

## MAXWELL CROSSES FLORIDA SWAMP IN A REMARKABLE RUN

Detroit Driver Pilots Car From Jacksonville to Tampa for Record Mark.

Tampa, Fla., March 10.—Taking a route that involved the risk of sinking out of sight in the great Withlacoochee swamp in central Florida if his motor stopped Percy W. Gibbs, Detroit automobile driver, this week established a remarkable record for the 276 miles between here and Jacksonville and attained the distinction of having been the first man to cross Florida's second greatest bog locality in an automobile.

Riding in the car with Gibbs was Byron West, proprietor and editor of the Florida Times-Union, one of the foremost good roads workers in Florida, who asserted here after the run had been finished that the trip opened up the possibility of developing in the swamp the greatest adventure field in America for motorists.

Gibbs used a Maxwell touring car on the run and he carried three passengers besides himself. In addition to the newspaper editor there was another Jacksonville newspaper man in the car and a representative of the good roads committee of the Jacksonville chamber of commerce.

The route through the 25 miles of chee swamp cuts 25 miles off the distance between the two largest Florida cities.

Gibbs left Jacksonville at 1 a. m. and was in Tampa at the start of the business day. The total distance covered was 276 miles, and this his car negotiated without car or motor stop. His average for the run was approximately 40 miles an hour.

The route through the 24 miles of swamp was made with the aid of a Seminole Indian native and guide, who piloted the car from high spot to high spot and whose final caution to the driver was to avoid allowing the car to stop at any point within the water logged district. Frequently the car was in water holes two feet deep, while water stretches axle-deep often continued a half mile or more. There is no sign of life in the jungle other than the alligators, their native reptile companions and the tropical birds.

The Withlacoochee swamp lies northeast of Dade City, above the Withlacoochee river, and the district is second only to the Everglades as an impenetrable bog district. Gibbs crossed the swamp in darkness, using two extra regulation headlights attached to his windshield to light up the trail the Indian had marked out.

It was asserted that a still higher speed average could have been attained had it not been for the smoke banks frequently encountered in the orange and grapefruit localities during the night, these arising from mudger fires maintained by the citrus growers to protect against recurrence of recent frosts.

### JUST A WISH (Continued from Page 1.)

motorcyclist or the automobilist has a straight stretch to Joseph, 86 miles, and Wallowa Lake, 90 miles. Entrance, Wallowa, Elgin, Cove, and other places may be visited. The Looking Glass, known over Oregon for its splendid early season fishing, can be reached in the first 30 miles away from La Grande.

Catherine Creek's waters are as limpid as the flowing vowels in the name. Along its banks many a Union county happy home life has had its inception. Catherine Creek is first reached about 25 miles from La Grande, just above Union, the former county seat and a city of about 2500.

Summerville is, as its name implies, a place for a summer's holiday. It is about 18 to 20 miles north of La Grande.

Baker, 52 miles away, is one of the triumvirate of Eastern Oregon cities, Pendleton, La Grande and Baker, whose citizens occupy important places in the state's affairs. Union and North Powder are on the route of the trip. Piles Canyon and Telocaset hill must be climbed but for the "must" offer many beauties. The grade is but ten per cent and most cars easily accomplish the entire stretch "on high".

Hot Lake, with the famed Hot Lake Sanatorium, is 12 miles east and south of La Grande. Hot Lake is Eastern Oregon's health resort. The mountain air of Union and Wallowa counties prevents the Sanatorium from thriving on the illness of local people but that same invigorating air which keeps the local people well is the needed tonic for many whose homes are not so ideally situated.

Medical Springs, another health place, is 40 miles away.

Indian Creek and Harris Mountain, a 25-mile ride from La Grande, combine the pleasures of the water and the mountain.

Starkey lies to the south about 30 miles. Above West's ranch the fishermen's paradise begins.

At Minam is a fish hatchery where the sightseer may see the steps the fish and game commission of Oregon take in order that the streams of the state may be constantly repopulated.

