



MOTORS and MOTORING



The Sunday Motorist

An Abridged Magazine for Car Owners. Edited by WILLIAM ULLMAN

Every reckless automobile driver should carry enough insurance to enable his widow to capture a sensible man next time.

Repairs and Repairs.
One question which has a direct bearing on the large number of unsatisfactory repair jobs is: "How far does the average automobile mechanic motor in the course of a year?" A motorist who has had a long streak of bad luck with his car and whose luck with repairs is of the opinion that the average mechanic fails to diagnose car trouble accurately because he does not motor enough to appreciate thoroughly the annoyances which bring motorists to the repair shop.

An investigation of a typical small repair shop showed that of three mechanics employed one owned a Ford, another drove an old racing car, while the third only motored with friends. Each mechanic admitted that when motoring he did was mainly summer evening riding from the city to the pleasure parks in which case the car was of little consideration so long as it took them to their destination and brought them home.

When a mechanic has been doctoring sickly cars all day he isn't likely to spoil his evening's recreation looking for trouble around his own car. Thus he fails to develop that intimacy with his car which characterizes all conscientious motorists. When a car owner comes around with some strange trouble the mechanic cannot think back over his experience in an effort to find the answer, because his motoring experience is so very limited.

Because of this condition a motorist will often find more satisfaction dealing with his service station, assuming that it is up to date in other respects. The mechanics around a service station invariably pick up bargains of the particular make and thus come to know just what troubles customers are having with their cars. When you complain of some peculiar trouble with your car the mechanics are likely to recognize it as something they have frequently experienced themselves. They will diagnose the trouble without first charging you with time spent in experimenting.

At times we fear that the reckless motorist's contempt for the jay-walker is heartily reciprocated.

For Safety's Sake.
Has it ever occurred to you that tires can be made to be a source of safety or the reverse? Most motorists transfer their rear tires to the front when they become worn and weak. From the standpoint of economy the value of this scheme is not to be questioned, but as regards safety it is far better to run the weak tires on the rear wheels and reserve

the strongest set for the front. A blowout of a front tire may cause the car to swerve, with a variety of serious results. A rear tire blowout seldom has any serious after-effects.

The tread of tires should also be considered. Skidding is greatly minimized by using tires with treads rough enough to grip the road. When the rear tires have worn down it is best to use them for spares, buy new ones for the rear and leave the front ones where they are. This is not as economical a plan as shifting tires forward, but it's safer. And safety is usually worth paying for.

Where costs must be watched carefully (as is usually the case) a compromise between safety and economy can be effected by using chains on the rear wheels whenever the streets are wet and by keeping the speed of the car below bucket compared with the tires on the front wheels are not strong. A front tire blowout at this speed is not likely to be a source of danger, and the chains will take care of skidding.

Gasoline vs. Tires.
Now that tires are at rock-bottom prices, perhaps the item of gasoline will stand out more conspicuously in the expense accounts of car owners. The motoring public has always stood for the high cost of gas, but when it got right down to facts and figures the gasoline item looked like a drop in the bucket compared with tires and insurance. In fact, this point has been emphasized so often that the idea of forcing down the price of fuel by passing up the gas pumps now and again has never been seriously considered. But perhaps when motorists begin to check up for the year and find that their \$150 worth of cord tires lasted 12,000 miles and that the gas cost about \$300, they will begin to do something about the gasoline enigma.

The man who boasts of being able to drive with only one finger on the wheel is a candidate for a speedy journey on which steering will be satisfactorily attended to by an ambulance driver.

Misplaced Practice.
How many drivers who go earnestly through the procedure of touching their toes with their finger tips twenty times each morning before shaving ever think of taking the car on a side street and practicing how to drive it better? The musician spends hours doing scales and runs of finger exercises. The golfer swings the clubs every evening, regularly breaking a case of champagne, which he cheerfully pays for himself. But the motorist does all his practicing on the audience.

It is as though the pianist had to study out a chord while his bored audience grew restless. It is as though the golf champion asked permission to try a little putting before proceeding with the match. The motorist drives right down to Main street and then starts practicing, tying up traffic in general, jeopardizing

GOOD FISHING GROUNDS NEAR WASHINGTON



Those who desire to motor to nearby places for fishing might try Kopel's Point. The road, with the exception of the last four miles, is macadam and concrete. The last stretch is good dirt, which is being put in excellent condition.

