



More Style  
More Beauty  
More Leg Room

More Head Room  
More Elbow Room  
More Advantages

### More Actual Money's Worth

You hear the word "value" proclaimed freely and loudly in automobile talk these days. Every motor car has value, to be sure—but it is value-plus-value that gives the lead to Whippet in money's worth and popularity.

In every major feature, one by one, or altogether, Whippet is several lengths in the lead when it comes to sound, satisfying value.

First, there is the supreme beauty of design that makes the new Whippet the style authority in its class. You are quick to admire the graceful lines, the longer bodies, the higher radiator and hood, the smart but harmonious colors, the one-piece full crown fenders.

Then, when you enter the car, you are gratified with its spacious,

#### "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.

tastefully appointed interior. The longer wheelbase gives several inches of added leg room. Seats are considerably wider and have form-fitting contours, assuring restful, comfortable positions for all passengers. Exceptionally wide doors afford easy entrance and exit.

Yet with all these improvements, the new Whippet's prices are amazingly low. An inspection and a demonstration will surprise you with how much fine car value you can buy for very little money.

#### Now...

a full line of Whippet Commercial Cars and Willys-Knight Trucks ranging in price from \$680 to \$3460, f.o.b. factory, taxes extra.

WHIPPET SIX COACH \$930; Sedan \$995; Coupe (with rumble seat) \$970; Touring \$795; De-Luxe Sport Roadster \$1150.  
WHIPPET FOUR COACH \$725; Coupe \$725; Coupe (with rumble seat) \$765; Sedan \$810; Roadster \$660; Roadster (with rumble seat) \$700; Touring \$595. All prices F.O.B. Factory, Toronto, Taxes Extra.

### The Car Owner's Scrap Book

By G. W. Donald

#### Water in the Crankcase

As soon as the hot weather arrives there is likely to be an accumulation of water in the crankcase due to condensation, and also leakage. This of course reduces the lubricating qualities of the oil. But as most of the water accumulates at the bottom of the crankcase it is not difficult to remove it. Merely draw off a canful at a time until all of it is eliminated.

But the method described above does not clean out the oil channels. This should be done in the following manner: Allow the motor to run for about fifteen seconds. This splashes out the oil. Now let the oil settle for a few minutes, then open the sump again and usually some more water will run out. This method applies to the splash system and not to the pressure system.

**Case Hardening**  
Case hardening of small parts can be done in pieces of pipe when they are packed in hardening compound. Should more than one piece be hardened, see that they do not touch each other, or touch the pipe. After packing properly in the pipe, seal the pipe securely with fire clay.

The hardening is then accomplished by heating the pipe to a bright red for several hours, followed by a plunge into water or oil, depending upon the degree of hardness required.

#### Bent Front Axle

There are a number of ways to straighten a bent front axle, but one method suggested is to secure two lengths of 4x4 joist, just long enough to reach from the upper side of the axle outside each spring plate to a cross timber of the garage roof. Now means of the jack to force the axle the point where it is bent, and enough pressure can be applied by means of the pack to force the axle back to its proper form.

#### Pre-Ignition

The definition of pre-ignition is ignition that takes place before dead center, or the point at which it is intended to occur. It is usually indicated by the engine knocking, or by the motor continuing to run after the switch is turned off. In the latter instance, either carbon on the piston or the cylinder head, or the metal forming the combustion chamber walls being red-hot, fires the charge and keeps the motor running.

#### Care of the Radiator

Cold water should not be poured into the cooling system too rapidly while the motor is very hot. It will strike the over-heated cylinders and there is a possibility that it might crack them, due to the rapid contraction which takes place when the cold water enters. Allow the motor to run slowly and pour in the cold water in a small stream.

#### A Necessary Inspection

It is very necessary to examine the front wheels carefully from time to time, particularly on the lighter types of cars that are equipped with ball bearings of the pressed steel cup and adjustable cone type. In bearings of this type the wear upon the cones is generally rapid because of the excess stresses produced at this point. The front axle should be placed on a jack and the wheels turned by hand in order to ascertain if they run freely.