## STUDEBAKER SIX RATED AS A HIGH CLASS CAR

The Studebaker Six is one of the best automobiles ever made, and it should be, for it is the masterpiece of one of the world's largest makers—and no company in the world in manufacturing or engineering experience, resources or organization, excels Studebaker; and the Studebaker Six is the best work of Studebaker. The manufacturers make the following statement:

"It is a car of masterful power, no car in the world under \$2000 exceeds it in this respect—and, in ratio to weight no car in the world at any price exceeds a Studebaker Six in power. Yet it is remarkably economical in gasoline, tires, upkeep and maintenance expense, because of its unexcelled design. It is as easy riding and as easy driving as cars of much greater weight and longer wheelbase, and this because of its extra long springs, scientifically designed seats and cushions, and perfect lines. Like the highest priced makers, Studebaker has not adopted temporary fads and fancies in body design as an advertising or selling stimulus. It changes body design only by the refinement of distinctive lines, which are permanently beautiful and stylish.

"It would be equally foreign to Studebaker policy to make radical changes in its motor design either Four or Six merely for the sake of advertising and sales value. The present motor has met every emergency of average service and at average driving speeds it is better than any other design yet developed. In the Series 19 refinements have been made in the lubrication system, rendering it absolutely positive in operation. Refinements have been made in the motor mounting and in the balance and design of the reciprocating motor parts—crankshaft, connecting rods and pistons—still further cutting down vibration and adding to the speed and power range of both motors. The evolution of the Studebaker motor and full floating rear axle system has made the Studebaker chassis one of the finest pieces of automobile construction on the market today.

The Island City M. & M. Co. has the local agency for the Studebaker.

## REO COMPANY IS ABSORBING HIGH COSTS

"In spite of high prices," says the Reo Motor Car Co. of Lansing, Michigan, "we Reo Folk determined some months ago that so long as our material contracts, made over a year ago, were in force, covering as they did, most of the vital elements of the cars, we would absorb the extra cost ourselves rather than raise the price.

"How long that will last we cannot say. Some concerns cannot now deliver at the prices they sold us. That is not their fault. They are up against a condition they cannot control.

"On the other hand we will not accept substitutes—will not lower the quality of Reo cars or trucks one iota—no matter what the cost of maintaining that standard.

"We are not ambitious to make all the automobiles—the only the best. We have never striven to outdo others in quantity—only in quality.

"We will continue to pursue that policy that has so splendidly vindicated itself.

"If necessary we will increase the price of the Fours as we have had to do of the Sixes.

"In any event you may know when you select a Reo—no matter which model—that you will receive 'The Gold Standard of Values'.

"Order now—for in a few weeks it will be impossible to get an early delivery of any Reo model. Right now your Reo dealer can probably promise you a prompt delivery. We say promptly—only way is to see him and be sure."

The Reo is represented here by The Daniel Motor company, Al Daniel, manager.

## Harley-Davidson Exhibit Will Attract

One of the most popular exhibits at the show will be that of W. H. Bohnenkamp company, showing the new models Harley-Davidson motorcycle and sidecar. The exhibit will consist of two or more motors, a sidecar and probably of a third motor, dismantled so as to show the curious public the insides of the wonderful machine which has gained such favor here during the past few seasons. Lovers of fine machinery will find much to interest them in this latter feature of the display.

The road is pretty to Minam and here and there the Grande Ronde, the Wallowa and the Minam rivers add a touch of beauty.

Well marked roads insure the motorist that he is "on the right road" and it is not easy to become lost.

## Expert Advice For the Automobile Owner

Queries and Replies Covering Matters of Importance to the Man Who Runs a Car

What is meant by loading carburetor? I have recently had my car overhauled, and it seems to knock considerably, pulling slowly, and a retarded spark does not have any effect. I wonder if what is called loading carburetor is the cause?

A loading carburetor system is one in which there is excessive condensation, thus making the mixture too rich and causing trouble. A motor with a very long inlet manifold is apt to load up, as it is called, at low speeds because the flow of mixture through the manifold is so slow comparatively that there is an opportunity for condensation. The liquid gasoline resulting from the condensation drops down into the carburetor and is carried up again into the motor. The real trouble, however, is caused by the gasoline globules traveling to convenient cylinders only, leaving one or two perhaps free to get a good mixture. The remedy for loading is to get additional heat to the manifold, so as to assist vaporization, or change the manifold.

Is it advisable to wash a car with water each day?

Cars should not be washed unless it is necessary. Sometimes only wiping of the body and dusting of the cushions are needed.

Which is better, larger intake valves or larger exhaust valves?

The intakes should be larger, if possible, so as to increase the volumetric efficiency, but in a great number of cars both intake and exhaust valves are made the same size.

Can you tell me what is the trouble with the two front cylinders on my car, which will run for days and weeks without any trouble and then, without apparent cause, will cease firing, the cylinders flood with gasoline and then heat up? The plugs seem to give good sparks on every revolution.

