

YOUR CAR IS YOUR TELLTALE

Unwittingly the Auto Owner Leaves Traces of His Character, and the Mechanic Finds Him Out

By NEA Service.

LITTLE ROCK, Ark., July 19.—Look at an automobile and know its owner!

This new method of character analysis is the discovery of Professor Oscar Cornelius, teacher of automobile mechanics at the Little Rock senior high school, student and observer of automotive details. Ninety out of a hundred times Cornelius has succeeded in hitting the nail on the head when he attempted to describe a person by the appearance of his car.

It's not so easy as you might believe, however. Only a practiced mechanic can diagnose the entire case of an auto owner, says this professor. For it's the mechanic who is in position to observe all the details that the unheeding owner leaves behind him.

Cornelius explains his system: "The person with easy-going hab-

its, inclined to put things off until tomorrow, can instantly be detected. The front or rear license plate will be dangling, the lug nuts loose and perhaps a curtain flapping.

Keep Your Car Clean

"Slovenly persons allow a coating of dust and perhaps splatterings of mud to hide the finish. On a closed car the windows are perhaps spotted, the floor is usually covered with scraps of paper, ashes and what not and the upholstery will emit a cloud of dust when struck with the palm.

"Then there is the matter of posture when driving. Some drivers slump behind the steering wheel or sit at an angle—the don't care attitude.

"The methodical person of fixed habits and of a good character sits behind the steering wheel erect but in a comfortable position. When



Oscar Cornelius.

ever a new squeak appears, it is promptly attended to. Side curtains are fastened securely. The exterior and interior of the automobile are free from dust. The finish is spotless although it may be dull because of long use. The top and the floor are kept clean.

Don't Get Excited!

"As a rule, this type of motorist never allows his car to stand in the rain when a garage is available.

"The observing mechanic can instantly detect the motorist of even temper. The driver who is excitable, which is just another way of saying that he is nervous, continually applies his brakes. He slams them on, as the expression is, instead of applying them gently and firmly. He does not give an even feed to the carburetor.

"Temper causes more damage to the automobile than the usual

wear and tear. I have seen grown, rational men become angry and strike or kick the crank as if it were a human being.

Keep Temper at Home!

"I have seen men attempting to change tires and when they didn't progress as quickly as they believed they should, they slashed out at the offending wheel with their foot.

"If a man or woman allows a bulky automobile to cause a display of temper, isn't it reasonable to assume their dispositions at home are none too sweet?

"The person of even temperament does not spend nearly so much in repair bills as the person with an uncontrollable temper, or a nervous driver.

"Driving courtesy is another telltale clue of the disposition of motorists but then that is known to everyone."

Assembly Record Set



Six and one-half minutes was the time required by an eight-man team representing the Washington section, Society of Automotive Engineers, to assemble one of these Chevrolet truck chassis, at the recent S.A.E. summer meeting, French Lick, Ind.

Eight members of the Washington section, Society of Automotive Engineers, demonstrated the advantages of standard automotive parts recently by assembling a half-ton Chevrolet chassis in the record time of six and one-half minutes. In competition with six other teams similarly engaged. The stunt was a feature of the Society's annual summer meeting at French Lick, Ind.

needed with Chevrolet or familiar with its mechanical details, the elapsed time was strikingly short. The slowest team required only a few minutes longer than the fastest, and its hurry added amusement to the contest. As a test of each team's work each car had to be run five times around a loop in a nearby driveway before the results were certified. Each team was provided with only two sets of tools such as are furnished with every Chevrolet truck and had to select such parts as the distributor assembly, the wiring system, gasoline tank, carburetor, a front and a rear wheel and other units, together with a miscellany of bolts, nuts and screws, from boxes into which they had been tossed.

"The quick assembly job performed at French Lick gives a hint as to the reason for the popularity of the Chevrolet truck," explained H. P. Hansen of the H. P. Hansen company, the local dealer organization.

