



THE WEEK IN MOTOR CIRCLES — WITH TRADE AND OWNER —



STEVENS IN MARMON MAKES NEW TRANSCONTINENTAL RECORD RUN

New York Man Takes Car Across Continent in 5 Days, 15 Hours and Thirty Minutes—Lowers Record By Nearly Two Days—Trip Made With Relay of Drivers—No Mechanical Trouble Experienced in Long Trip Across the Continent

Five days, 15 hours and 30 minutes. The foregoing is the new transcontinental automobile record established when Sam B. Stevens of New York pulled up his Marmon six-cylinder car in front of the Chronicle building in San Francisco.

This transcontinental dash, which cuts close to two days from the present previous record of 7 days, 11 hours and 52 minutes, set some two months ago, was made by five amateur drivers and was done more for the sport of the thing than to test the Marmon car and the Goodrich Silvertown cord tires, with which it was equipped.

Stevens, a millionaire sportsman of Rome, N. Y., thought it would be interesting to take a run to the coast, and in a spirit of sportsmanship decided to annex the record. With four friends named Barber, Binz, Bieling and Creighton he started out for the transcontinental record.

The driving was done in relay fashion, two of the quintet driving the car for a certain distance and then turning it over to two others, who had reached this point by train. The drivers relieved would then journey to the next changing point by train and be fresh to take the wheel again. Despite this relay arrangement, Stevens drove the car some 1500 miles, of almost half of the entire distance between the Atlantic and Pacific coasts. Start Made in New York.

The start was made from New York City on Monday afternoon at 1:30 p. m., the car being officially checked out by the American Automobile Association, and the Marmon's engine was kept running continuously right across the continent.

The Lincoln highway was followed for the entire distance, and the record-breakers had everything in their favor until they reached Wyoming. Here, in Parley's Canyon, they encountered a terrific electrical storm that converted the roadway into a sea of mud and made the going difficult and dangerous.

Their schedule called for a five-day trip to the Pacific Coast and until

the storm they were well ahead of this schedule. In Utah the record-breakers regained a little of their lost time, but not enough to overcome entering Nevada at night, and here, in the Fallon Sink region, they were forced to slow up because of the deplorable condition of the highway.

Reaching the California line faster time was made and the run down the Sierra Mountains was negotiated at a good clip. From Sacramento the Yolo Basin cut-off was followed, and the record-breaking crew and car were met at Vallejo by H. B. Hector, Marmon distributor, and conveyed to San Francisco by special boat.

Three in Car Always
Three people traveled in the car at all times, two of the regular drivers and a friendly pilot picked up at the different points where the changes of drivers occurred.

One of the features of the record-breaking run was the fact that prior to the start the radiator cap, the springs, the exhaust manifold and practically all of the vital parts of the Marmon engine were sealed by the Three A officials and these seals were intact when the car arrived, showing that no mechanical trouble of any kind was experienced in the wild dash across the continent.

Praises Car and Tires
In telling of his record-breaking trip, Stevens was most enthusiastic over the performance of the Marmon car and its Goodrich Silvertown cord equipment. He said:

"I do not believe there is any other car made today that could have stood up under the steady pounding that we gave our Marmon and have it respond so perfectly. We gave it some mighty rough usage at all times, but it proved equal to the occasion. The runs is certainly a marked tribute to the engineers of the Marmon factory. The car was certainly not built for such a test, but it never faltered."

Regarding his Goodrich cord equipment, Stevens was equally warm in his praise. "The tires were put to a strain to which they are never subjected in average touring," says Ste-

SHAKE, SHAKE, SHAKE!

(The Lament of a Used-Car Owner)
(By C. Wiles Hallock.)

Shake, shake, shake,
All my stiff old bones—oh,
GEE!
How I wish that my tongue
might utter
The cusswords that rise in me!
O, 'tis well for the hot polloi
That it smites on the big lan-
daulet!
O, well for the plutocrat
That he buys a new boat every
day!
And the big twin six goes on
From the shop to the used-car
mill;
But oh, for the squeak of a worn
brake-band
And a gas-tank that won't
stand still!
Shake, shake, shake,
Till your bearings fall out, by
gee!
But a load of junk smeared with
paint that is red
N'er again will be wished on
me!