Sticking valves would seem to be the cause for the trouble you mention, as only the two front cylinders are affected. Probably the motor, becoming slightly overheated, causes the valves in these cylinders to stick, resulting in their failure to admit the charge to the cylinders at the proper time for the spark to ignite it. This also causes the cylinders to flood with raw gas. You should look carefully to see that the valve stems have proper clearance and that they are not bent in any way. The immediate cause for the condition, the overheating of the motor, should not be ignored. You should go over the cooling system to see that it is perfectly clean and that all parts are in good working order. This can be determined by opening the outlet cock and running water through the system by pouring it through the radiator while the motor is running. If the system is clogged up in any way so that the water does not flow through it freely it should be flushed out with a saturated solution of common soda. Another possible cause of this condition recurring is that the auxiliary air valve in the carburetor may be stuck or the air passage stopped up in some way so that the correct amount of air is not supplied to mix with the incoming gasoline on its way to the cylinders.

Under ordinary conditions how many miles should a car run before the valves need grinding? After running my car 4,000 miles it does not have quite so much power on high gear as it did when new, and the compression is better in some cylinders than others.

A new motor, after having been in use but one month, may require its valves to be ground, and, on the other hand, it may not need valve grinding for two or perhaps three months. In old cars the valves usually need grinding every two or three thousand miles, but some owners take particular pains and grind the valves the moment the compression loss is slight. A new car will need valve grinding in a short time, because it is customary to feed excess of oil to such a motor. This causes carbon to accumulate rapidly, and the carbon making its way to the valve face and seat thus requires them to be ground. After the car has been in service the valve grinding periods are not at all frequent.

Where unequal compression exists the valves should be ground, provided, of course, they are properly adjusted when the compression test is made. If the motor is an old one the loss of compression may be due to leaks about the cylinders or to loose pistons, but in your car, which has run only 4,000 miles, such conditions would hardly exist. It is safe to assume, therefore, that the valves need grinding.

Will you please give me the causes of motors overheating?

The causes of overheating motors are very numerous. We will give the most common ones—cylinders, pistons and rings dirty with carbon, carburetor mixture too rich, spark timed too early, valves adjusted too loosely, clog in the water system, etc. You should go over all of these adjustments and then flush out the water system with a weak solution of lye. Motor and cooling system cleanliness have a great deal to do with keeping the motor cool.

What kind of an examination would you suggest giving a secondhand car before buying it?

Ask that the motor be run and then listen very carefully for noises that sound like loose bearings or other misfitting parts. Have them open the throttle quickly with the spark well advanced. If the motor sounds as if it were knocking there is probably something loose.

Grasp the valve push rods where they come out of the valve lifter assembly. If they move about loosely the guides are worn. Look to the adjustment of the valves. If they are loose ask that they be tightened and you may find that they are already adjusted to the limit or that there is no adjustment and new parts are needed.

When the motor is running examine the gaskets about the cylinders and carburetor very carefully for a leak.

Listen for noise in the timing gears. If it is excessive the teeth may be worn or broken.

Put a puddle of water into each spark plug pocket and determine whether there is a leak about the plugs. If there is find out whether it is just a faulty gasket on the plug or whether the threads in the cylinder are stripped.

Have the rear wheels jacked and the floorboards removed. Have the gears shifted or do it yourself with the motor running slow and then fast. Determine whether the gears shift readily or whether they grind before engaging. Grasp the propeller shaft directly behind the gear box and attempt to move it backward and forward. If there is any play to speak of, the bearings within the gear set are worn.

Try to wobble the wheels by pushing back and forth on the top surface. If there is a looseness the wheel bearings are worn or need tightening. If the car is electrically equipped examine the storage battery carefully. If the case is rotted out and there are green deposits in evidence, something is leaking and the battery may be practically worthless.

Have the starter operated several times and make sure that it turns the motor over vigorously. Examine all wiring you can see, looking for worn or shredded insulation. If there are any cuts in the tires pry these apart and see how deep they are. If they are down to the fabric or have scratched the fabric the tire is not going to be very long lived. Examine the casing where it enters the rim. If there is evidence of rust you can be quite sure that this rust continues inside and the tire is probably rotted and rim cut or well prepared to rim cut when any driving is done.

Have all wheels revolved rapidly when on a jack and look for wobble. A wavy wheel is indeed hard on tires and bearings.

