

NEWS OF INTEREST TO MOTORISTS

FIXING UP CAR FOR SUMMER

TUNING UP OF ELECTRICAL SYSTEM IMPORTANT

Should Be Gone Over and Given the Most Careful Inspection—Insulation Becomes Worn.

The average car owner usually fight shy of the electrical system. This deserves attention at this season as well as any other part of the car and a few simple precautions now will go a long way toward eliminating electrical troubles in the summer months.

The entire electrical system should be gone over—one of the most important things demanding inspection being the wiring. It often happens that the insulation becomes chafed or worn through contact with other parts of the car. It is therefore important to look over the wiring very carefully. Where there is any doubt as to the insulation being sufficient, new wire should be used. This eliminates the possibility of there being an accidental ground or short circuit rendering a part or the entire system inoperative.

All terminal connections should be gone over to determine whether they are clean and tight. This is especially true to the terminals on the storage battery and at the point where the battery is grounded to the frame of the car if it is a single wire system. The connections between the storage battery and the starting motor should be clean and free from corrosion. If these connections are not tight and clean, improper performance of the starting motor is the result. Apply a small amount of vasoline to the battery terminals for protection of the metal from the action of the acid fumes and prevention of corrosion. It is well to have the battery inspected by a battery specialist and any necessary repairs taken care of.

Distributor and relay contact points should be examined to see whether they are pitted or burned. If so they should be smoothed down with a fine platinum file and adjusted to the proper gap as given in the instruction book. It is essential that contact points meet squarely. If this is not done burning and pitting will result. The generator and starting motor commutator should be examined for undue wear and high mica. It may be necessary in order to insure good performance that the commutator be turned down in a lathe and the mica undercut.

The brushes should be properly seated by careful sanding. This is especially true of the brushes on the

Cadillac Wins a Prize For Fitness After Run of 82,000 Miles

"The standardization of motor construction has again proven its value as a spectacular way," says B. C. Hamilton, agent for the Cadillac.

At the automobile show held at the First army headquarters in France a Cadillac which had already been run 82,000 miles and three times condemned for salvage was successfully repaired, and awarded first prize for being in excellent condition February 25, 1919. Complete motor standardization and interchangeability of parts made possible this remarkable performance.

This information is taken from one of the hundreds of letters of praise received from soldiers who saw the Cadillac in France. Sergeant Samuel L. Bennett, United States marine corps, writes as follows: "I am a sergeant in the United States marine corps and the original driver of Cadillac car U. S. No. 1127. This car was bought in Washington, D. C., from your dealer April 20th, 1917, for use in the A. E. F. It has been in foreign service for eighteen months, of which time it has been at the front one year and two months. It went through the battles of Verdun, Chateau Thierry, Soissons, Nancy, Toul, Salons, St. Mihiel, and the Argonne with the United States marines.

"While at Chateau Thierry it was blown up, and again at Salons. Both times I was wounded. At three different times this car was recommended for salvage, but each time I volunteered to repair it.

"The last time I put it in shape to enter the endurance contest of automobile show at the First army headquarters.

"It is recorded with eighty-two thousand miles and was awarded first prize as being in excellent condition at the time."

Lifting of the Ban on Foreign Cars in England and France

Restrictions now in force against foreign-made motor cars are very apt to be relaxed in France and England before long, according to H. M. Robinson, foreign sales manager for Dodge Brothers, Detroit, who has just returned from an extended business trip through those countries. "Several influences are at work in England to bring this about," he said. "The most progressive English dealers had long handled American made cars before the war. They sold well, and naturally these dealers are working hard to have the restrictions removed. So is the American chamber of commerce in London. Then there is the old free

river, through regions where the chief language spoken is Yankee slang, and you still hear many a tale of what would have happened to Heinie if the armistice had not been declared just when it was. These boys will have many interesting things to tell about the valley of the Loire, for it is very picturesque, in spite of the almost constant rain that has fallen there for months. Like the Rhine valley, it is lined with ancient castles, towering out of the rocks. I visited one where the famed Blue Beard is supposed to have hung his wives up by the hair.

"Bolshevism is causing much more concern in England than in France. Probably the reason is that the French are individualists and are not so readily organized into movements of this kind. But the food situation in both countries is fast getting back to normal and this will help labor conditions. Fuel is scarcer in England, but more expensive in France.

"I found railroad rates much higher in France than in America, sleeping car fares being almost prohibitive. But of course, the country is small, and it is almost necessary to travel at night. One day I happened to ask a porter on one of the trains for some matches. He looked at me in great surprise for a moment, but finally returned with two. I later learned that the government has a monopoly on matches, in France, and they are not only scarce, but very poor. Nearly everybody carries a patent "flint" lighter arrangement though even these are supposed to be gistered.

"Practically all French motor cars are equipped with the old-fashioned bulb type. The French towns are rather quiet during the day and to the American it is an amusing thing to hear the snoring that sets in about 5 p. m. when the business world quits for the day, and also after the theatre. It sounds considerably like a flock of large geese."

AFO RACES TRAIN

Exciting contest between Chevrolet car and train between Pendleton and Walla Walla.

An unusual stunt was pulled off recently at Pendleton, when Frank Tierney, Chevrolet distributor in Walla Walla, undertook to beat No. 8, the fastest train out of Pendleton, into Walla Walla. A little joke was played on a driver of the car by the trainmen who when they found out what was the air they purposefully delayed leaving Pendleton until they were no twenty minutes late. When they did leave they went out to make the best time.

Tierney, in Model 4-90 Chevrolet, after an exciting ride and one near accident caused by taking a corner too fast managed to beat the train into Walla Walla, in spite of the extra speed with which it made the run.

