

Caring for One's Own Car

By "GEARS."

"Gears" is a mechanical engineer who drives and cares for his own car. He will discuss your problems in this column weekly. Inclose self-addressed, stamped envelope for answer to questions not of general interest.

HOW TO GET OUT OF SAND.

Very few motorists are able to extricate the car when stuck in sand without resorting to the rope. When unable to obtain traction in the rear continue to apply the power to the wheels as it only results in the wheels bedding in. A simple method and one not generally known is to let the air out of the rear tires. This will afford the required traction, as the width of the shoes is greatly increased. It is much easier to inflate tires than to dig and use boards, rails, etc. If the power be applied gradually the tires will not be injured.

WHY TRANSMISSION GEARS CLASH

Some drivers are unable to change gears without a grinding or clashing noise and invariably the operator is blamed for the fault. The clashing of gears is due to the clutch continuing to spin after it is disengaged, and for the benefit of those not familiar with the gearset it is explained that when the clutch continues to rotate it revolves the constant mesh gears of the transmission, making it difficult to mesh the gears of the next higher or lower gear. The clutch naturally spins when released, but a properly designed clutch will allow it to stop so that a change of gears may be made easily. The majority of clutches giving trouble will be found to have worn clutch shaft bearings or bushings, allowing the shaft member to drop down and make contact with the flywheel when the clutch is fully disengaged. When trouble is experienced in changing gears, remove the floorboards and with the motor running disengage the clutch and note if the clutch continues to spin. If so examine the bearing for play. The remedy is to fit a new bearing or to rebush it or to make and fit a clutch stop.

PROTECTING SPARK PLUGS.

Spark plugs should not be carried in the tool box unless the points are protected, as the gap may be decreased by contact with some tool. A simple method for protecting the points is to cut off an inch from an old garden hose and screw the threaded end of the plug in. The porcelain end may be protected in a similar manner.

PRESERVING FINISH OF CAR.

Owners of new cars or machines re-

NEW YORK PLAYERS WILL "BAT 'EM OUT"

First to Hit Big Sign 394 Feet From Home Plate Will Receive New Car.

When the curtain was raised on the 1915 National League season on Wednesday at the Polo Grounds, New York, ball fans and players were treated to a new one. Out in left field there flared a forty-foot sign proclaiming that the first New York player who hits it with a fly ball is to be presented with a new Overland car.

The Overland dealer in the metropolis is the man who hit on this plan to stimulate the New York players in their "swatfests." "Hit 'er out!" will be changed from now on to "Hit that steak kid!" by the rosters.

The distance of the big sign from the home plate is 394 feet, and there is every likelihood of one of New York's big hitters pulling down the Overland car which is offered.

Buyers of Auburn Cars

Auburn cars have been delivered to the following purchasers: W. E. Richardson, six-40 touring; Charles Dietz, Jr., six-40 touring; R. E. Joyce, four-36; N. R. Robinson, four-36; and P. D. Holmes, four-36.

THIS WILL SOLVE STORAGE PROBLEM

Cabinet is Easily Constructed, and Necessary Material is Inexpensive.

By C. P. SHATTUCK, M. E.

The practice of garaging the car on the premises or hiring space in a private building is becoming more popular with motorists, as it affords an opportunity to accomplish work not always permitted in the public garage.

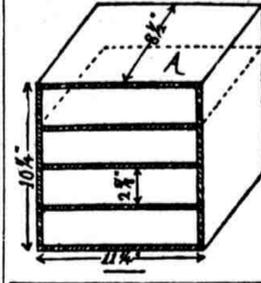
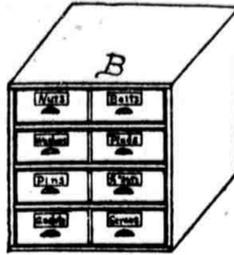
The owner of the private garage uses more or less small material, such as cotter pins, lock washers, nuts, bolts, etc., and convenient storing of these supplies is a problem where the space is limited.

The cabinet shown in the accompanying illustration will solve the storage problem, is easily constructed, and the necessary material is inexpensive. Secure eight empty 600 cigar boxes which any dealer will be glad to give away, remove the covers and plane the ends flush with the sides. The material for the sides, top, bottom, and the partitions can be purchased or old packing boxes employed. If a nice job be desired it is best to purchase whitewood as it will take a nice finish.

How To Make It.

Before cutting the material, ascertain the dimensions of the boxes. Those illustrated are 2 1/2 inches high, 5 1/2 wide and 8 1/2 long. The width of the cabinet is obtained by adding the width of two boxes, which in the sketch is 11 1/2 inches, and a slight allowance should be made

Handy Cabinet For Garage Use



for the fit. The height of the end pieces of the cabinet is secured by adding 1/4 inch for the fit of the boxes and 1/8 inch for the partition, to the height of the box.

