

## CORD TIRES ARE EASY TO HAVE REPAIRED

Goodyear Branch Manager Says  
Advantages More Than Off-  
set Higher Initial Cost.

"I am often asked about the repairing of Goodyear cord tires," says Branch Manager Gimmel, of the Goodyear Tire and Rubber Company. "Many motorists are wondering if the repairing of our cord tires is as simple as the repairing of our fabric tires. One of the great advantages of our cord tires is the ease with which they can be repaired. We have found that this feature appeals strongly to motorists."

"They rarely need attention, as they have six to ten layers of strong cords, depending on the size of the tire, which offer reinforcement and strong resistance against injury. But when a tire injury requires attention, it is not necessary for a motorist to send the tire back to the factory."

### Are Easily Repaired.

"Any tire repairman can repair a cord tire just as he would a fabric tire, using regular fabric, without impairing the efficiency of the tire. Nor is it necessary for the repairman to invest several hundred dollars in a machine to take care of his customers' repairs."

"Our cord tires are remarkably free from road injuries because of the minute inspections and rigid tests to which the materials entering into them, are subjected. Our tire experts adopted the present construction of these tires only after satisfying themselves through rigid tests of hundreds of designs, that it was scientifically correct. Intensive experimentation is going on continually in our laboratories to improve our cord tires. No sooner do we reach an ideal than we set out to eclipse it. We are constantly reassuring ourselves that our materials are right."

### Advantages Offset Cost.

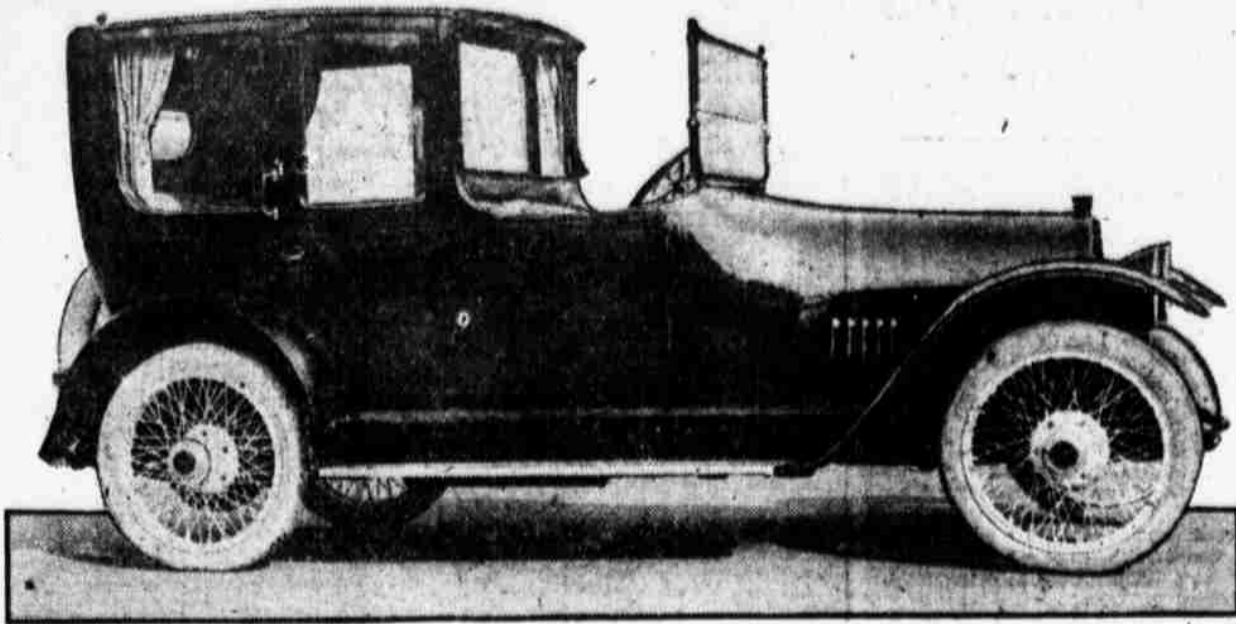
"They also come with the ribbed tread—the easy-steering tire which has long been popular abroad. They cost a little more at first, because they cost more to make, but experienced tire buyers, who are in the habit of figuring income rates on the purchases, know that the increased mileage, economy in gasoline consumption, easy-riding qualities and comparative freedom from road injuries, more than offset the higher initial cost."

### Johnny Aitken Given Ovation After Cup Race

Johnny Aitken, who won the recent Astor Cup race in his Peugeot car, equipped with Goodyear cord tires, breaking the world's speed record for 20 miles, was tendered a great ovation when he returned to Indianapolis from the big race.