WATCH FOR SNAKY-WHEELS.
How often have you seen cars with zigzagging wheels. Snaky wheels, as this condition is called by Miller tire service men, are often not noticed by the driver because the steering apparatus takes up the play. Caused by loosened wheel bearings, as well as by steering knuckles and pinions, the wheels slip back and forth over rough streets, quickly ruining the tires.

Tire treads here show uneven places on the surface, wearing away as though the rubber were soft. Under-inflation under these conditions aggravates the trouble. The remedy is to have the axle set firmly and the bushings snugly adjusted.

BANKHEAD HIGHWAY MAY BE EXTENDED TO MEXICO

Proposed Route Linking Washington and Mexico City Soon to Be Surveyed.

BIRMINGHAM, Ala., July 7 (Special)—J. A. Rountree, director general of the Bankhead National Highway Association, has just returned from Richmond, where he attended a meeting of the executive committee of the board of directors. Reports were read from state and county highway officials, showing that over 50 per cent of the Bankhead highway from Washington, D. C., to San Diego, Calif., a distance of 3,600 miles, has been built, or has been contracted for, and is in course of construction.

An invitation has been extended by the Mexican government to extend the highway from Laredo, Tex., to Mexico City. It was agreed that a pathfinding commission composed of Benne-

han Cameron, president of the association; Mr. Rountree and W. D. Caldwell of the executive committee, accompanied by engineers, the president and secretary of the Texas-Mexico division and their guests, will leave Laredo November 18 to inspect the proposed route to Mexico City. When this route is accepted and adopted it will form the only international highway connecting Mexico and Washington.

CARS AID SALESMEN.
"We have demonstrated that each salesman's sales increase from 40 per cent to 100 per cent as soon as he begins to operate a motor car," writes E. D. Voorhis, general sales manager of the H. O. Lee Mercantile Company, in a recent issue of System. "This is because he makes from six to eight towns a day where he formerly made from one to four, and it gives him the additional advantage of being

able to carry along with him a quantity of advertising matter which he can place to the best advantage at strategic points."

MOTORS IN SHANGHAI.

Motor vehicles in Shanghai number 2,500, more than three times the total of horses, according to the Shanghai Sunday Times. Coolie-drawn rickshaws, however, are the most popular type of equipage, totalling 16,000.

The Home of Minute Service



Try It When You Buy Gas!

L St. at 17th

L St. at 17th

What's Inside Your Gas Tank?

Do you know there may be an accumulation of dirt, water and impurities that is cutting down the efficiency of your motor because you have bought gasoline, one place or another, without thought of the consequences of careless handling.

Maybe you are blaming the motor for faulty performance, when it is not the motor's fault, or perhaps you do not even realize that the efficiency of your car and your gas mileage is being cut down.

Triple Filtered Gasoline

Free from Dirt, Water or Impurities

The gasoline you buy at this time-saving, convenient and superior station is triple filtered by a special process, making it impossible for dirt, water or other impurities to get into the gasoline.

Let us drain your gas tank, clean it out, and put a fresh supply of clean, pure gasoline that will give you the limit in mileage. Motorists who are taking long trips will find this service especially necessary, and in many cases it will save them time, trouble and worry on their trips.

100% pure gasoline, served from our visible measure pumps, quickly, courteously, is sold at regular prices.

The Washington Accessories Co.

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Announcing the New 6-CYLINDER STEARNS-KNIGHT

THE first company in America to adopt the famous Knight Sleeve-Valve Motor was The F. B. Stearns Company. From the first day of production of the 4-CYLINDER Stearns-Knight Motor Cars the Stearns factories working at full capacity have never been able to keep up with the demand for its product. And since these circumstances have been brought about by the great popularity of the 4-CYLINDER Stearns-Knight, undoubtedly History will repeat itself in the case of Stearns' latest achievement

the 6-CYLINDER Stearns-Knight Engine

This new Stearns-Knight motor is so far advanced and possesses so many outstanding advantages over all other types of motor car power plants that comparison seems futile. Of all these advantages, one is paramount. It is this: the engine operates entirely free from periodic vibration. Of what other engine in all the history of motor car construction can this be said? There is not space to mention the other remarkable advantages of this wonderful new motor. You'll want to know about this "no vibration" achievement as well as the other big features of this new Stearns-Knight Motor. Come to our show-rooms today. Look at the new engine. Have it explained. Ride in the new car. Learn what freedom from periodic vibration means in riding comfort and in motoring satisfaction. Just remember—a revelation is in store for you.

