

# Premier

The Aluminum Six with Magnetic Gear Shift

If a woman ever operates Premier's push-button gear shift she will never consent to operate the old fashioned, hand gear shifted car again. Premier's push-button gear shift robs the gasoline car of its most objectionable feature.

Ungerer Motor Co.,  
1136 Conn. Ave. Phone N. 621



Premier seven-passenger touring car, \$2285  
Premier four-passenger roadster, \$2285

F. O. B. Factory

# OLYMPIAN

A car whose work is as good as its promise. Low gasoline expense is a natural characteristic of a powerful engine. See the Olympian and ride in it. Nothing is quite so convincing of its merit.

\$965  
F. O. B. Factory.

William D. Brown Motor Co.  
Eighteenth and Connecticut Ave.  
North 2094. Open Until 9:00 P. M.

## HENDERSON WINS CHICAGO CLASSIC IN NEW ROAMER

In one of the most exciting contests ever staged on the big Chicago speedway, Pete Henderson last Saturday won the fifty miles classic open event from a fast field, in the Roamer. The Roamer was a dark horse from the start and all of Chicago is bustling with gossip about the car's work. Tom Alley, as in the two previous events, took the lead at the start of the fifty mile speed, but at sixteen miles, Henderson took it away from him and the field was completely changed. Alley going into third place, with Milton second and Mulford fourth. So grueling was the pace that the field had narrowed at the twentieth mile to just these four, all other starters being eliminated because of mechanical troubles developed by the terrific pace this quartet had set.

Henderson Keeps Lead. At the twenty-fifth mile Henderson was leading in the Roamer, Mulford in the Frontac was second, Milton in the Dusenbergs was third, and Alley in the Pan-American was fourth. At thirty miles, Henderson had increased his speed to 100 miles per hour. The quartet went into the eighteenth lap closely bunched and difficulties rose at the first turn. Milton crashed into Mulford's Frontac, his car swerved and Alley crashed into Milton's Dusenbergs, but no serious damage was done to either. The cars, however, suffered. And the race became a bitter duel between Henderson and Mulford, and these two drivers drove at a pace never before seen in Chicago. Henderson's Roamer nosed out the Frontac in the astounding time of 27:22.1, at an average speed of 109.62 miles per hour, a new track record for the distance.

TRUCKS FOR TRAINS. Inability on the part of express companies to handle army supplies between New York, Wrightstown, N. J., and Admiral, Md., may result in the United States quartermaster's department using the army motor trucks in transporting the supplies to the New Jersey and Maryland cantonments, according to information received at the Philadelphia arsenal, says the Power Wagon.

The quartermaster's reserve corps in Philadelphia, it is said, will be asked to supply part of the service. Delays in the shipment of army blankets by New York contractors, who claim that since August 31 the transportation companies have refused to receive the shipments, are among the reasons for the delay in ordering the concentration of the Pennsylvania troops at Camp Hancock, Ga. The quartermaster's service will be put in operation at once unless the transportation companies can make satisfactory arrangements.

GERMANY'S WAR TRUCKS. At the outbreak of the war the German army, according to an article in the Power Wagon, possessed the following motor vehicle equipment: 29,087 motor cars of from eight to ten horsepower, 22,501 of from twenty to forty horsepower, and 2,104 above forty horsepower; 24,112 motor trucks of from sixteen to forty horsepower, and 11,614 of more than forty horsepower; and 20,335 motorcycles. This gave the army 89,420 machines exclusive of the cycles.

## Peerless With Striking Victoria Top



This Peerless owns what is probably the handsomest victoria top in Washington. Jim Trew, the proud person at the wheel, had not long to enjoy his pride, however. Twenty minutes after this picture was taken, Harry Moses saw it and all was over as the writers say, except the signature on the dotted line.