A large number of friends met him at the station, and after showering him with congratulations, placed Aitken in a rickety cart drawn by a mule. The noted driver was paraded through the downtown streets until he acknowledged the joke and bought smokes for the crowd.

## KISSEL TOWN CAR



The New Town Car of the Kissel Line, Following the Scheme of the Year, is Upholstered in Luxurious Gray. Body Is Delicately Blended and There Is Not a Single Jarring Line in the Striking Flowing Curves.

## TOUR CHEAPER THAN RENT, SAYS MOTORIST

New York Man on Road for a  
Year With Family Tells of  
Expenses.

Cross-country touring in a well-built motor car is cheaper than paying rent, according to Clarence E. Baker, veteran motorist of New York city, who is just rounding out a solid year of life on the open road.

Last December, Baker purchased a Chalmers Six-thirty in New York, and accompanied by his wife and child, started for Arizona, New Mexico, and the Southwest. "Traveling leisurely, the party toured through twenty States, crossing and recrossing mountain ranges of the West. The summer was spent in Colorado with side trips into Idaho, Wyoming, Utah, and Nevada. When the car rolled into the Chalmers factory grounds at Detroit recently, the speedometer read in excess of 12,000 miles."

"My actual upkeep expense not including gasoline and oil stood me \$37.50 for the season's work," said Baker. "Two-thirds of my summer mileage was made over the steep grades of the Rocky mountains. On one occasion we carried nine men up a 22 per cent grade with no visible labor on the part of the motor."

"The car's extreme flexibility was the source of considerable comment among my Western friends. On our trip East the carburetor worked perfectly without a single adjustment, although we passed through many changes of climate and altitude. I consider my season's average of seventeen miles to the gallon of gasoline, the best record for economy I have ever obtained."

On their long tour, the Baker family carried a complete camping outfit and patronized but few hotels.

## OVERLANDS DO GOOD SERVICE IN EGYPT

Machines Called on for Strenu-  
ous Work Along Suez Mil-  
itary Lines.

An interesting letter has been received by the Willam-Overland Company from the Australian Motor Transport Service, stationed at Gamah, Egypt. The letter was originally sent to the dealer at Adelaide, Australia, who transmitted it to the Toledo factory.

"The Overlands which you have supplied us for ambulance service," runs part of the letter, from the Egyptian battle front, "have done excellent work; they have been running continuously ever since they have been in Egypt. Four of them are at present stationed on the Suez canal, and they are called upon to do very strenuous work, as most of the going is in the sand."

"Up to a short time ago there was no speed limit in Cairo, and we used to drive the cars at a tremendous rate. When we were stationed at Heliopolis, about five miles from Cairo, we would have races into Cairo. It was no uncommon sight to see fifteen or twenty ambulances tearing along the main road to the city."

"But now we have a speed limit, which is being tightened almost fortnightly. The best run we now have is to a place called Helouana, about twenty-five miles from Cairo. The road follows along the banks of the River Nile, practically the entire way."

"One soon picks up the Arabic language, especially enough of it for motor-transport purposes. Such essentials as 'imshi, go away; yemeenak, get over to the right; 'shamalak, get over to the left, 'nak, look out; 'nak rigalak, look out for your feet are enough for an ambulance driver's practical purpose."

## MOTOR ENGINE RUNS BIG FERRIS WHEEL

Western Man Adapts Allen En-  
gine to Stationary Service  
Without Making Changes.

A unique service for an automobile motor has just been called to the attention of the Allen Motor Company, in which the engine taken from an Allen car has been used to operate a Ferris wheel for several seasons just past.

The change from the motor car chassis to the portable engine frame was made by H. Wertalla, who operates a Ferris wheel at fairs and expositions in the Western States.

Practically no change was made in the motor to adapt it to this unusual work, excepting that a governor was mounted upon the generator shaft to control the speed.

Arrangements for special water supply were made, inasmuch as the motor was standing still and a radiator could not be depended upon under such conditions.

According to Wertalla, the motor performs its duty with complete satisfaction, absolutely no trouble being encountered regardless of the fact that it was moved from one city to another on an average of once every ten days during the two years that it has been used in this fashion.

## USE ELECTRIC TRUCK IN COAL DELIVERY

Many Cities Find Its Advan-  
tages Over the Gasoline  
Driven Vehicle.

By A. JACKSON MARSHALL,  
Secretary National Electric Light  
Association.

