

MOTORING



FLEXIBILITY AN IMPORTANT FEATURE

Knight Engineer Tells Why.

Mr. W. O. Thomas, technical expert on Silent Knight engines, and consulting engineer for firms manufacturing these power plants, has been making one of his regular visits at the Russell factory for the past fortnight.

He is never more at home than when he is sitting at the wheel of a big "Russell" as it ploughs thru the corduroy near the plant. It speaks well for Mr. Thomas that he is continuously testing cars in all parts of the world and is never brought into the hands of the law.

The World ventured the opinion that he was lucky. "Lucky," said Mr. Thomas, "why, I've no desire to break speed laws. It may show something to some people but it really doesn't mean anything to break down speed limits."

"Many firms base their claim of superiority on the fact that they won a certain race or can exceed the speed limit." This is often misleading, according to this Knight engineer, who has driven cars on three continents. "For," he said, "as matters stand at present racing is purely a question of tires and of luck." Under the plan that he suggested to The World it would be a matter of perfection of design. "My idea," said Mr. Thomas, "would be to have the cars run as slowly, then as rapidly as possible. This would show the all-round worth of the two cars and would form a basis of comparing fuel consumption."

Two to Sixty M. P. H. On High.

Thus, if a car like the Belgian M. M. Knight, which is able to go from two to sixty miles an hour under full load, were to be entered it would be credited with a score of 30.

As cars go today this would be a very high score, inasmuch as but few cars can throttle down as low as two miles an hour. The average racing car can get nowhere near that figure.

"I once had an amusing encounter with Chief Engineer Pomeroy of the Vauxhall, whom I overheard saying that the motors he used in his racer were the same he used in his limousine. I offered to bet him that he could not throttle his motor down to less than 30 miles an hour. Pomeroy was obliged to admit this was the case."

"You see the parts might have been approximately the same, their adjustment was entirely different. Thus satisfactory operation in a racing car might not signify anything in actual racing should be for in open competition to demonstrate to the public which car is going to give the best service, year-in, year-out, from every angle."

"Sooner or later we will come to this. Europe has already begun to count fuel consumption almost as much as speed. The limitation of the mile race is only the first step in that will see a transformation of standards in racing. Then those cars with a decidedly low fuel consumption will have more of a show in these contests."

Dirty Contact Points.

With a magneto most of the trouble of missing is caused by the same fault—dirty points of contact. The cure is the same as the battery machine case. A good thing to remember is that the contact points and the spark plug points should both gap the same distance.

THE STUDEBAKER

SALES AGENCY, LIMITED.

Have Removed to 543-545 YONGE STREET

Phone N. 4572.

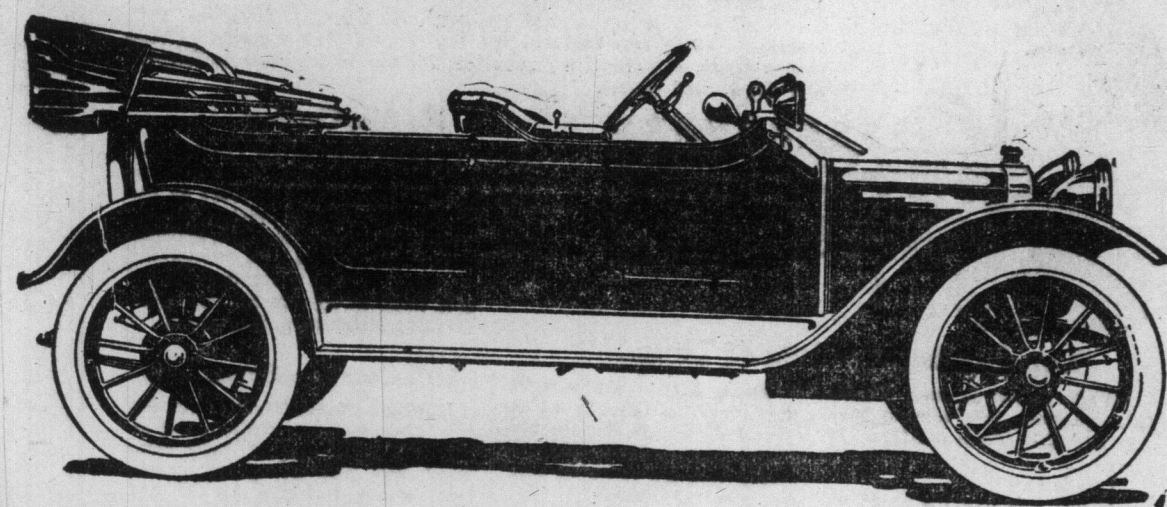
Distributors of Studebaker 20's, 25's, 30's, 35's and 40's.