SIMPLEST DRIVING RULES WILL SAVE YOUR TIRES

Most people ignore the simplest precautions in driving, according to Harry Parker, branch manager of the Goodyear Tire and Rubber Co., and more than double the wear on their tires, and so are out more frequently than necessary the cost of a new set. Some of the driving faults and the troubles they cause lists as follows:
Jamming brakes hard down or starting suddenly puts unnecessary strains on the tire fabric.
Pulling hard instead of coasting over crushed stone drags holes into the tires.
Splanning or skidding burns rubber up and scrapes it off.
Oil and grease left on tires will rot them.
Avoidance of all these careless things will save 40 per cent of the normal cost of tires, according to Parker.

Stevens, yet they gave us practically no trouble, and it is due in a large measure to the resiliency of these Silvertown casings that we were able to maintain such a fast clip through the five days' journey.

When the car reached San Francisco it showed little effect of the hard run, the motor was shooting as perfectly as though the grind had been an average day's run.

BURMESE MAKE DEMANDS FOR MORE OVERLAND CARS

As evidence of the fact that the demand for their product is pretty much the same all over the world, the Willys-Overland Company of Toledo, Ohio, points to the ever-increasing number of orders received from their dealers abroad. Practically every mail brings requests from some of these far off points urging the factory to rush additional cars to them with all possible speed.

"The only complaint we have to make is that we cannot get cars fast enough over here to satisfy our customers," writes the Overland dealer in Rangoon, the largest city in Burma. "If we could get the cars we could dispose of them as rapidly as some of your big dealers in the states."

"Not long ago two of our salesmen sold 23 model 75 Overland cars in four days and the same two men followed this up by turning in orders for nine additional cars in one day. We have sold as high as 42 new cars in a month, which I believe established a record for this territory."

"If the good roads movement ever reaches this country we will be able to double and treble our sales in short order. The streets of Rangoon and a few of the nearby towns are not so bad for automobiles but as soon as you leave the town proper you are forced to pick your way over roads that are worse than any I have seen in other countries."

The Burmese favor the small, light Overland model 75 in preference to the larger and more expensive machines. The economical advantages of this smaller model appeal to them strongly and once we have demonstrated its ability to travel the so-called roads around Rangoon we have little trouble in closing the sale."

William Charles Wynn, fourth Baron Newborough, is dead at London.

HOW YOUR TIRES CAN BE EXTENDED FOR 2000 MILES

"Would you like to know how you could add 1000 to 2000 miles to the life of your tires?" said Walter Wise, manager of the Fisk Rubber Company branch, 1168 Broadway, New York.

"This can be done easily by devoting a little time in examining the rubber tread for small cuts. By the action of the tire, water and sand are sucked and pushed into the small cut and the tread becomes loose and separated from the fabric.

"Jack up the wheel so you can work on the tire when it is inflated; wash it with soap and water, revolve the wheel slowly towards you, examining the tread for cuts. Upon seeing what appears to be a cut, probe it with a knife blade and remove the small particles of glass, stones or whatever may still be imbedded in the rubber.

"The next step is to clean the cut thoroughly with gasoline. When you are sure all the dirt is out, work rubber cement into the cut with a small stick. Work around the tire, treating each cut in like manner. As a second coat of cement is needed, again fill the cut with cement. Open the can of Filla-cut or tread cut filler and take out a piece a little larger than you think will fill the hole. Knead this between the thumb and forefinger, being sure your fingers are clean. When this Filla-cut becomes plastic place it over the cut and work it in so that it completely fills the hole. Cut off any gum that may project from the hole.

"Fill all cuts in like manner and allow to stand over night. In the morning you will find that the gum has made a perfect union and the cuts are properly sealed. A piece of bi-

OBSERVE CLOSELY BATTERY CONDITION

"An over-heated battery is one of the worst things that can happen to a car owner, because it may incapacitate his entire electrical system. It is well, therefore, for tourists to observe closely the condition of their storage battery before starting on a tour, and to test it occasionally en route," says George Marshall of von Hamm-Young Company.

"Over heating may be caused by several things. Two of the most common causes are lack of water or over-charging from the generator.

