

**Rapid Starts Are Bad.**  
Stopping, and therefore starting, the car frequently on the starter discharges the battery rapidly. Your car in motion generates current for the battery when it is moving at a speed of 18 to 20 miles an hour. Give the car a good run to the country and back and you battery will have a lot of "pep." Thus a pleasant drive may save you from supposedly repair costs.

**Saturn Changes Color.**  
Recent observations of Saturn at the Lowell Observatory show a remarkable change in the color and brightness of the planet itself, which is now of a pinkish brown tint and strikingly darker than its rings. Comparisons of the stellar magnitude of the planet with Capella, Procyon, and Mars also show that its brightness is less than had been predicted.

**HINTS ON OVERHAULING AUTO FOR SUMMER USE**

The approach of real motoring weather should mean the speedy overhauling of all cars. Carbon may be found in many engines, and every trace should be removed before the season of long tours and runs is here.

Of course, here and there is an owner who has everything adjusted to a nicety and drives his car with its "sweet-running" engine for 3,000, 4,000 and even 8,000 miles without the necessity of taking off the cylinder head. Even though the necessity for carbon removal does not exist—that is to say, even though the carbon has not had a sufficiently negative effect on the operation of the engine to make its presence felt—it is a fact that its removal will go far toward making even a "sweet-running" engine run more "sweetly."

Of course, when alcohol or some other clean burning fuel takes the place of gasoline, at least one of the contributory causes of carbon formation will be eliminated, but far removed as the period seems or is even further removed is the time when lubricants of petroleum or like bases will be supplanted by lubricants of strictly non-carbon depositing qualities. The method to be followed in cleaning out the carbon will depend very much upon the amount and nature of the deposit, but however severe or otherwise the case, if it is an "at home" job, the use of kerosene oil as a means for loosening the deposit on the metal walls will be found effective.

Before the real onslaught is made it is a good plan to soak all the parts in kerosene for at least twenty-four hours. This will allow a complete penetration to take place.

In the piston ring grooves or slots will be found a good share of carbon. The rings should be removed and the slots attacked with emery cloth folded over a thin stick, care being exercised so that the metal will not be rubbed away in the process for then the rings will fit loosely and cause leakage. Be sure that the very last trace of abrasive is removed before the piston rings are assembled.

Of course, the rings should be similarly treated, for dirty rings are liable to stick and, stuck rings cause poor compression, overheating, an excess of oil in the combustion chamber and numerous other ills.

No matter whether or not a separate head is provided, it is best when the removal of carbon is undertaken to take down the cylinders so as to lay bare these two repositories for the products of the combustion of the lubricant.

**Motor Gossip**  
By "SI" Grogan.

The following automobile licenses were issued by the automobile license clerk of the District yesterday:

- 29470—Mrs. F. T. Frazier, 649 Lexington street northeast, King, 1915.
- 29471—J. E. Eyer, 1809 Lamont street, Chalmers, 1915.
- 29472—Oscar Baum, 2004 Fourteenth street northwest, Dodge, 1915.
- 29473—Jacob A. Fleming, 18 Second street northeast, Washington, 1912.
- 29474—Netherland Legation, Scripps, 1915.
- 29475—Raymond Eunis, 144 Adams street northwest, Ford, 1915.
- 29476—F. A. Frydell, 1225 C street southeast, King, 1915.
- 29477—Leslie R. Orndorff, 787 Harvard street northwest, Ford, 1915.
- 29478—W. E. Smith, 18 D street northwest, Ford, 1915.

- 29479—Alice K. Francis, 700 T street northwest, Paige, 1915.
- 29480—Harry S. Fisher, 1305 Tenth street northwest, Auburn, 1915.
- 29481—Carol K. Morrison, 1609 Michigan avenue, Overland, 1915.
- 29482—Frank K. Cogswell, 2506 Wisconsin avenue, Overland, 1914.
- 29483—A. H. Lawson, 2515 Thirteenth street northwest, King, 1915.
- 29484—Max Davidson, 43 U street northeast, Ford, 1915.
- 29485—L. S. Taylor, Belasco Theater, Kissel, 1915.
- 29486—C. C. Byrnes, 1015 L street northwest, EMPT, 1912.
- 29487—E. R. Humphrey, 1822 First street northwest, Ford, 1915.
- 29488—James C. Fisher, 1107 Pennsylvania avenue northwest, Ford, 1915.
- 29489—Dr. W. E. Hoofnagle, 512 Evans Building, Ford, 1915.
- 29490—Dr. E. Sotheron, 1221 I street northwest, Chandler, 1915.
- 29491—Robert E. Varty, 322 H street northwest, Overland, 1915.
- 29492—George Plummer, 1643 Thirteenth street northwest, Ford, 1915.

- 29493—Postoffice Department, White, 1915.
- 29494—Thomas Rust, 1410 L street northwest, Buick, 1915.
- 29495—James B. Henderson, District National Bank Building, Ford, 1911.
- 29496—J. H. Shippard, 1420 R street northwest, Chevrolet, 1914.
- 29497—J. W. Ross, 409 Elm street northwest, Chalmers, 1912.
- 29498—Elizabeth Vivian, 1015 East Capitol street, Apperson, 1915.
- 29499—Thompson Dairy, 2012 Eleventh street northwest, Ward, 1915.

heating and pre-ignition, etc. By flushing out the cooling system thoroughly at this time, you will start the summer right, and perhaps avoid expensive repairs, as well.

South America is short of coal.

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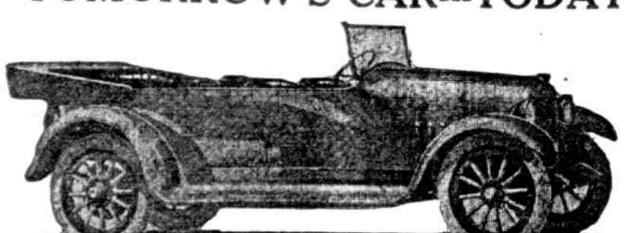
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But beware! Money is not time. Invest some of your time in life's saving bank in good clean healthful outdoor motoring. Think of the healthful benefit and pleasure you and your wife could derive from an investment of \$10.00 in a Saxon Runabout. The cost of maintenance is half that of a horse and wagon.

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- W. L. Gary & Co. .... 3111 14th St.