



## TELLS BEST WAYS OF MOUNTING TIRE

Expert Points Out Advantages of Careful Handling of Tubes and Casings.

It would seem as though the apparently simple process of mounting or detaching a tire from the rim is thoroughly understood by every motorist, but, according to the tire repair shops, the owner still has a great deal to learn to do the work properly.

Spend a moment over the method used by one of the best tire mounters and incidentally one of the fastest.

Before any work is done, spread open the casing to be sure it is free from anything that might injure the tube. Run the back of your hand against the inside of the tire all around. Also examine the connection where the two ends of the fabric meet to be sure there is not the slightest break that might cause a tube pinch.

Look over the rim, and if it appears rusty scrape off what rust you can and then coat the rim lightly with rim paint to prevent further rusting. Then inflate the tube sufficiently so it will have some definite shape. The inside of the casing is then lightly sprinkled with talc. Too much talc is not good, because the excess will form lumps.

The tube then is inserted in the casing. The expert uses a head spreader, so the work will be easy, and he does not allow the tube to rest on the ground. This is done to prevent any particles of dirt from sticking to the tube. A few grains of sand will soon imbed themselves in the tube.

Then the flap is inserted by spreading the head, which prevents the flap from doubling over.

It is usually an easy matter for most owners to get the tire on the rim, whether of the split type or any other, so that one side is in place, but when it comes to getting the other bead in position trouble gets in.

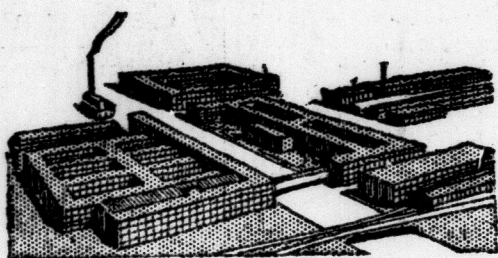
"I have seen drivers pound away for minutes trying to get a stiff-beaded tire on a rim without even thinking of the pounding the rim all out of shape and multiply their troubles.

"With the rim standing up in its usual position, slip the tire in place so the valve stem goes through the hole. Then rest the rim on its side to force one side of the tire over the rim. This is done with the ordinary tire iron, or, better still, a piece of spring leaf, assisted by a hammer. The bead is pried over the rim. Where the bead is very stiff the longer the tire iron or spring leaf the better. You may have to strike the bead itself a few blows toward the end of the work, or you may find it more convenient to use two irons, one operated by an assistant.

"When one bead is over on a split rim the other can be started with the iron and then finished by striking the bead with the hammer. If the bead does not go over readily, don't pound away and possibly injure the bead. If it gets stuck assist with the iron.

"If an iron is used to assist in getting the second bead over be sure that the end of the iron rests against the rim and not the tube. Before any pressure is applied to the iron use your sense of feeling, for it is easy to determine if the iron is resting against metal or rubber.

"In mounting a soft bead clincher tire, such as used on Ford's, tube pinches are common, unless the operator remembers to keep the iron close to the metal rim. It is somewhat easier in mounting a soft bead clincher to use an ordinary tire iron and a screwdriver at the same time."



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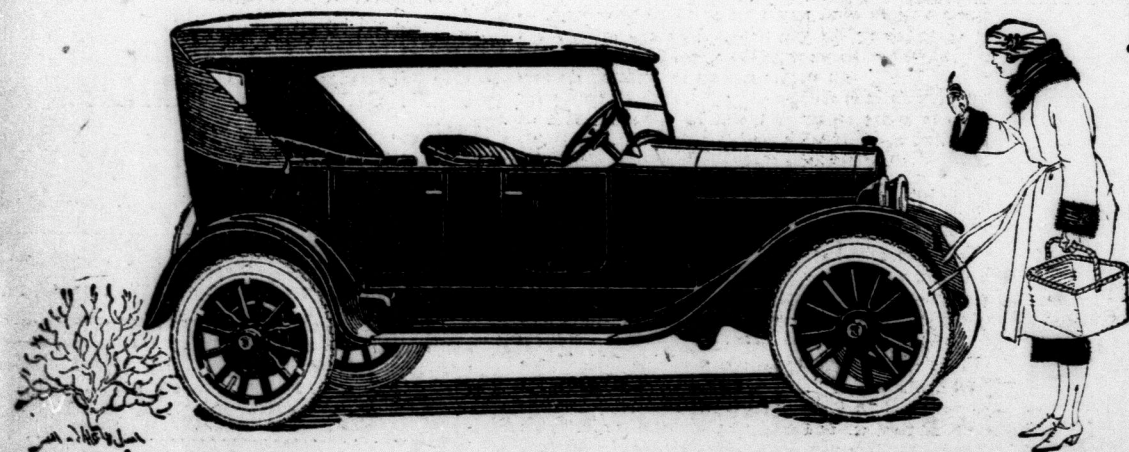
And this policy of plus value is rigidly applied to every detail of their product.