"A battery kept full of pure distilled water is not nearly so apt to become over-heated as one in which the solution has been allowed to reach a level lower than the top of the plates. When these plates are exposed to the air, the oxidation which goes on bulges and warps them, causing short-circuits and considerable damage to the entire battery. This often results in the entire starting, lighting and ignition system being put out of condition.

"Before starting on a trip the generator should be adjusted to supply the battery with the proper amount of current at high speed, inasmuch as the driving is generally faster when touring. If the generator is not furnishing current properly it should not be experimented with, but examined by someone who is competent to make the proper adjustment. Only a thorough electrician should be given a job of this kind."

The Morgan Building Corp. at Albany, has increased its capital from \$1,000,000 to \$6,000,000.

cycle tape wound around the tire is used by some to hold the gum in the cut until it has had sufficient time to set."

ECONOMY IN OIL NOT REAL SAVING

**Studebaker Manager Asserts
Plenty of Lubrication
Conserves Cars**

"The car owner who takes pride in telling how he has covered 1000, 1500 or 2000 miles on a gallon of motor oil is practicing false economy," says an auto expert. "The great mileage record he boasts of per gallon of oil may sound impressive, but while such an owner is saving the price of several gallons of oil he is setting up a wear in the working parts of the motor which will eventually cost more to replace than any amount of oil that would have been used.

"Motor oil, no matter how good, loses its lubricating qualities after being in the motor a certain length of time, especially in hot weather. It disintegrates, leaving only a remnant of what was once good motor oil, and it has no value as far as lubrication is concerned.

"The wise owner will drain all the oil from the crank case of his car every 1000 miles of service, regardless of how much oil is still there at the time. He will then replace with good, fresh, clean oil. In doing this regularly he will prolong the life of his car indefinitely.

"If the owner will take care in adding fresh grease every 1500 miles—it is not necessary to replace the supply which is in the rear axle and transmission at the time—he will save many a dollar in the long run.

"Every dollar spent by the owner on proper lubrication saves ten dollars in other expenses."

AUTO ACCESSORIES




Serviceditorial:

There is hardly a single car made that can not be improved




in some way, made more convenient or actually made a higher class car by the addition of one or more of the many attachments that the genius of automobile engineers have brought out.




Before we consent to handle any accessory we have made a thorough investigation of its merits so that we can honestly recommend its use to our patrons.




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Tires and Automobile Accessories

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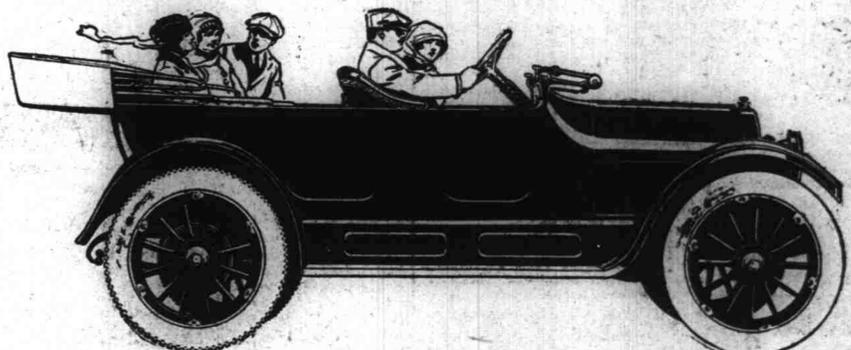
Model
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Electric Lights
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No Other Value Like It

This big five passenger Overland touring car is obtainable at a remarkably low price.

It has a highly efficient en bloc engine of the long stroke type which gives a wonderful flow of abundant power with the lowest possible fuel consumption.

Deeply upholstered seats and long springs give unusual riding ease. Yet the car is not cumbersome and costs little to run.

Electric starting and lighting facilitate driving. Electrical control buttons are conveniently located on the steering column.

It has every practical advantage and convenience.

No wonder that this popular-priced Overland is such a universal favorite.

There is no other value like it.

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We will gladly arrange a practical demonstration. Illustrated catalogue in colors on request.

Schuman Carriage Co., Ltd.

Agents Honolulu

The Willys-Overland Company, Toledo, Ohio, U. S. A.
Cable Address—Overlandis, Toledo (A. B. C. 5th: General, Western Union and Lieber Codes)