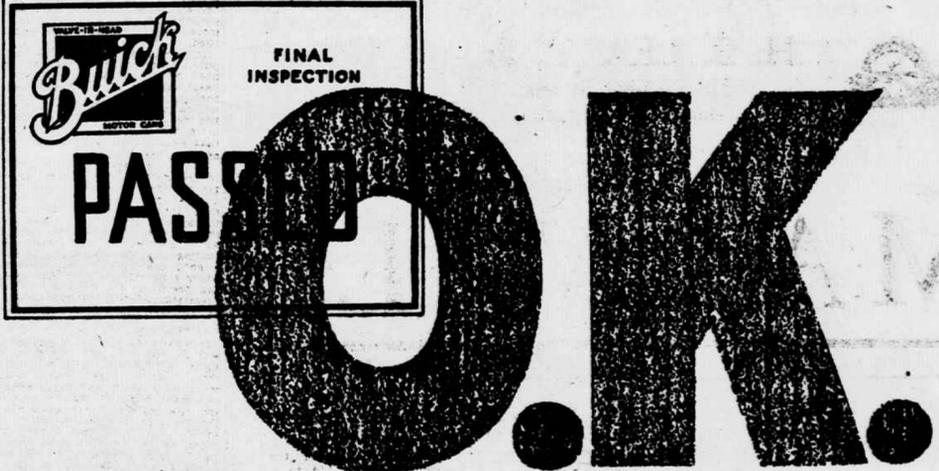
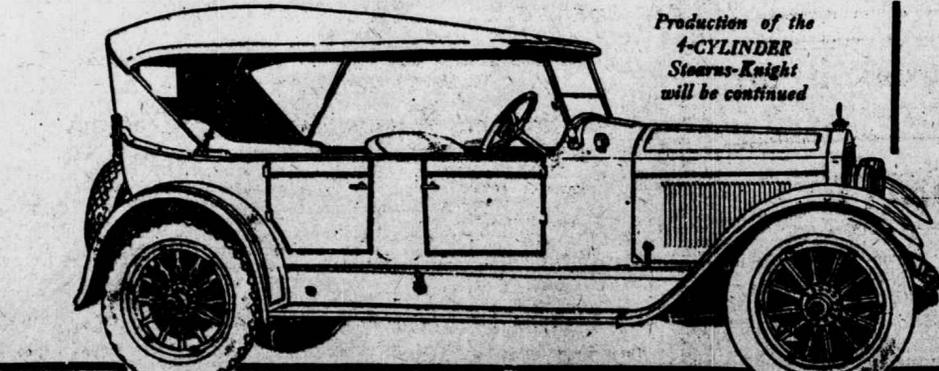


- Extract from a letter to the president of The F. B. Stearns Company from the inventor of the famous Knight Sleeve-Valve Engine after a recent visit of inspection to the factory:
- May 24, 1922.
- "I am still thinking of that beautiful six of yours. The engine dimensions please me awfully well—the length of the connecting rods, the position of the pistons, the shape of the legs on the sleeves, and the fine workmanship which makes the motor tick like a watch, and, most of all, I like the proportions about the best of any engine I have ever seen."
- "With kind regards,
(Signed) "C. F. KNIGHT."
- Roadster or 4 or 5 pass. \$2700.00
 - Touring 2850.00
 - 7 passenger Touring 3350.00
 - Coupe 3500.00
 - Coupe Brougham 3700.00
 - Sedan
- f. o. b. Cleveland

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Production of the 4-CYLINDER Stearns-Knight will be continued



THE "OK" label on each Buick car which leaves the factory has a world of meaning. It is a diploma of excellence. It stands for countless inspections beginning with the raw materials as they enter the factory, on through each step in the building of the car, and ending in the final searching scrutiny which determines whether the car is worthy to go out under the Buick nameplate.

When a Buick car is marked "OK" it is truly so in every sense. Sweeping recognition of this fact by the public has made Buick the Standard of Comparison.

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