

Whippet

FOURS SIXES



WHIPPET SIX SEDAN
\$995
F.O.B. Factory, taxes extra.

Their Beauty, Style, Larger Bodies Have Captured Popular Preference

An inspection of the new Whippet Four or Six will reveal an artistry of design and perfection of detail never before associated with motor cars of such low price.

"FINGER-TIP CONTROL"

The greatest advance in driving convenience since the self-starter. A single button, located in the center of the steering wheel, controls all functions of starting the motor, operating the lights and sounding the horn. No wires in steering post.

greater beauty, larger bodies and costly-car engineering features, are the finest values ever offered to four and light six buyers.

A demonstration will reveal speed, pick-up,

From their first introduction the Whippets have earned enthusiastic and wide-spread praise from the motoring public. Always a popular car, Whippet is now enjoying the biggest success in its history. Record sales are reported everywhere... with demand rapidly mounting.

Discerning motorists appreciate that the new Whippets, with their

power, comfortable riding qualities and ease of control limited heretofore to much more expensive cars. Arrange with your nearest dealer to try out one of the models today.

WHIPPET FOUR COACH \$725, Coupe \$725, Coupe (with rumble seat) \$765, Sedan \$810, Roadster \$660, Roadster (with rumble seat) \$700, Touring \$595.

WHIPPET SIX COACH \$930, Coupe (with rumble seat) \$970, Sedan \$995, Touring \$795, De-Luxe Sport Roadster \$1150. All prices F.O.B. Factory, Taxes Extra.

Now...

A full line of Whippet Commercial Cars and Willys-Knight Trucks ranging in price from \$680 to \$3160, f.o.b. factory, taxes extra.

McLAINE SERVICE STATION

186 Grafton Street, Charlottetown
Corney Bros. P. J. Noy, Hunter River
Summerside H. H. Cox, Morrell
KING'S COUNTY GARAGE, Montague.

The Car Owner's Scrap Book

By G. W. Donald

Clutch Troubles

The usual remedy to stop one clutch slippage is fuller's earth, but it has been found that ordinary talcum powder will give just as satisfactory results. When the facing appears dry and shiny, an application of neatfoot oil, or castor oil, and allowed to remain over night, will soften it.

The cause of a dragging clutch may be too close an adjustment, or lack of lubrication of the thrust bearing. This thrust bearing at the rear of the clutch shaft and the throwout collar bearing should be kept thoroughly lubricated at all times. If through negligence these bearings are allowed to become worn to any extent, the clutch will not function properly.

If upon examination the clutch collar does not seem to be worn to any great extent but it still fails to free itself as it should, it is often caused by the full throw of the pedal not allowing a complete release of all the plates. But by inserting a washer on each driving stud it will usually overcome the trouble. The pedal should not be permitted to touch the floorboard, or slippage, due to the clutch not engaging fully, may result.

Slippage of a clutch which runs in oil may be overcome by adding kerosene to the oil. This, of course, does not apply to clutches which run in the engine oil.

The best way to test a clutch for slippage is to set the brakes and have the motor running at a moderate speed. Then allow the clutch to engage quickly. The motor should stall immediately.

A Soft Anvil

A soft anvil is a very useful device to have in any garage. The removal of parts often requires hammering and pounding which must be done on a soft surface. The top of the work bench is usually employed for this purpose, but this soon wears the bench to such a condition that it becomes unsightly.

A soft anvil that will answer all purposes of the car owner can be made very easily by following out a cast iron disc to form a cup that will hold lead. All of the hammering can then be done on this soft lead center. An old discarded fly-wheel, secured at any repair shop, will serve as a disc; but it should be cut down to some extent so as to reduce its weight and permit easy handling.

Starting Trouble

When a motor fails to start after being stopped for a short time, it is generally due to a rich carburetor mixture. Adjustment of the carburetor to obtain a better mixture will usually overcome the trouble. The float level may be too high, and the valve spring may be too heavy. Another thing is to examine the adjustment of the spark plug points. Whenever the spark gaps are excessive, starting becomes more difficult.