"In time of peace prepare for war." The words attributed to George Washington in these days of preparedness are of special significance. Preparedness for peaceful pursuits—industrial development—is as important as preparedness against violence. Therefore, though it now be summer, and the mere mention of heat obnoxious, nevertheless winter with its chilly blasts will soon be upon us, and then coal will be in great demand.

After coal is mined and transported to our cities by rail, it must be distributed to the user, and here is where the electric vehicle plays its important part, although in the actual mining and in the hauling of this heat-giving substance, electricity is extensively employed. Many mines use small but powerful electric tractors, either battery driven or operated by current taken from overhead wires, or through the third rail, in hauling the coal-laden cars.

In the delivery of coal it is generally admitted that both the gasoline truck and the electric have their distinct economic field. The comparatively short haul is the real field of the electric, and it is the horse which the electric is gradually supplanting.

### Use in Coal Delivery.

New England is convinced of the superiority of the electric in the coal delivery service, and there are many large fleets in operation in this section of the country. In Boston alone there are thirty-one six-ton trucks, some of which are six years old. These trucks average twenty-two miles per day (sixty-six ton miles), and many of them work in a double shift by exchanging batteries, thus working twenty hours each day.

The bulk of the hauling is through the city, and as many of the deliveries are to office buildings, warehouses, department stores, etc., in the business districts, the coal is delivered at night. As street congestion becomes more and more the problem each year the delivery of coal, which of necessity blocks traffic to a certain extent, will have to be done at night in districts where conditions demand it. The noiselessness of the electric is a feature which recommends it for night service, as it is often necessary to travel through residential streets to reach the business district.

The six ton electric vehicle can be

operated in fleets for \$10 per day, or \$1 per hour, making 15c per ton mile actually hauled. Under the same conditions a pair of horses haul 2,000 lbs. per load and average 14 miles daily (34 ton miles) at \$1.75 per day, making 15c per ton mile actually hauled. The six-ton gas truck averages 30 miles daily (90-ton miles) at a cost of \$18, making 22c per ton mile. Thus there is a saving for the electric of 2.5c per ton mile over the horse, and of 7c per ton mile over the gasoline truck.

### Electric Has Long Life.

The electric has the advantage of a long life—ten to twelve years—and its depreciation is much less rapid than that of the gas truck. The simplicity of operation is also an argument for the electric, as it does not require a skilled mechanic for a driver, and necessary repairs are slight and infrequent.

Another further reason for employing the electric in place of the horse for coal delivery is the humane element, and anyone who has watched a horse or even a pair of horses toiling over a wet and slippery pavement, or up a steep hill with a load of coal will not dispute this point.

The electric truck for coal delivery is surely here to stay, and the progressive dealer who must today carefully consider delivery costs should avail himself of the most economic means of delivery—the electric.

## "For Service"

## Requisites for Fall and Winter Motoring—Moderately Priced!

### New and Beautiful Indian Flanket



### Auto Robes

The patterns are strikingly novel and typical of the Apache, Sioux, Yuma, and Yakima tribes. You will find sizes, patterns, and prices to satisfy every taste perfectly. Warranted all-wool, of good cold-defying weight, they should last for years.

Very Reasonably Priced From  
**\$6.00 to \$12.50**

We have, in addition, for your early inspection, a highly pleasing selection of staple patterns. We'll be glad to show them.

### Winter Gloves for Motorists

The fine fitting, fleece-lined kind that form a warm overcoat for the hands without interfering with the free play and firm grasp when driving.

Many styles to select from.

Very Moderately Priced, \$1.50 to \$7.50

Automobile Supply Department

**National Electrical Supply Co.**

1328-30 N. Y. Ave. N. W.

Phone Main 6800

## SAXON "SIX"

A BIG TOURING CAR FOR FIVE PEOPLE



This Saxon "Six" sets a new pace  
in performance

Repeatedly has Saxon "Six" proved itself the superior car. Not alone in private use but in public competition, too.

A case in point is the motor demonstration at the San Diego Fair when Saxon "Six" won over both eights and twelves, as well as other "sixes," in speed, in hill-climbing and in quick get-away.

But this new series Saxon "Six" is even an abler-acting car.

By continued and consistent experimentation and research work Saxon "Six" motor has been given a smoother, more supple power-flow.

Think of what this refinement means in quicker acceleration, in increased flexibility, in improved high-gear work.

Think what it means coupled with the easy-riding qualities of Saxon "Six" and its notable economy in gasoline, in oil, and in repair service.

Figures based upon all Saxon "Sixes" in use to date shows the average cost for repair parts averages \$8.50 per car.

