

Highway and Auto Dope

AUTOMOBILE NEWS

Traffic and Tourist News

NEW MODEL COMING HERE

After several years of exclusive four cylinder production the Overland Company has put out a six cylinder car which will be sold here by Gettings and Hanks.

The new product of the Overland Company is built with closed body styles exclusively. The standard job is finished with the permanent Duco finish.

What is called the De-Luxe sedan is finished in what is called a dual finish with one color above the dash and the top of the car and a darker shade below.

This model has a particular appeal to the feminine motorist. Gettings and Hanks will have the new six on display here toward the latter part of next week.

Besides selling Overlands Gettings and Hanks handle Willys Knight cars. The Willys Knight company is going into production of a six cylinder car with the famous Knight sleeve valve motor within a short time.

DARLING IS UNCHANGED.

DEB MOGNER, Ia. (AP).—The condition of A. N. "Ding" Darling, cartoonist, who has been critically ill with peritonitis, was reported unaltered by physicians Thursday night.

There are a great many lies told simply because the truth often sounds like a poor excuse.

WILL INSPECT TOURIST CAMPS

Health Officers to Supervise Sanitation and General Conditions of All Oregon Parks.

It is now possible to travel from New York to Portland, Oregon, and from Mexico to Canada by motor car, and in some cases, on a very moderate salary. Millions of people now travel by automobile to the remotest parts of this country reached by roads. Disease always follows the line of travel. Epidemics move from place to place as infected people move. Until recently it was possible to institute control measures that would effectively prevent the introduction of infectious diseases into new territory, but with universal automobile traffic it has been necessary to enact new legislation governing the condition of tourists' camp grounds. The health of the people of Oregon is very important and we owe it to ourselves to take care of it. In order to protect ourselves we must provide first-class sanitary conditions for the tourist.

Auto tourist camps during the last few years have increased tremendously in number so that now in the state of Oregon there are hundreds of camps. A number of these camps can be considered model camps while many of them are merely cleared camping sites with no sanitary provisions whatsoever. The legislature of the state of Oregon, realizing that a stricter supervision of tourists' camps was necessary, enacted a law providing for the regulation inspection of these camps. The tourist camps have an economic value to the community. While the money the tourists bring has attracted attention, the Oregon state board of health is concerned with the sort of health that these travelers bring into the state and the kind of health they acquire while within our boundaries. Any epidemic arising in a camp would be an unfortunate occurrence.

Measures required to safeguard tourists' auto camp grounds and the communities where they are located, are well known but the problem as a whole is not so simple. The sanitary provisions absolutely necessary to a properly constructed tourists' camp are:

1. Safe water supply.
2. Proper disposal of sewage, human excreta, garbage and other waste.
3. Enforcement of measures providing for the prevention and control of communicable diseases.

The camps are to be regularly inspected by the county health officer and when the laws or the rules and regulations of the state board of health are not observed, permission to operate a tourist camp will be revoked. Inasmuch as the tourists must be reckoned with, it is imperative that measures for their protection be strictly enforced. These rules and regulations are established to conserve the pleasure and well being of the community. Every tourist camp must meet reasonable standards of decency, cleanliness and sanitation. Every camp operating in the state is required to post a certificate of inspection as well as copies of the law and rules and regulations of the state board of health. This year it is reasonable to expect a million tourists and it will be necessary to guarantee

CHEVROLET RANKS HIGH

Good Record Hung Up In Truck Sales During 1924 By Motor Manufacturers.

During 1924 the Chevrolet Motor company was the third largest truck manufacturing concern in the world, being surpassed in the number of trucks sold by only two other automobile companies. Plans are now being formulated which, it is expected, will greatly increase truck sales during the present year and may place Chevrolet in second position for 1925.

There were nearly 24,000 Chevrolet trucks sold last year. These included both the commercial chassis and utility express types, the greater portion sold, however, being of the latter style.

An analysis of 1924 sales, R. H. Grant, vice-president and general sales manager asserts, shows that farmers, dairymen, stock raisers, oil dealers and urban business requiring medium weight delivery cars were among the largest buyers of the utility express. A considerable number also were used for school buses.