R-C-H-ECONOMY

IS AN OUTSTANDING FEATURE

The R-C-H Car throughout is designed to be maintained at the smallest possible cost. The engine, with its long stroke and small bore, is extremely economical on gasoline. The use of over 240 steel drop forgings makes the car light and yet strong. Tires give maximum wear on the R-C-H. Simplicity and accessibility make repairs and replacements a small item.

FIVE-PASSENGER CAR



A BIG ROOMY, FULL FIVE-PASSENGER CAR, WITH COMPLETE EQUIPMENT \$1150 F.O.B. TORONTO

We don't charge you extra for freight for demountable rims, for speedometer and a dozen other things that are necessary for your motoring comfort. You get them all for \$1150.00. More than that the R-C-H equipment is high-grade. What is better than a Bosch Magneto, a Warner Autometer, Jiffy Curtains, or Hall Lamps? They are the best to be had.

A word about service—no matter what car you buy you should be assured that you will be well cared for after your car is delivered. We solicit an opportunity to refer you to our customers in this respect, and we intend to keep on improving this service in every way possible. Satisfied customers is our aim. We can satisfy you.

Get your order in early. We cannot promise delivery now short of three weeks.

Hamilton Representative—R. C. GIBSON, 110 Queen St. North

The Virtue Motor Sales Co. R-C-H Corporation

465 YONGE STREET

Detroit, Mich.

AIR CAPACITY IN TIRES.

The Dunlop Company were rather surprised the other day to find a single motorist who, out of the some 20,000 motorists in Canada, didn't know that Dunlops make the largest tires in Canada, and have always done so.

This motorist had been rather confused by certain advertising which calls the regular straight side type of tire by "colored" names, and compares it with the regular clincher tire without explaining to lay minds that all tire manufacturers make straight side as well as clincher tires, and that in every case the straight side tires of one company are larger than the clincher tires of the same company.

Of course the sizes of straight side tires vary amongst the different makers; but ever since this type of tire was introduced into Canada by Dunlops, Dunlop tires have always been largest, due to the fact that Dunlop straight side tires have less "toe" than other makes. This means that Dunlops give you more cubic inches for air, and therefore are larger than so-called "oversize" tires, or any other kind of tires.

Dunlops do not call their tires "oversize," because making the largest tires is the regular policy of the Dunlop Company, and has been ever since they introduced the tire-making industry into Canada.

THE PICTURE ON MEMORY'S WALL.

Nothing in the realm of tire advertising has made such a hit as that picture of two redskins pointing at a new trail.

From all over Canada have come tributes to its cleverness and artistic worth. Dealers are sending in letters for extra copies. Men of the trade in every province are asking for one "for my den." The motoring editor of a western newspaper composed a plot on the picture and gave the dumb characters real names. This editor incidentally notes that his picture was "cabbaged" by somebody.

The creation of the picture bears similar stories on all sides. "It's been stealing," says one dealer. However, the tire company who own the "Trail" have a few more copies left. If Mr. Dealer, somebody disappeared with yours, it may be possible for you to secure another copy.

THE SIX CYLINDER ERA

How and Why it Has Arrived.

The six-cylinder era in the motor car world has come.

Mr. A. M. Thompson, the Hudson dealer, crystallized the leap of the six-cylinder cars to a dominant position in the industry when he made public the news that in 1914 there will not be two automobile manufacturers of moderate price cars who do not build a six-cylinder motor car.

The leap of the Six is interesting. The American and Canadian motorist's first memory of automobiles was the single cylinder car. When the two-cylinder car came there was great deprecation on single cylinder cars, and soon the four-cylinder came into vogue, and people would no longer have cars of two cylinders.