Look for leaks in the gasoline tank and gasoline piping.

Is the pressure in a tire increased after it has the weight of the car upon it when inflated to a certain pressure beforehand?

Yes, naturally. The weight of the car increases the pressure within the tire. The tire should be pumped to the specified pressure with the weight of the car upon it—not when the wheel is on a jack.

I have always been bothered with motor knocking when throttle was opened on a hard pull, necessitating my retarding the spark to the extreme limit, and that, of course, reduced power. I have been told that it was caused by too high compression. Will it help matters to reduce compression by raising the cylinder and placing a plate beneath to make a larger compression space?

The high compression reason which has been assigned to your case is very possibly correct, although it might be that carbon trouble is at the bottom of the difficulty. If you have noticed that the knocking continues even after the motor has been cleaned of carbon, it is probably due to the high compression or to a loose connecting rod, wrist pin or crank shaft bearing or part. It is never a good idea to reduce compression until you are sure that it is too high, and it will be better to have this measured by gauge and see what it really is before attempting to cut it down by means of a plate. A compression pressure of seventy pounds is sufficient, and for ordinary purposes you should not have higher than this. If it is below this, a reduction of compression will reduce the power correspondingly, as it influences the mean effective pressure in the cylinder.

When my car has been run for a time it will not come back into high speed. What is the cause of this?

The trouble you describe is due to slippage of the clutch when in second speed. To remedy this condition remove the gear set case cover, sometimes called the transmission cover. The clutch fingers will then become visible. To so fingers, three in number, are locked with cotter pins. Remove one of the cotter pins and turn the set screw one-half turn. Do the same with the other two fingers, being sure that the screws are turned the same distance as the first one. Then replace the cotter pins.

## SUPER-SIX OUTSTRIPS HUMAN ENDURANCE IN TRANSCONTINENTAL RUN

"The endurance of the Hudson Super-Six as a machine has passed the bounds of human endurance," announce the Hudson Motor Car company of Detroit. "This was not the case a few years ago. In the race against time across the continent from San Francisco to New York and back from New York to San Francisco in the remarkable time of 10 days 21 hours and 3 minutes, three drivers were used. But these three drivers each taking their shift at the wheel, found it impossible to keep up with the Super-Six in its terrific round-trip across America. It was found necessary to use reserve drivers for short stretches now and then in order that the men who were supposed to drive the car on a regular schedule might get sufficient sleep and rest between points. The time has come when not one, but many human beings can be worked to the utter limit of their endurance in an effort to break a Super-Six to pieces under the hardest kind of driving and over all kinds of roads, over the mountains, encountering the most difficult conditions. And yet the Super-Six proves its matchless endurance. It came through the round-trip transcontinental trip in fine condition. The Super-Six has finished all its great trials the same way—it stands up. No amount of punishment can hurt it. It will take years of ordinary driving by its owners to determine Super-Six longevity.

"In the past of the automobile business it was not an unusual custom for makers to take cars out on the roads to see how quickly they could break them up. And it so happened that the men who drove them broke them up right along. The round trip transcontinental run of the Hudson Super-Six shows a reversal of the old order of things. Instead of several cars, it was one car and several men to drive that one car. It well nigh broke these men up to keep up with the Super-Six which, instead of being broken up, arrived at the end of its two-way trip across America in record time in absolutely perfect running condition."

The Chevrolet "Four-Ninety" roadster is fast becoming a popular model for business men, real estate men, professional men and all those who must cover a large amount of territory daily. It has a streamline body of trim appearance, finely balanced, and is mounted on the famous "Four-Ninety" chassis. In the rear of the car is a spacious compartment for carrying supplies. This is sealed with a water-proof cover. This "turtleback" compartment is readily removable from the frame by removing four bolts.

The car has a roomy interior finely upholstered for the greatest ease and comfort. The resiliency of the chassis and the pliancy of the supporting springs give a soft smooth luxury to its riding that is really unusual.

Despite the scarcity of quality materials and prevailing high prices the Chevrolet Motor company has not departed from its policy of using only the highest grade of units in its construction. Price has been secondary. And this policy will not change in the future. Quality is the basis of Chevrolet success. And we do not mean to diminish our standing in the least.

The colossal resources of this company have been massed from the first in solid defense of the Chevrolet reputation. Genuine quality of construction has been maintained.