Prices, delivered and taxes paid.

Touring	\$1,390	Business Coupe	\$1,545
Sedan	\$2,320	Business Sedan	\$1,895

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# AUTOMOTIVE SECTION



## CONCLUDES GREAT ENDURANCE RUN

Willys-Knight Car Makes Unusual Record, Completing 5,200-Mile Test in Ten Days.

Completing within ten days' time what is generally a season's run for the average motorist, a Willys-Knight touring car has just completed a 5,200-mile no-stop, endurance-economy run without a repair of any character, and without even a puncture, according to J. W. McLaughlin, Willys-Overland dealer here.

This test, made in the rugged, mountainous country of Northern New Hampshire by the Boston branch of the Willys-Overland Company, as a demonstration of the car's endurance and economy, is vouched for by representatives of various Boston newspapers and other persons who were passengers at various stages during the trip.

No less than 50 different passengers rode in the car during the test, and as many as twenty different drivers were at the wheel.

While the passengers slept during the night stops, the motor purred on in front of the hotel where they were stopping, one of the drivers and an official observer staying with the car to attest this fact.

The car never missed a single explosion in the 5,200 miles, and at the end of the run climbed Mount Washington, N.H., 6,300 feet above the sea level.

## Worn Cylinders Have Bad Effect on Car

The bad effects of worn cylinders are not confined to the motor. A motor, when running unevenly, will soon, by its constant jerking, ruin the clutch, transmission, universal joints and differentials.

Taking into consideration the fact that in a medium type four-cylinder motor of five-inch stroke, running at a normal speed of 20 miles per hour, the actual travel of each piston assembly up and down the walls of the cylinder is over 600 feet per minute. Therefore, it is not surprising that these parts, though made of the very best material, must eventually show wear. Aside from the natural wear these conditions often occur in motors which are practically new, because of overheating, lack of oil or water and other reasons.

It is customary to overhaul a motor at least once a year. The valves are ground, carbon removed, bearings refitted and worn parts bushed or replaced. Adding to this an attractive coat of paint usually constitutes a general overhauling.

And, after all this, the motor does not have its old power and pep, and the reason for this is:

The cylinders, pistons and rings, the most vital and important parts, which are subjected to the most abuse and wear, and to the greatest variable heat conditions, the parts on which depend the power and snap, the consumption of oil and gasoline, have been neglected and placed in the background.

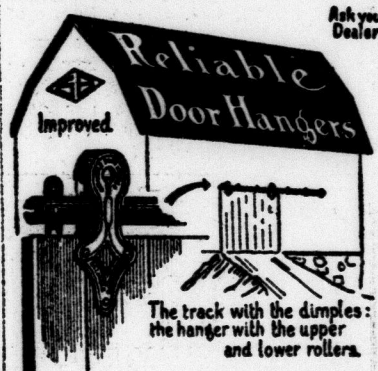
There is only one way to overcome this trouble. The cylinders must be re-ground and re-fitted with oversize pistons and piston rings.

This important work has been greatly misconstrued and misrepresented.

There have been various inferior methods resorted to in the attempt to perform this most essential work.

There is a vast difference between boring, reaming, lapping, etc., and actual cylinder grinding.

Modern mechanical principles



N. Slater Co., Limited  
Hamilton, Ontario.

## AUTO NOTES

taught them that the most practical method of performing the work is by grinding.

They resolved from the beginning to place this line of work on a higher standard, to make it one of satisfaction and economy to the car owner as well as the repair man and dealer, and spared no effort or expense with that end in view.

Nearly 700 French chauffeurs were reported for reckless driving in a single day in Paris.

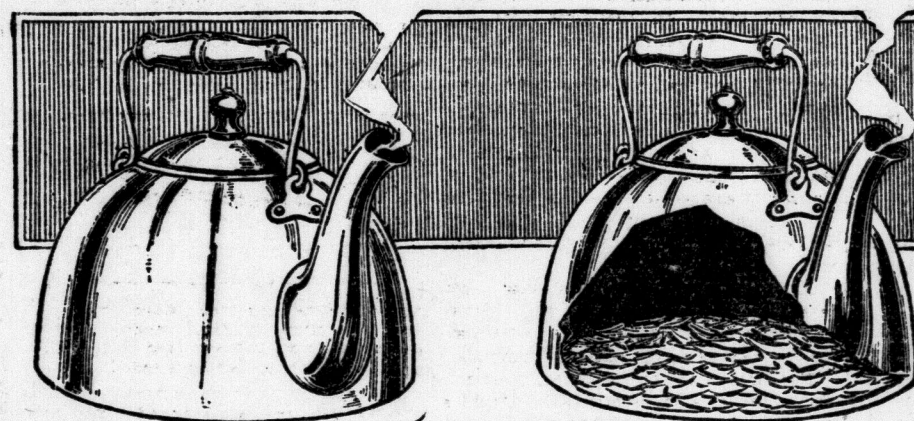
Skilled automobile mechanics in Germany receive less than \$1 for an eight-hour working day.