Gradually the four began to work itself into favor. The new advance information as to 1914 models gives the six-cylinder car the spot light at the centre of the automobile stage. Coincident with this news comes the information that six-cylinder motor car manufacturing records have been shattered and that the institution which today holds the record, and which has built will supply only a percentage of the demand, for motorists in every section of the country have placed their orders for them.

The beginning of this era which was predicted some time ago in motor car engineering circles has come to pass. Mr. Thompson today stated that the Hudson Six Phaeton this spring have been tendered in such volume that the sixes the Hudson Company has left to build will supply only a percentage of the demand, for motorists in every section of the country have placed their orders for them.

He further goes on to state that the six-cylinder automobile has features that it is impossible to achieve in a four-cylinder car. "Driving a Six," he finds, gives the sense of flying rather than being propelled by machinery," he said.

"This is because there is a constant stream of power being delivered by the motor to the rear wheels. In a four-cylinder car, of course, there are four distinct power impulses, giving what might be termed a jerky motion. This is present in the best four-cylinder automobiles made and there are some excellent ones. It is necessary because of the mechanical construction of that car. But engineers have made progress with the six-cylinder car—and understand we deal in four-cylinder cars as

well as six-cylinder cars, because the Hudson Motor Car Company makes both—and there is no time between the power impulses, so that the sense of jerkiness is entirely absent from the high-class six-cylinder automobile.

Six Easy on Tires.

"The experts for instance will locate on a tire the points at which it touches the ground when the explosion comes in the cylinders. They will mark these points with ink, and almost invariably the first tire trouble that a man has with a car will come, with any other type than the Six, where, those ink marks appear. With a Six the smoothness of operation makes the car economical on tires."

"Another very important point is that with the new Hudson Six Phaeton you can slow down to three miles on high gear in dense city traffic, and without shifting gears pick up speed rapidly. From a standing start with a Hudson Six Phaeton you can achieve a speed of fifty-eight miles an hour in thirty seconds."

"Any man paying \$2000 or over for a car is entitled to a six-cylinder automobile."

"One thing that every motorist should consider is the fact that with most companies next season coming to the Six, it is positively certain that cars of other types will suffer severe depreciation in motorists' hands, and inasmuch as depreciation is the biggest point a man must take into consideration in buying an automobile, it is vital to know these things about the six-cylinder era."

Sunday World Garage Directory

DOMINION AUTOMOBILE CO., Limited
COR. BAY AND TEMPERANCE STREETS, TORONTO
Distributors for Peerless, Stevens-Duryea, Napier and Hudson Automobiles—Peerless and Auto-Car Trucks.

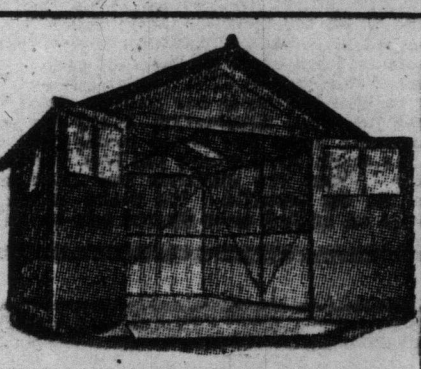
STEPNEY WHEELS and TIRES
VULCANIZING A SPECIALTY
THE STEPNEY MOTOR WHEEL OF Canada, Limited
150-152 King Street East, Toronto.

McLAUGHLIN-BUICKS & FIATS
CORNER CHURCH and RICHMOND STREETS
PHONE MAIN 7510. TORONTO.
Garaging, Accessories, Repairs and Sales Rooms.

Also: Hamilton, Bay St. London, Richmond St. Peterboro and Belleville. Factory at Oshawa.

ROSS MOTOR CAR COMPANY, Limited
REGAL MOTOR CARS
TIRES AND ACCESSORIES OF EVERY DESCRIPTION
182 & 184 Simcoe Street, Toronto

THE COLLEGE GARAGE
466 BATHURST STREET
ABBOTT-DETROIT CARS
SUPPLIES AND REPAIRS PHONE COLL 1004



Cheaper to Own—Than Pay Garage Rent

Last year you spent from \$100 to \$150 on public garage expenses.