FARM REMINDERS

Summer cultivation of the Oregon prune orchard is shallow, 2 or 3 inches, as recommended by the production committee at the O. A. C. meeting of the Northwest Dried Prune convention, and frequent enough to keep the weeds down. Less frequent tillage is needed as the season advances, and none at all after the middle of July in non-bearing orchards, and after mid-August in bearing orchards. Only shallow summer tillage implements such as Acme, Kimball or spike-tooth harrow are used.

Cooking determines the quality of cottage cheese, explains the dairy division of the experiment station at Corvallis. The curd is slowly heated in a pan of water to 100 degrees or a little better. To tell when it is hot enough a bit of curd is laid on the palm of the hand and pressed with the finger. If not cooked enough it will crush readily and show whey. If too much, it will be tough and corky. If just right, it will flatten out and then resume its former shape slowly, not rapidly as it will do if rubbery.

In selecting fruits for the Oregon home orchard those with which the grower is familiar and likes are naturally the first choice. If adapted to the climate and other conditions then they are in order, says the experiment station, whether rated as first class commercial fruit or not. The person to be satisfied is the home owner, not a more or less fastidious public.

Growth and development of the dairy and livestock industry of western Oregon are thought by E. L. Potter, professor of animal husbandry at the experiment station, to depend more on growth of legumes than on any other single factor. In preparing a ration for any kind of livestock in this district the most difficult thing is getting enough calcium, particularly for young stock. Growers need to pay a good deal of attention to getting enough calcium for bone growth.

PICK YOUR DEALER AS YOU DO THE CAR

By ERWIN GREER

(President Greer College of Automotive & Electrical Trades, Chicago, Ill.)

Quality of service is not seriously limited by amount of population, the volume of business done by the dealer or any other consideration, but is mainly built on the dealer's own character. If he is far sighted enough to see that his total maximum business for years to come depends more on the service he gives than on any other factor, you will find that he has a well-equipped shop, stocked with the essential repair parts, with competent help, and careful accounting

methods. The problem is, then, to determine whether the dealer of the car you are considering does give adequate service. A glance at his shop will tell a lot. There are some important agencies even in the first cities of the country, that have nothing in the way of shop equipment except a few hand-tools and two or three vises. This is not the sort of dealer to buy a car from.

If you ask him he will tell you that his cars are so simple that more extensive equipment is not required, or that the cars in his territory so rarely give trouble that it would not pay him to have more tools. This is nonsense. His arguments are refuted by the facts; the three most popular cars selling at over \$2,000 have the best service facilities the country over. Adequate tool equipment is essential in order to reduce the amount of labor to a minimum and to produce better work.

Every automobile repairman looks like an expert to the average owner, but many of them are not. It is a wise precaution to buy a car from a dealer who employs a mechanic deeply versed in the mysteries of electrical equipment. Most electrical ailments take an hour to find and a minute to fix, and if the repairman is expert enough he may be able to eliminate the hour. I have seen cars held up for days while the inept repairman made a futile search for some trouble that a specialist would have located in a minute.

Enough motorists are truthful, however, for you to be able to obtain the information necessary to make a satisfactory selection of both car and dealer.

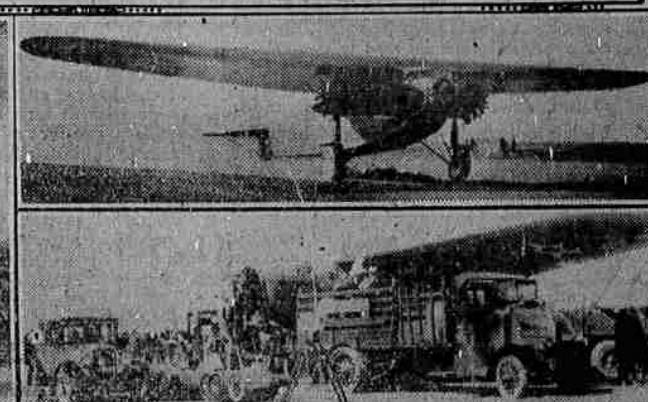
Some prospective buyers hesitate because they do not care to bother strangers, but almost any man will be glad to stop work to talk about his car. It is a human weakness, and few are immune from it.