George W. Rundlett, former representative for several of the big tire builders in this territory, has opened an establishment of his own at 1356 Fourteenth street. The place will be known as the Service Tire Company and will specialize in tires, their vulcanizing and repair. Every feature of value to motor car owners will become part of the service plan. Rundlett has equipped a service car with all conceivable utility equipment for first-aid work to motorists stalled on the road. Among other innovations he has incorporated in this car is an air tank for dispatch in helping tire troubled motorists to continue on their way. Day and night this tire-trouble car is at the command of the needy. A full line of essential accessories have been installed at the store. E. J. Mudd, for several years in charge of the service department of the Potomac Motor Car Company, has opened a garage and service station at the Lafayette Garage, 1623 L street. J. F. Collins has joined the sales force of the Henderson Motor Car Company. Harry Adams has just completed his book, "Fixing the Dice." The book is the story of an ex-gambler, and is replete with thrills from cover to cover. John Himes of the Goodyear Company, has returned from a belated vacation. Himes postponed his vacation from July because the weather was too hot. But old Indian summer died in the stretch, so John got out the heavies and went anyway. F. W. Stoler, head of the Neolin division of the Goodyear Company, was in Washington on Thursday. Stoler stated that the demand for the new shoe-treads exceeds even the fondest ambitions of its makers and that the day of the leather sole and heel is done. W. Jazz Rutherford, the talent of Motor Row, is much perturbed over the report that musical instrument strings will rise in price. Rutherford's concert mandolin has twelve strings. E. J. Deuth, head of the Wandeyne Company, was in town for several days this week. Deuth has a number of radical ideas on body construction, which some of the Murray models will disclose as soon as the factory is able to deliver them. Deuth is planning to make Washington his home and will shortly become a familiar figure in the Connecticut avenue sector. In his spare moments he supervises the manufacture of nitrogen, tungsten and carbon electric lamps. His is the largest single factory of its kind in America, whose production is more than a million lamps a week. Gordon's Tire and Auto Supply House has just been opened at 3403 M street northwest. The firm will do both wholesale and retail tire and accessory business. W. B. Kraft will be sales manager and N. Gordon is the head of the concern. Doc Firestone Haas was in the other day. He is spending his nights trying to figure out a proper, lingering sort of punishment for pedestrians who cross busy thoroughfares between intersecting streets. Few who meet the Doc every day know that he is one of the best read men in Washington. Besides being an authority on tires, Haas is a litterateur extraordinary, his reading covering a period from Homer to Amy Lowell, from St. Paul to Irvie Cobb. Charlie House, formerly associated with the writer on the Times, is now Corporal House, of the District of Columbia Troop B. Charlie writes that the troop has been changed from cavalry to field artillery, but that he'd rather curdy a horse any time. Leon Hurley, of the Hurley Motor Company, would like a large, plump railroad official to kill. Hurley has had upward of a hundred and fifty inquiries to see the new Nash Six, but the car has not yet gotten here. He is comforted, however, by the fact that its arrival will be followed shortly by regular deliveries. Dick Selby is keeping the wires hot to the using point with telegrams for his closed cars. The new Paige models are due shortly, however, when The Times will print a description of their features and refinements. The Trew Brothers are going in for elation with a capital E. Rumors of an embargo on all automobile shipments have no terrors for them. Twenty-nine Peerless and Reo cars are already in transit, and, despite any embargo which might be placed on Washington freight and express, will have to be delivered here. J. A. Sanner is at Akron this week. Sanner is visiting with the Portage Tire Company, there to see that his carloads of tires, including the new Portage cord, are shipped promptly. The ill-born rumors circulated regarding the Northern Auto Service Company retiring from business, occasioned by the removal of its service department from its former home