During 1921 \$60,000,000 was spent on highways in the United States, for state, county and other roads outside of cities.

Ohio, Indiana, Illinois, Michigan and Wisconsin constitute the biggest center in the world for the sale of motor vehicles.

Automobiles approximating a valuation of \$100,000,000 were stolen in the United States last year. In New York State alone more than \$30,000,000 worth of motor vehicles and accessories were stolen.

## There is a Difference in Motor Oil



## Why EN-AR-CO Motor Oil Lubricates Better

STEAM that escapes through a tea kettle spout, if caught and condensed, would be pure water.

Distilled water is manufactured on this same principle, only on a larger scale.

Along the sides and at the bottom of the tea kettle scale is formed and accumulates—the residue that is left over after passing of the water into steam.

Imagine a tea kettle that will hold 25,000 gallons, then you have some idea of an oil still, used for this purpose. Into one of these huge oil stills goes the selected Crude Oil from which En-ar-co Motor Oil is always refined.

This oil is heated until it forms a vapor. The vapor is then condensed into a liquid distillate (the same as the vapor from a tea kettle spout is condensed), further refined and then filtered. The

result is a clear, clean oil, containing no free carbon—En-ar-co Motor Oil.

A motor oil loaded with residue will break under heat and fail to perform its function. The residue and deposit which becomes incandescent, causes pre-ignition under heavy duty and finally, after continued use, coke-like carbon forms, just as scale is formed in the tea kettle.

All refiners make lubricants, just as all cooks make biscuits, yet there is as much difference in oils as there is between the delicious light, flaky biscuits Mother makes and the heavy, soggy apologies for biscuits some restaurants serve. In each case the raw materials are practically the same, but the "making" is different.

To protect and safeguard your motor, use En-ar-co Motor Oil in your automobile, truck, or tractor. It contains no sediment-forming impurities. It is always uniform in excellence.

## TRY EN-AR-CO FREE LUBRICATING SERVICE

Your motor will run better and last longer if the Lubricating Oil is taken out every 500 miles and fresh oil put in. We do it for you with  
**EN-AR-CO MOTOR OIL**  
charging only for oil used.

It is just as important that the best grease be used as it is to use oil. Let us fill your transmission and differential with  
**EN-AR-CO GEAR COMPOUND**  
charging only for grease used.

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\*COR. WORTLEY ROAD AND STANLEY STREET.

(\* Star denotes stations where free oil changing runways are operated.)

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One FORD, 1918, 5-Passenger, Touring..... \$160	One GRAY-DORT, 1917, Touring, 5-passenger, At a special sale price..... \$275	One GRAY-DORT, 1919, 5-passenger Touring, equipped with five good tires, front bumper, motometer and mirror..... \$570	One OVERLAND, 1920 model, Sedan, At a special price of..... \$895
One FORD, 1920, Touring, equipped with starter, shock absorbers & Sale Price..... \$295	One Model 90 OVERLAND Touring, 5-passenger, good tires. At a special reduced price..... \$450	One McLAUGHLIN D-45 Touring, equipped with six good tires; top new this season; paint and mechanical condition good..... \$745	One 5-passenger, Special Six, STUDEBAKER, late 1919 model, spare tire and tube..... \$945
One 79 OVERLAND Touring, 5-passenger, good tires, mechanically in first-class shape, at a remarkable low figure of..... \$200	Model 4 OVERLAND, 5-passenger, 1920, Touring, equipped with five tires, bumper, stop light and motometer..... \$475	One BABY GRAND SEDAN, 1920 model, equipped with five tires; body and mechanical condition good. For special sale price..... \$845	One Light Six STUDEBAKER, 5-passenger, demonstrating car, equipped with five tires; in very best of mechanical condition. At a sacrifice price, for immediate sale, of..... \$1,195
STUDEBAKER Touring, 5-passenger, 1917 model, in good mechanical condition, good tires. For special price of..... \$295	MAXWELL Touring, late 1920 model, equipped with Lyon bumper, good tires; car in A1 mechanical condition..... \$495		One Light Six STUDEBAKER, 5-passenger, Touring, 1922 model, run part of this season, and in the pink of condition..... \$1,250

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