The care exercised in the selection of materials proves conclusively that the "Four-Ninety" model is not built to meet a price.

In our motor and chassis construction only those grades of material passing our strictest approval are used. Every vital part, like the piston, crankshaft, camshaft, connection rod, and piston ring, is put to the most rigid inspection as to dimension, weight, and quality of material.

"Look For Looks and Real Worth"—Daniel

"Look for 'looks' at the show," says Al Daniel, local Dort agent, "but remember that appearance alone does not make a motor car. Through, honest quality combined with good looks has made the Dort famous from one end of the country to the other. When a Dort owner tells you about his car one of his remarks invariably is: 'It's got the stuff in it.'"

"This kind of quality explains the sensational popularity of the Dort and the record for complete satisfaction which it has established.

"When you see the Dort you should see the quality that is deeper than paint or upholstery—the quality that is inside the car.

## MOTOR CAR MAKERS FACE PRICE INCREASES

Some Automobile Materials Have Moved Ahead 300 Per Cent—What a Prominent Haynes Man Says.

"Back of the 'increased cost of labor and materials,' which has been set forth as the prime reason for many price advances in the last year is a wide and deep sea of real truth in the automobile industry. If for nothing more than prices and material market conditions, this year will be phenomenal in motor car history."

It is in this way that Don L. Watson, assistant general manager of the Haynes Automobile company, sums up the motor car manufacturing aspect of the coming year. In his seventeen years of continuous service for the Haynes company, Mr. Watson has learned the automobile manufacturing game as it has developed from a puny industrial infant to the commercial prodigy of modern times.

"To be specific about material prices," says Mr. Watson, "it is only necessary to mention the open hearth steel, used in automobile drop forgings, which has gone up from 150 per cent to 300 per cent. Next to open hearth, nickel steel has given itself over to making marked advances in price. This material, which we use extensively in making Haynes chassis is resting temporarily at marks doubling those of last year.

"The aluminum market has fallen far short of being stationary, with its present quotations tripling those of two years ago. Tires are higher with increased prices for crude rubber and fabric. Leather, t-p materials, copper tubing, the sheet metal used in making fenders, bonnets and dust pans are from 25 to 100 per cent higher than in previous years. Then with these advances, the labor cost, which is the largest single item in making a motor car, has increased by a generous percentage.

"A number of automobile manufacturers have revised their retail list figures, but with this they are scarcely keeping up with the procession. Prices to the owners in rare cases have been increased more than ten per cent. With basic materials from one to three times as high as they have previously been and no material at a standstill, it looks as if the car buyer will get more for his outlay this year than ever before."

The McCrary Auto company represents the Haynes car here.

## BE SURE TO SEE THE VELIE SAYS MC CRARY

"The public has an exceptional opportunity to compare Velie values at the shows," said Chas. McCrary, of the McCrary Auto company.

"Your comparison may be complete; whether you are a part of a large family, or alone in the world, some one model is exactly suited to your needs.

"Compare the New 1917 Velie Six by highest standards you know.

"Judge by quality only. What better can you find at any price than the powerful Velie-Continental motor—Timken axles front and rear—long, underslung springs—multiple dry disc clutch—Remy automatic ignition—enclosed wiring—vacuum feed—push-button starter—everything in and on?

"What could be finer than the Velie's graceful new streamline body—longer—roomier—with genuine deep-tufted leather and real curled-hair upholstery—Velie permanent mirror finish—with snap and style and smartness up to the last minute?"

## SAXON SIX WORTHY OF RESPECT SAYS HAMILTON

"Since the early days of the automobile industry people have been accustomed to class cars by price," says B. C. Hamilton, agent for the Saxon.

"Rightly or wrongly, they have mainly clung to the belief that cars of nearly equal cost closely compared in quality, too.

"It is as true today as ever. 'Save in one case. And this is the exception that proves the rule.

"Though priced at less than \$1000 Saxon Six has forced—actually compelled—people to think of it in the terms of costly cars.

"Such a situation is unprecedented. 'No other car we know of has ever accomplished this feat.

"Can you think of any car in any other price class whose superiority is as distinct and pronounced as that of Saxon Six among cars costing less than \$1200?

"The answer of course is in the motor—the famous Saxon Six high-speed motor.

"Its performance today is probably as nearly perfect as has ever been attained."

### HOURS THE SHOW IS OPEN

The automobile and motorcycle show will be open between three and five each afternoon, and between eight and ten-thirty each evening.