at Pierce street, were effectually killed yesterday with the announcement of Joseph Hallbron, head of the firm. Hallbron stated that the removal of the service department was due largely to his desire to locate it in better quarters, secured at 215-217 L street northwest. Hank Ward is going in for walking. Topping habit, you know. Each evening he walks part of the way home. Needs the exercise, he says. Helps keep him down to weight, whatever that is. Young Bill—on his insistence—Ullman, the brilliant editor of American Motorist, is doing the best work of his career in connection with the Washington-Richmond highway. Bill has promised us that next spring will see the opening of a real highway between this city and Virginia's capital. And a tiger! The Hood Tire Company's branch in Washington is that no longer. November first it becomes one of the biggest distributing centers in the country, according to J. W. Hefton, general manager in this territory. Beginning next Thursday, Hefton will supervise from the Washington office, saleswork in Maryland, Virginia, District of Columbia, West Virginia, Pennsylvania, and part of Indiana. George Brown, automobile editor of the Herald, is ill. Brown was suddenly stricken with acute appendicitis on Tuesday, and was removed to the hospital on Wednesday. According to best information he was doing well after the operation. He is highly thought of among the dealers, and if this expression reaches him, he will know that the fraternity hopes for his speedy return to motor row. Brown's illness will not hamper his work, however, as he has made many friends in the brief period of his association in local motordom.

MOTORISTS MAKE MISTAKES TESTING STORAGE BATTERY Due to the efforts of storage battery manufacturers toward educating the motoring public in the necessary care of their batteries, most battery owners are now familiar with the use of the hydrometer for testing the battery solution. Motorists sometimes deceive themselves, however, by using the hydrometer under improper conditions. Hydrometers are recommended to battery users for testing the battery's condition, because they are the simplest and most understandable device available for the average motorist's use. At best they can serve only to indicate approximately the state of charge or discharge of the battery, and unless used properly, they tell nothing of value. Make Errors. The most common error among motorists testing their own batteries is taking hydrometer readings immediately after distilled water has been added. The solution has been brought to the proper level and presumably is in ideal proportions for a test. As a matter of fact a hydrometer reading under these conditions is very misleading. The water added has not had a chance to mix with the rest of the solution, and the fluid drawn into the hydrometer is a very weak mixture which shows a low gravity test. From such a test an inexperienced motorist is apt to conclude that his battery is decidedly run down and needs recharging, whereas, the battery may be in a fully charged condition, when a strong recharge would do more harm than good. Up to Proper Level. To get the most out of hydrometer tests, motorists should bring the battery solution up to the proper level, by the addition of distilled water, and then defer taking a reading of the solution until the automobile has been run a few hours and the water, through the generator charging process, has had an opportunity to thoroughly mix with the rest of the solution. If the hydrometer is regularly used in this way and the motorist will occasionally avail himself of such testing service as may be had at a battery service station, minor irregularities in the battery can be rectified before they become serious.

## U. S. SHOE ORDER BRINGS NEED FOR MATERIALS

Although the Government has recently placed orders for 10,000,000 pairs of shoes to supply army and navy needs, this does not represent more than one-tenth of the total output of our shoe factories. Nor will the Government contracts interfere with normal production, for the shoe industry has shown itself abundantly

able to fill its large war orders, and at the same time take care of the demands of our own people. The real problem is to secure the necessary supply of hides and leathers from which to make the shoes. The great decrease in the number of hides available for tanning has made imperative the use of other materials for soles on footwear. The Goodyear Tire and Rubber Company has helped to solve this problem by furnishing about 800 shoe manufacturers with Neolin, a new sole, which meets all the requirements of leather and all many that leather never possessed.

# What The Motorist Needs And Where To Best Get It

### TAKING CHANCES

We assure you that you are not taking chances when you buy tires from us. We take no chances when we buy tires. We know what we are buying and that is what we back you with, and on top of that we give you Free Tire Repairing Service. What better could you ask for? Don't say, "Oh, I'll take a chance," but rather say, "I'll go to the tire shop, and be sure of what I am buying." We aim to please. We want you to profit by our experience. Our reputation is staked on our merchandise and we are very careful in our buying. We have just opened up here and we want your trade. Let us grow together, be beneficial to each other.

We have all the standard makes of tires, a large assortment of seconds, and the McLean Champion 5,000-mile Tire in which we place all our faith.

We will remove the guarantee on these tires and sell them to you at 27 per cent saving to you, or we will guarantee them, as you wish.

Here is our offer while they last:

30x3	\$9.95	32x4	\$19.75
30x3 1/2	\$13.90	33x4	\$20.90
32x3 1/2	\$15.85	34x4	\$21.85

A small deposit will hold anything for you. Don't forget our Free Tire Repairing Service.