Don't Do It Again—Get your own garage. For the price of a few months' public garage rent we will give you a safe home for your car—a home that will last a lifetime.

Preston Garages

are built of steel throughout, to make them fireproof. The essential feature in any garage, naturally, is the frame. In Preston Garages we use an all-steel frame fitted with cable tighteners, which eliminate loose joints and prevent any bending or sagging of cross-pieces and posts.

This garage cannot rattle in the wind.

Another feature to consider is—Appearance. The artistic simplicity of the Colonial designs used in Preston Garages make them suitable for any locality or surroundings. The exterior finish, like the rest of the garage, is—Good.

We can't tell you all about the garage here, but our illustrated booklet will answer any questions you might ask. In it you will see views of Preston Garages as they actually appear in different towns and localities.

Consider—You want this booklet, but if you put the paper aside, chances are you will forget to clip out this coupon. So now is the time—Get busy with your fountain pen and don't forget to mail the coupon to

Please send illustrated booklet on Metal Garages to

NAME

ADDRESS

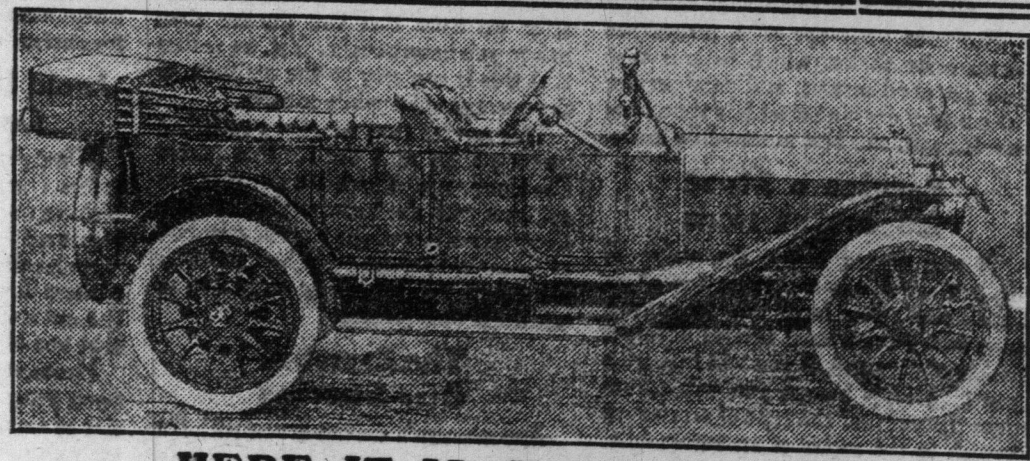
Toronto World.

The Metal Shingle & Siding Co.
Preston, Ontario LIMITED

ASSOCIATED WITH—

The A. B. Ormsby, Company, Limited

Montreal, Toronto, Winnipeg, Saskatoon, Calgary, Edmonton.



HERE IT IS—HAVERS "Six-55"

The best car in Canada at the price: \$3000 F.O.B. Toronto.

There will be more six-cylinder automobiles sold in 1913 than four-cylinder among the better grade of cars. Each succeeding year will see the proportion of Sixes increase. Automobile history of the past few years tells us this with certainty and it is logical.

The coming year more than any so far is the year of the Six. The car of the continuous power impulse, of smooth, quiet, flexible action has finally come into its own.

Havers Six has all the foregoing qualities and many others that commend it to the most particular buyers of the automobile. Get our catalogue and let us give you a demonstration.

ROWELL & CO., Agents
PHONE—HILLCREST 2779

ST. CLAIR AVENUE AND VAUGHAN ROAD

TORONTO

—THE— AUTOMOBILE MACHINE SHOP

We specialize on oxy-acetylene welding and the making of intricate parts for the automobile and motor boat trade. We keep in stock a good assortment of castings for pistons, piston rings, bearings and also nickel and nickel vanadium steel for axles and gears. General machine work. Accurate work. Moderate prices.

TORGIS & EDWARDS

37 Jarvis Street