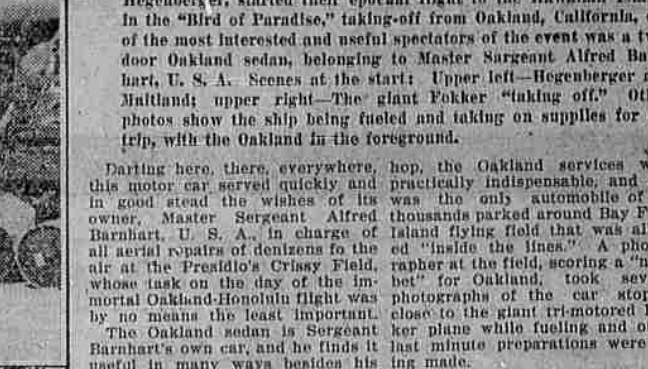
When the intrepid trans-Pacific flyers, Lester Maitland and Albert Hegenberger, started their epochal flight to the Hawaiian Islands in the "Bird of Paradise," taking off from Oakland, California, one of the most interested and useful spectators of the event was a two-door Oakland sedan, belonging to Master Sergeant Alfred Barnhart, U. S. A. Scenes at the start: Upper left—Hegenberger and Maitland; upper right—The giant Fokker "taking off." Other photos show the ship being fueled and taking on supplies for the trip, with the Oakland in the foreground.



Among the so-called "firsts" and exclusive privileges, here, indeed, was an enviable "first and only," credited to a smart Oakland two-door sedan, the only privileged character in the form of an automobile in attendance to Their Majesties, the conquerors of 2100 miles of air space between the Pacific shores and Honolulu, T. H.



On the day Lieutenant Lester Maitland and Albert Hegenberger took off on their Pacific Ocean



On the day Lieutenant Lester Maitland and Albert Hegenberger took off on their Pacific Ocean

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How's She Hittin'?

By ISRAEL KLEIN
Science Editor, NEA Service.

Shortly after we've had the new car some of us find it doesn't meet the requirements we have to demand of it.

The fault is not so much in the car as it is in our selection of it. We have failed to put it to the test that would satisfy our personal needs, but have succumbed to the car's own advantages as developed and defined by its manufacturer.

That is why in many cases, the new car doesn't seem to be hitting just right.

Trouble is, we're lost in the ecstasy of the moment as we're driven about in the new product. Everything is new and spic and span. The motor is quiet, powerful and flexible.

But that doesn't tell the story. What we want is a car that will do for us every day, in all the emergencies and peculiarities of traffic, what we will have in store for it.

Taking the car out on Sunday for a try-out doesn't give it the test it should meet, when we intend to use it mostly on week days. Or taking a long spin with it on a nice concrete road, without the bother of frequent cross roads, traffic lights, street cars and other pestiferous details, isn't the kind of test that would approve the car for general every-day use.

It should be remembered that one automobile which is touted for its speed, power and swift getaway, might be less desirable for our needs than another car which may be slower and less powerful, but which would save us the cost of many gallons of gasoline and oil in the long runs we expect to make with it.

An out-of-town salesman makes (Continued on page 4.)

Pinched—Who? The Nail.



Fair maid demonstrated possibilities of new self-sealing tube which heals ordinary punctures by compression of rubber.

The Western Auto Supply company has been appointed distributor for the Polson McWade puncture-sealing tubes and will handle the sales for this product throughout the Pacific states.

"The Western Auto Supply company feels that the Polson tube will meet with instant favor among motorists who appreciate convenience and economy," says G. M. Krell, local Western Auto manager. "The tube is made of pure rubber with an extra thick tread, so de-

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