A simpler method is to cut the ma-

terial for the partitions and place the unplanned boxes between them in nests. Measurements may then be taken for the sides, top, and end. By using a spirit level and a square and arranging the partitions one at a time the sides and ends can be easily marked off. The proper size nails to use will depend upon the material employed.

Can Utilize Packing Box.

It may be possible to utilize a packing box by making slight alterations and adding partitions. Upon completing the work give it one or two coats of shellac or varnish to keep out moisture.

The type of handles to be attached to the boxes is optional. Good, serviceable handles can be purchased for a few cents the dozen, and the labels can be printed or written. The cabinet can be located as desired and being small will not occupy much room. It can be made to accommodate as many boxes as required, and by making it slightly deeper a door can be swung and a lock fitted. The writer uses two of these cabinets and employs one fitted with a lock to store small and valuable tools. The amount of material required can be easily figured after deciding upon the number of boxes to be used and their dimensions.

Mechanical Expert

Purchases a Reo Six

The Smith-Trew Company announce that a Reo Six was demonstrated and sold this week to William M. Britton, electrical and mechanical engineer of Washington. The Trew Brothers who make up the Smith-Trew Company, are pleased at this stamp of approval.

Speaking of this sale, they said: "Purchases of this kind are no more valued by us than the sale to a man who does not know a spark plug from a set screw except as it reminds us that we have a product that can win the approval of a mechanical expert. In fact there is more satisfaction in selling a Reo to the man who is not safeguarded by his technical knowledge for we know that we are protecting him in the surest possible way. Our season has been simply great. We really cannot get enough cars to

satisfy the demand. Think then of what a satisfaction it is to know that every purchaser is going to be delighted with his car in actual every day service."

GRANT! GRANT! GRANT!
GRANT!
\$820 Washington
"SIXES" vs. "FOURS"

Events move swiftly in the motor world. There's no standing still. The maker who fails to progress—who sticks to old models—must go backward.

Ride once in the New Grant "Six" and you'll never be content to go back to any "four." For no four can ride easy, live as long or live as cheaply.

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Great Bargains in USED AUTOMOBILES

You can buy a car of any make or size, in absolutely good running order, at a small fraction of original cost. We have sold tens of thousands of automobiles to pleased buyers all over the United States. Our guarantee backs every car.

1915 Brand-New Roadsters, \$1500 Cars at \$800—Fully Equipped

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| 1915 Chevrolet Touring, run a few hundred miles. | 1914 Cadillac Touring, all standard equipment and a very good car. \$900. |
| 1915 Haynes Little Six Touring, one-man top, regular factory equipment. | Overland Touring cars, all standard equipment, overhauled and repainted, \$390 to \$550. |
| 1915 6-cylinder Buick, all factory equipment, run very little; owner will sacrifice. | Chalmers Touring car, equipped in good shape. |
| 1915 Mercer Roadster, snappy car. | Krit Touring car, with all equipment, big sacrifice. |
| 1915 Little Six Chalmers, elegantly equipped, used a little. | 1914 Oakland Touring car, a number of extras, \$700. |
| 1914 Buick Roadster, electrically equipped, 15 H. P., \$500. | 1913-12-11 Krit Runabouts, all equipped with top, glass front, overhauled and repainted, \$235 and up. |
| 1913 Pierce-Arrow Limousine, a big bargain. | 1913-12-11 Oakland Runabouts, \$200 and up. |
| 1915-14 Maxwell Roadsters, equipped, \$200 to \$400. | 1913 Royal Underwains Roadster, car that has been run very little, snappy affair, \$775. |
| 1914 Kissel Touring car, with electrical equipment, starter, 15 H. P., Stoddard-Dayton Touring, equipped, \$575. | 1913-12-11 Studebaker Touring cars equipped with top, glass front, overhauled and repainted, \$190 to \$275. |
| 1914 Overland Touring, run very little, \$675. | 1913 Buick Touring, in elegant shape, \$350. |
| 1914 Lester 4-cylinder, big bargain, \$500. | Buick Touring car equipped with top, glass front, first-class running order, \$250. |
| 1914 Overland Roadster, top, glass front, \$575. | 1913 Marlon Touring car, overhauled and repainted, in very good condition, \$400. |
| 1914 Cole Roadster, elegant running order, \$375. | 1913 Oakland Touring car, equipped with top, glass front, overhauled and repainted, \$190. |
| 1913 Hudson 4-cylinder Touring, overhauled and repainted. | 1913 Oldsmobile Touring car, very good shape, \$400. |
| 1913 Buick 40 Touring, very nicely equipped; owner will sacrifice. | Mora Roadster, equipped with top, glass front, \$175. |
| 6-cylinder Hudson Touring car, 7 passenger. | 1913 Locomobile Limousine, overhauled and repainted, very good order; owner will sacrifice. |
| 1914 Studebaker Six, all factory equipment, \$550. | |
| 1913-14-13-12 Ford Touring cars, all equipped, \$225 and up. | |
| 1913 Locomobile Touring, overhauled and repainted, \$500. | |
| Metallurgic Touring car, in very good running order, fully equipped; owner wants offer. | |
| 1914 Locomobile Touring, equipped, starter, \$675. | |