The total racing time of the car on the 17 1/2 mile route with an average speed of 27.8 miles per hour would be 37 minutes and 18 seconds.

When a man drives a car he is interested in knowing about his car and what others who drive a like car, say and think about it. He also desires to know how others are using their cars—whether for business, for touring or for social use," says Charles McCrary, local Haynes dealer.

Today there are more than 29,000 Haynes owner-users who are interested in knowing what the other owner-users are doing. The Haynes Automobile company have a plan, which will link this Haynes big family.

Every month a motoring magazine, called the Haynes Pioneer, devoted to the interests of automobile users, will be published by the company, and each month Haynes owner-users will receive a copy of this magazine free of charge. Its contents will reveal the lure of travel, the joys of motoring, the diversified uses to which the motor cars is put in business and social life and how the automobile plays a prominent part in all forms of human activities.

"The Haynes Pioneer will be the

Machines May Travel Over Mountain Road in About Two Weeks

Several touring parties, principally from California, have reached La Grande this week. They were shipped over the hill to Pendleton by train, and this will be required for some little time to come. L. C. Smith, Dodge Brothers' distributor in this district, has investigated the road conditions on the hill and estimates that it will be something like three weeks before traffic can cross without great difficulty.

"The mountain snow is causing a great deal of mud, and some boulders have rolled into the highway so that I see no immediate chance of crossing. Extremely hot weather might hurry matters, but as long as it freezes nights I think that at least a fortnight will elapse before we can head our machines over the hills with safety."

The Ad club is frequently asked to give tourists information by telegraph as to the hill's condition and the Traffic tourist committee of the Ad club has promised to advise garages to the east and west just as soon as conditions are right, in order that the traffic may be headed over the hill just as soon as possible without the necessity of shipping by train between Pendleton and La Grande.

Poor Cold Test Oil Will Not Flow Properly in Bad Weather Times

"Hard cranking and sluggishness of the motor in cold weather usually indicates a serious condition in the motor due to the use of a poor cold test oil, one that congeals or thickens and does not lubricate correctly in cold weather," said T. R. Maxwell, special agent of the Standard Oil company, yesterday.

"A poor cold test oil will not flow and properly lubricate until it has been warmed by the motor running for some fifteen to thirty minutes, during which time excessive friction is present and serious wear takes place in the cylinders and bearings.

"Motorists can avoid this danger and annoyance by using Zerolene, which is refined from California crude of the naphthene series. This oil has a natural zero cold test because it contains no paraffine to congeal at low temperatures. It keeps the motor flexible and easy to turn over during cold weather and insures correct lubrication of the automobile right from the start."

Haynes Car Company Will Publish Magazine for Benefit of Patrons

"When a man drives a car he is interested in knowing about his car and what others who drive a like car, say and think about it. He also desires to know how others are using their cars—whether for business, for touring or for social use," says Charles McCrary, local Haynes dealer.

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"The Haynes Pioneer will be the

Vogue of the automobile field," declares Mr. McCrary. "It will become a leading motoring magazine of real literary merit, full of automobile news and articles of keen interest to motorists. In its feature columns will be stories of alluring tours the world over. Some of America's well-known artists will draw the cover designs. Noted authors will contribute, from time to time, to make the Haynes Pioneer of real interest and value to readers.

Chas. McCrary Will Be Supplied With Haynes Cars From Now On

While having experienced great difficulty in keeping on hand a suitable supply of Haynes cars in the

past, Charles McCrary, local agent for this car, states that arrangements have been made by which there will be a regular consignment of Haynes cars to his agency from now on, and he anticipates that there will be no difficulty in keeping up with the demands of the trade in the future.

Two Women in This Valley Are Going to Receive Haynes Coupes

An automobile story which reads more like a romance than a cold-blooded fact developed this week. Two men have bought cars—the Haynes coupe models—from Charles McCrary,

this week and they are to be delivered soon. But there must for the present be absolute secrecy as to the names of the purchasers because each man is going to spring a surprise on his wife by making her a present of the car he has purchased.

That's enough said for the present, but of course the secret will soon leak and there will be two surprised and delighted women who do not live many miles from La Grande.

Some sales which Mr. McCrary has made the past week are not involved in secrecy. D. Osborne of Imbler has purchased a Winton 7-passenger car. The body is known as the seafoam tint while the upholstery is in brown. J. M. Barnes, also of Imbler, has bought a Winton car of the same capacity—seven-passenger—which is upholstered in black, while the body tint is maroon. Both are very handsome cars.

The Line Complete

Chevrolet 4-90

Everyman's car, the biggest little car made today. To those who want the most in service and satisfaction for the least money, we recommend this car. Price \$860.00.

Chevrolet Model F-A

A big handsome four-cylinder car that will please you. A larger car than the 4-90 model, but with all the pep and power of the small car. Price \$1250.00.

Oldsmobile Light Six

A 2550-pound six-cylinder car that is a sensation. The nicest finished, prettiest and smoothest running little six we have seen. Just the right size and weight. Price \$1525.00.

Oldsmobile Eight

Nothing but a demonstration will do justice to this car. Words can't describe the smoothness and power of this motor or the beauty and comfort of the car. It's Cadillac quality combined with light weight and low price. No other car offers so much for the price. Price \$1950.00.

Oldsmobile Economy Truck

Real truck value. Looks like it would cost five hundred dollars more than it does. The ideal truck for ninety per cent of the truck users. Equipped with five-inch cord tires. Torbenen internal drive rear axle, electric starter, etc. It is in a class by itself. Prices: Chassis, \$1500. With body and top, \$1600.

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