Polarine Oil, 40c Per Gallon

### THE TIRE SHOP, No. 2

627 E. St. N. W., Near 7th

### A New Tire Service For Motorists

Our service car and expert tire repair men are ready to come to you whenever you need them, wherever you are. Day or night, on the road, or at your garage, they will come to overcome your tire troubles.

Use Our Service FREE

Call Main 10183

All Standard Makes of High-Grade Auto Tires, Tubes and Accessories. Dependable Tire Repairing and Vulcanizing.

## SERVICE TIRE COMPANY

1336 Fourteenth Street, N.W. - Main 10183

### !!!WE HAVE THEM!!!

We have the tires that we advertise, and they are for sale while they last:

30x3 Firestone	\$7.35
30x3 1/2 Marathon	\$9.95
32x3 1/2 All Kinds	\$11.85
30x4 Portage	\$9.65
31x3 1/2 Goodrich	\$9.95
32x3 1/2 Cord Tires	\$11.65

Free Tire Repairing Too, Thrown In. The Big Reliable Tire Store With The Big Dependable Stock!

### !!! COME EARLY !!!

## THE TIRE SHOPS,

Nos. 1 and 3  
1118-1120 New York Ave.  
Corner 12th Street

# The Roamer

America's Smartest Car

The Original Rolls-Royce of America

When you consider the price of an automobile, be sure to consider whether it is equipped or unequipped.

The original purchase price of the Roamer includes any color of paint, upholstery and top material, five Houk wire wheels, Goodyear Cord Tires all around, a Boyce Motometer, an eight-day clock, tire pump, trouble light and set of hand-forged tools. In other words, the first cost of a Roamer is your complete investment.

Under the hood and floor boards are mechanical perfection equal to the Roamer's exterior in grace and finish.

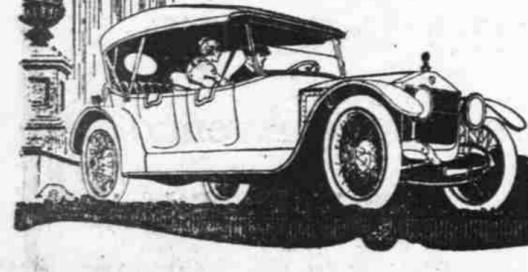
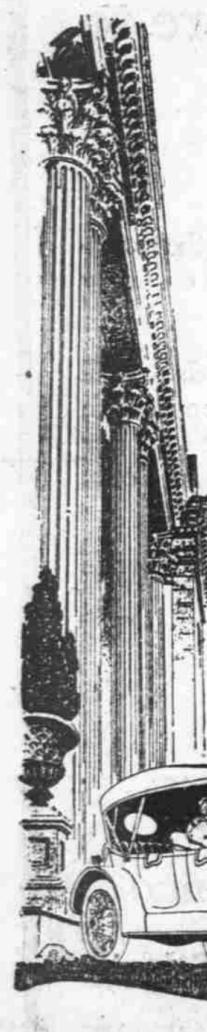
The Roamer motor is a vibrationless thing of power which will accelerate in second speed from two miles an hour to thirty-five miles in a city block, and travel serenely in high, from one mile an hour to just as fast as you care to go.

On the boulevard or open highway, the Roamer answers superbly every exacting demand of the motorist for flexibility, power, speed and stamina.

This mechanical pre-eminence we will gladly prove to you whenever you say.

Immediate deliveries on open and closed models.

NORTHERN AUTO SERVICE COMPANY,  
1218 18th Street, North 2094



## Hupmobile Owners ATTENTION!!

Come in and get acquainted. If you haven't time to come, phone or drop a card and we will call. You may not want to know us, but we want to know you.

We will have something worth while to show you in about ten days, and would like to know where to find you.

### BARRY MOTOR CO.

1234 14th Street N. W.

Sales Room Main 5409 Service Station, 1237 Johnson Ave. N. W. North 3274.