AND HUNDREDS OF OTHER TOURING CARS AND ROADSTERS FROM \$150 UP

GORSON'S AUTOMOBILE EXCHANGE
238-40 North Broad Street
PHILADELPHIA, PA.

Send for Free Bargain Bulletin
LARGEST DEALERS IN USED AUTOS IN THE U. S. A.

\$5,000 in CASH PRIZES PAID TO 208 Prize Winning Chauffeurs

who Average 7,722 Miles In The Second Annual Ajax Tire Mileage Contest

First Fifteen Prize Winners

ENTRANT AND CITY	PRIZE	CAR AND OWNER	MILES
1. Garth C. Jensen, Stevens Pt., Wis.	\$500	Cadillac, John N. Welsby	21,985
2. Frank Gray, Chicago, Ill.	300	Peerless, Carl N. Gottfried	21,483
3. Alfred C. Smith, Springfield, Mass.	200	Cadillac, Oliver Smith, Livery	21,039
4. Laurence Ross, Ticonderoga, N. Y.	100	Maxwell, William Henry	20,910
5. E. C. Bode, St. Louis, Mo.	100	Packard, A. H. Bode, Livery	20,075
6. Albert Nathan, New York City	100	Stoddard, P. L. Young	18,942
7. H. W. Bode, St. Louis, Mo.	100	Packard, A. H. Bode, Livery	18,466
8. Herman W. Bushey, Brockton, Mass.	100	Lenox, Francis E. Shaw	18,190
9. Anthony B. Silva, Haverhill, Mass.	50	Simplex, Chas. W. Eaton	18,148
10. L. LaFontaine, Brooklyn, N. Y.	50	Stevens-Duryea, Wm. D. Hoxie	17,452
11. R. L. McNeal, Ticonderoga, N. Y.	50	Stevens-Duryea, James C. Leach	16,662
12. Merrill W. Garber, Fitchburg, Mass.	50	Packard, Douglas Crocker	16,617
13. Chas. W. Lewis, New York City	50	Rensult, Donald McAleenan	16,461
14. Harry Coghlan, Jr., Brooklyn, N. Y.	50	Ford Coupe, Mrs. Anne Coghlan	16,384
15. S. Lichtenstein, New York City	50	Simplex, Harris L. Rosenthal	16,071

30 Capital Prize Winners Average 16,509 Miles

Space does not permit listing of each of the 208 winners. The mileage records have been canvassed and prizes awarded by the judges.

To the many employed chauffeurs who entered this second Ajax Tire Mileage Contest, and thus helped to make it successful, we extend our appreciation.

Contest Renewed

Third annual renewal of the Ajax Tire Mileage Contest for employed chauffeurs is announced.

AJAX TIRES
Guaranteed
in writing
5000 Miles

178 Minor Prize Winners Average 6,241 Miles

\$5000.00 in prizes will be given in 208 awards. In event of ties, a prize identical with that tied for will be awarded each tying contestant. The contest is limited to employed car drivers who achieve the greatest mileage from Ajax tires beyond 5000 miles, previous to March 31st, 1916.

Ajax dealers will supply entry blanks and all detailed information, or same will be sent upon request to the company direct.

ENTER NOW! It may be your good fortune to win an important prize, while conserving the interests of your employer.

AJAX-GRIEB RUBBER COMPANY, INC.
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Branches in 18 Leading Cities
AJAX TIRES Are Sold in Washington By
COLUMBIA VEHICLE COMPANY, 916 New York Avenue, N. W.
Factories: Trenton, N. J.



To Buyers of Sixes

- We urge you to examine *all* the Sixes.
- This is the easiest way to sell you an Overland.
- Price considered, the Overland Six is superior at every point. It has
- better looks — more graceful lines
- the longest wheel base
- the most up-to-date 45 horsepower en bloc motor
- it gives the most flexible performance
- it rides the smoothest
- it more comfortably seats seven adults
- it has high tension magneto ignition
- it has the finest bright French finish, long grained hand-buffed leather upholstery.

For these practical advantages *alone* you should get an Overland Six in preference to any other.

Order yours now.
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The Willys-Overland Company, Toledo, Ohio
Other models \$795 to \$1600. All prices f. o. b. Toledo.

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