Do you know any car that can rival—much less equal—that record?

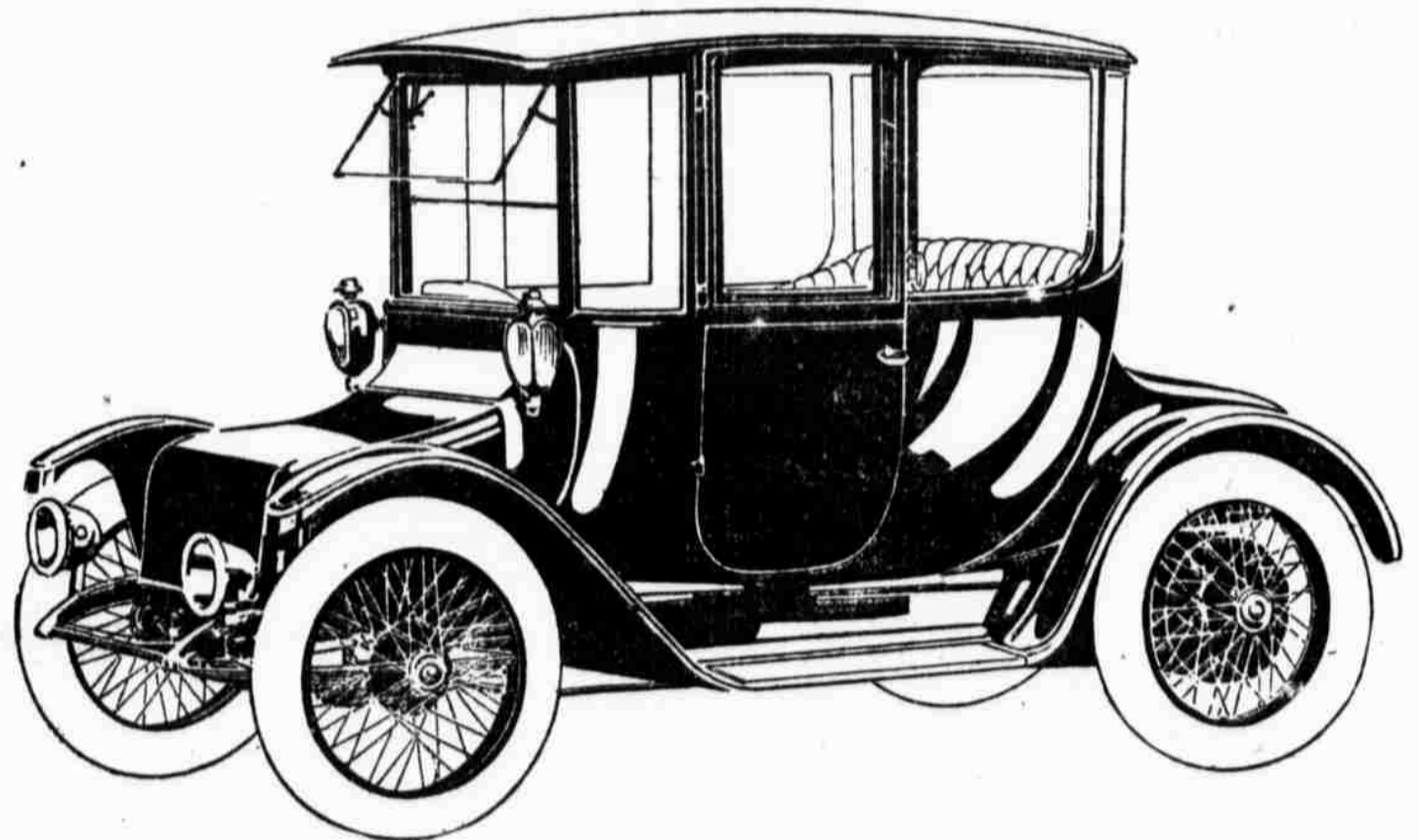
Saxon "Six" is \$815 f. o. b. Detroit.

CALL 23

**RECORD AUTO CO.**

631 Mass. Ave.,

## Detroit Electric



## Power

The Detroit Electric possesses more power than any gasoline car in the market. There is no hill in Washington or elsewhere that it will not climb with ease. And its power is dignified. There is no clash of changing gears. It does not labor at its task on hills, through rock-ribbed country, or mud or snow or sleet.

Three-Passenger Cabriolet, \$2175

Five-Passenger (Double Drive) Brougham, \$2375

Four-Passenger Brougham, \$2275

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