois, Indiana, Iowa, Nebraska, Wyoming, Utah, Nevada, and California.

Lubricating Trucks.

Lubrication is undoubtedly the most important factor in truck maintenance.

Intelligent lubrication is systematic lubrication. Each day the truck or trucks should have an allotted period for greasing and oiling. The driver, in the case of one or a few trucks, should be required to go carefully over his truck and turn down all the grease cups.

The life of a truck is increased by proper lubrication. The wearing parts are thoroughly protected when coated with a film of oil or grease and wearing is considerably lessened, not overlooking the fact, too, that friction is decreased within the truck itself, leaving more power for the overcoming of road resistances.

The engine oil should be changed at regular intervals and occasionally kerosene run through the engine to clean it out thoroughly, removing any foreign particles or old oil sticking to the metal. This is insurance against scored cylinders or burnt out bearings.

Often the thought is that the time spent in lubrication is lost time but the advantage in overcoming large repair bills more than outweighs the so-called wasted time.

A half hour each day spent in systematic lubrication prevents repairs requiring days and sometimes weeks.