The wheels can be tested by rock-

ing them up and down, as well as in and out. See if there is any play or lost motion to indicate wear of the bearings or poor adjustment.

The greatest of cars should be exercised in adjusting the cone to see that the wheel turns freely and yet is tight enough to eliminate any play between the wheel and the bearing. If the cones are adjusted too tightly the balls will be wedged in such a manner that they will soon cut into the race.

Examine the steering knuckles and see if the spindle bolts are in good condition. Inspect the various joints of the drag line and tie bar to find any lost motion at those points.

A good plan is to encase all of the small parts of the steering system in small leather bags packed with grease. This will afford sufficient lubrication, prevent dirt and grit from entering and eliminate much of the wear.

#### Taking the Bumps

There is only one proper way to take the hard bumps of a rough road, and that is to throw out the clutch and coast slowly over them. The careful car owner will think too much of his car to dash madly over bumps, ruts, and mud holes, and then expect no serious consequences.

#### Gasoline Strainer

The strainer in the gasoline tank should be cleaned regularly every month. For no matter how much care is taken, some dirt is constantly getting into the tank, and this dirt soon finds its way to the strainer. Of course this means that the strainer soon becomes clogged, shutting off the flow of fuel to the carburetor.

#### Yellow Soap

Ordinary yellow soap can be used to advantage in making an emergency repair on the gasoline line. But not do neglect having a permanent repair made as soon as convenient.

#### Mud Scraper

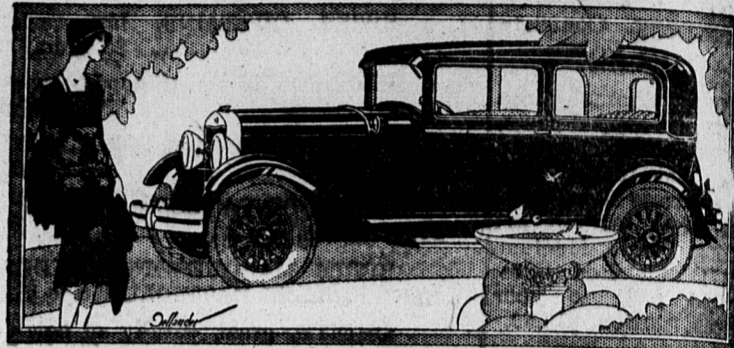
A suggested mud scraper for the running board is made by cutting two oval openings in line with the door. Cover these openings with pieces of sheet metal about one-eighth of an inch thick, to form the scraper. The openings are to allow the mud scrapings to fall to the ground instead of accumulating on the running board.

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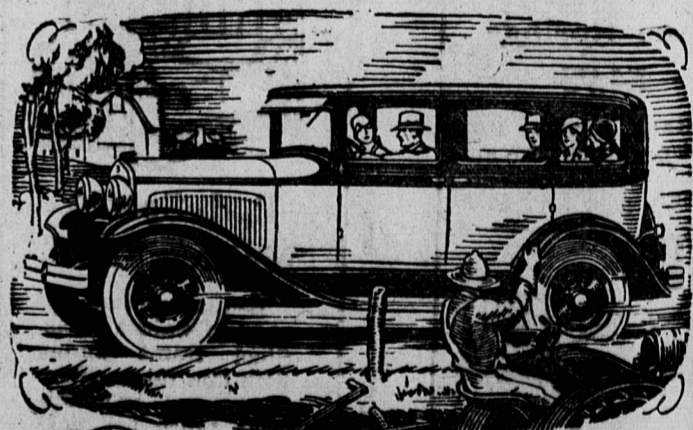
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Coupe, \$820; Roadster (with rumble seat), \$850; 2-Door Sedan, \$860; Touring, \$870; De Luxe Coupe (with rumble seat), \$870; 4-Door Sedan, \$890. All prices f. o. b. Windsor, Ontario, including standard factory equipment (freight and taxes extra).

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