Care of the Springs

If the springs are well lubricated and then wrapped with tape, it will often prevent rusting, will retain the lubricant and keep out the dirt and grit of the road.

Steering Gear Troubles

The principal difficulties encountered with the steering gear are its tendency to stiffen up, producing hard steering, or the development of excessive backlash and rattles due to ordinary wear.

Hard steering and backlash are not always due to the steering gear itself, as there are several different points in the steering mechanism which may stiffen up or develop excessive wear.

Stiffness, when in the gear itself, is generally due to lack of lubrication, while continual service will eventually develop a certain amount of backlash, due to natural wear. By disconnecting the draglink will permit determining whether the trouble is actually in the steering column or in the steering connections. With the draglink removed, the gear should work rather freely. If the gear remains stiff, see whether or not it is properly lined up with the dash bracket and not cramped by being pulled out of line.

Oil Drum for the Garage

It is more convenient and economical for the car owner to buy his oil in five gallon cans, but it is sometimes inconvenient to pour out the oil as required from this large receptacle without wasting quite an amount of it. To overcome this, a wooden container can be made very easily to hold the can, from a few strips of wood, and then if this container is supported by wire or rope

from a roof beam of the garage, to form a cradle, the can can be tilted when desired, without any laborious lifting or the wasting of oil.

Leaky Tubes

When even a slow leak exists in an inner tube it will soon injure the tire. Running only a few miles on a tire that is underinflated will rob it of many extra miles of service. There are quite a number of causes for a leaky tube. Sometimes the valve plunger is worn or sticks, the lock-nut at the base of the valve stem may work loose, or running flat, even for a short distance, may honeycomb the inside of the tube with tiny holes through which the air will slowly but constantly escape.

The Overflow Pipe

When filling the radiator with water, always allow enough water to pass into it to bring the level over the end of the overflow pipe. Then observe closely, for if this pipe is clear, as it always should be, the fact will be indicated by the water passing through it. If the pipe is obstructed in any way, the water will of course overflow through the filler cap opening instead of through the vent pipe, and this should be attended to immediately.

Correct Point Adjustments

A general average for the various point adjustments on all electrical systems is .008 inch to .02 inch for the breaker points, and .03 inch for the spark plugs.

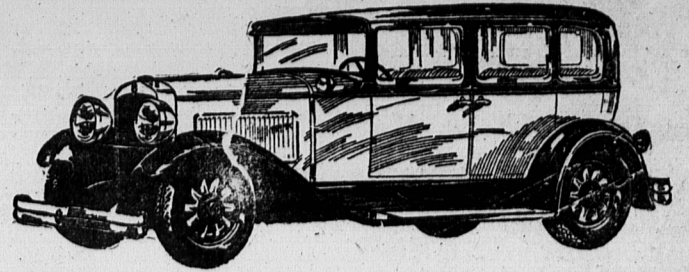
Overheating of the Battery

When the battery overheats it is an indication that the solution is low or that it charges too rapidly. Refill the battery with distilled water and also inspect the generator regulation. Overheating will cause buckled plates.

The Irish Free State plans to increase its expenditures on road improvement by \$225,000 a year.

NASH '400'

Leads the World in Motor Car Value



The Greatest Car in the \$1,350 Field COMPARISON PROVES IT!

NASH engineers have created the greatest motor car ever built in its field.

Its features prove it. Just examine all the outstanding costly-car attractions this car offers.

Its performance proves it. Drive it and experience the great flow of smooth power from its big, high-compression, 7-bearing motor, the lightning-like get-away, the world's easiest steering.

Its size proves it. Big, comfortable, and with extra head and leg room for all 5 passengers. Finished with the lux-

ury and tastefulness usually exclusive to expensive cars.

Its beauty proves it. For the "400" body design is the style leader—beautiful beyond comparison in its field.

Its equipment proves it. There's no extra charge for front and rear bumpers, Lovejoy hydraulic shock absorbers outboard mounted, spare tire lock and tire cover.

And its value proves it. Just compare the delivered, fully equipped prices of other cars with the low Nash delivered, fully equipped prices.

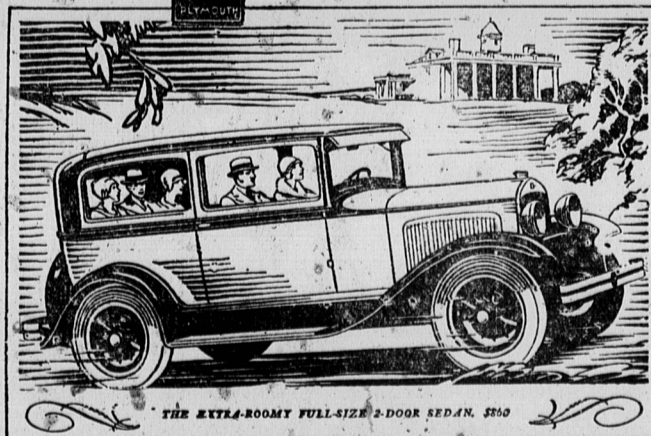
23 Nash "400" Models, including Touring, Roadster, Coupe, Cabriolet, Victoria and Sedan Models.

NASH MOTOR SALES
CHARLOTTETOWN AND SUMMER

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Plymouth has the stamp of Chrysler Quality — not the look of Low Price

FULL SIZE



YOU can be proud to own a Plymouth, the Chrysler Motors car in the lowest priced field:

\$820
and upwards
f. o. b. Windsor

—proud, because Plymouth is a full-size car, not a miniature—a comfortable car in which you and your family and friends can relax to the fullest, instead of feeling cramped and cramped;

—proud, because Plymouth has a distinctively Chrysler-like style and manner, a richness and dignity not to be found in other low-priced cars;

—proud, because Plymouth is so typically Chrysler in performance—so swift in traffic, so eager on hills, so competent in maintaining top speeds, hour upon hour, smoothly, quietly and without effort.

Plymouth is full-size and full-quality in every single particular.

In addition to its full-size body, its full-size chassis, its full-size modern engine, its full-size axles—Plymouth gives you the easy control of Chrysler full-size weatherproof internal-

The Plymouth—product of Chrysler engineering and craftsmanship—has been named because its endurance and strength, ruggedness and freedom from limitations so accurately typify that hard of British people who braved the Atlantic three hundred years ago in pursuit of new high ideals.

expanding four-wheel hydraulic brakes—the safest ever devised.

Yet for all its size, Plymouth is so perfectly balanced and so skillfully engineered that unsurpassed economy of operation and upkeep is assured.

For reasons of both pride and purse, the Plymouth is today's finest investment in the lowest-priced field—the one car of that field that reflects fine quality without even the suggestion of low price.

Coupe, \$820; Roadster (with rumble seat), \$870; 2-Door Sedan, \$860; Touring, \$870; De Luxe Coupe (with rumble seat), \$870; 4-Door Sedan, \$890. All prices f. o. b. Windsor, Ontario, including standard factory equipment (freight and taxes extra).

PLYMOUTH
CANADA'S LOWEST-PRICED FULL-SIZE CAR

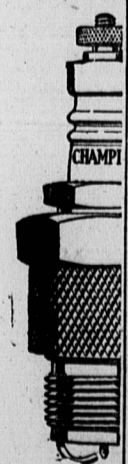
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Champion is recognized by every standard as the better spark plug, and has merited over a long period of years the proud privilege of outselling throughout the world. It is by virtue of perfectly plain and easily recognizable structural and operative superiorities which are readily apparent, that Champions excel and outsell wherever spark plugs are used.

The exclusive sillimanite insulator is the finest known to ceramic science, and remains unusually free from carbon and oily deposits.

Special analysis electrodes are practically impervious to pitting and burning, while positive, parallel, sparking services insure a fixed spark gap. Champion's exclusive two-piece, gas-tight construction is your assurance of the finest performance in today's high-compression engines.

There is a type and size Champion Spark Plug for every engine. Just one spark plug is right for your engine. Consult your dealer and he will recommend the plug which will exact from your motor the utmost in performance. Champion Spark Plug Co. of Canada, Limited, Windsor, Ontario.

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