The utility express has the regular Chevrolet valve-in-head motor but is constructed heavier at various points to conform to the requirements of a speedy, easily operated truck of one-ton capacity. It has exceptionally heavy semi-elliptic springs in the rear. The driving pinion and shaft are integral to eliminate any chance of back lash. Gears are special heat treated and there is a special bevel gear drive at the rear axle.

The frame is of heavy channel steel, well supported by five sturdy cross members. Extra large brakes are used with an automatic brake equalizer. The transmission and disc clutch introduced on the new 1925 Chevrolet passenger cars are used on the utility express.

The commercial chassis is for lighter delivery work and closely follows that of the regular passenger cars except that it is equipped with heavier springs.

OLDS DEVELOPS NEW PLATING

Oldsmobile cars now being sold in La Grande by the J. P. Morelock company have a type of plating of a sort seldom used.

Heavy nickel plating, of a uniform thickness never before achieved, is being used on all nickel plated parts on Oldsmobiles since the recent installation of a new plating method at the Olds Motor works, Lansing, Mich. The new process not only gives a heavier and more uniform plating but also conserves labor.

The principal innovation in the new method is an endless chain which conveys the articles being plated through the plating tanks at a set speed. This gives each part just the exact time in the plating bath that will give the best results. Heretofore the length of time was gauged by workmen and was, therefore, subject to human error.

Parts to be plated come from the presses to the plating room where they are first polished with soft emery on a leather wheel. They are then rinsed in a cleansing solution, after which they are attached to automatic conveyors that carry them through a tank filled with copper plating solution. This copper plating bath consumes 15 minutes and the conveyor is regulated to make one complete circle of the tank in that time.

The parts are then buffed on a cloth wheel, cleaned and given a second copper plating to make sure that all portions are sufficiently well covered. The parts are then rinsed and placed in the nickeling tanks where automatic conveyors make a complete circle of the big tanks in 20 minutes.

Plating by this new and scientific method gives exactly the thickness of nickel required and insures uniform thickness throughout. The possibility of the workmen sighting the time of plating when operating on a piece-work basis is entirely eliminated.

Three men using the new equipment can plate in a day 200 pieces each of the eight nickelled parts on Oldsmobiles—radiator shells, control levers, accelerator pedals, brake levers, brake lever patch rods, carburetor choke bodies, radiator crank hole caps and top holders.

CHALLENGES ALL CLIMBERS

OAKLAND, (Special) — A real pulsing thrill shot through the nerves of red-blooded Americans who dominate the automotive trawls and who constitute the greater majority of automobile owners today, with the issuance of a challenge by Durant Motor company for the performance records of its Star car products.

The challenge has been sounded throughout the west. Designed to prove the stability, endurance, maximum and minimum speeds, actual delivered horsepower superiority in terms of hill climbing and high and low speed accelerations, efficiency and economy of motor operation; and safety, such as braking ability, and turning corners at high speeds, the challenge is a clarion call for action.

The Durant Motor Company of California is making an offer for competition between the Star car and any car of its class, and offers to post a five hundred dollar cash forfeit, provided that its opponents does likewise, and the winner of any contest coming from the challenge to donate the money to a public charity, and be acclaimed publicly.

The action is a direct outcome of sensational performances that Star cars have made in all corners on the Pacific Coast, conquering the most famous western hills and proving other points of superiority as well. The challenge takes in every car in the Star so-called "class."

The only stipulation is that the cars in the contest be strictly stock 1925 models. In making the challenge, Norman DeVaux, vice-president, and general manager of the Durant California Company, said that "there is a possibility we may be wrong, but recent tests have convinced us that it will take a really wonderful piece of mechanism to beat or equal records that the 1925 Star cars have set up in recent performances."

"We want this challenge to be considered seriously. It is more than just idle talk, and is, in fact, the first real challenge of its kind that has come from an automobile manufacturer in a long, long time."

"It is an admirable opportunity for a multi-cylinder car to demonstrate some points of superiority that the average automobile buyer and owner is seriously interested in. We are perfectly willing to enter an open contest on these points, which cover practically the entire operation of an automobile."

Action of Star cars and Star drivers with the new "Million Dollar Motors" has literally swept all past performance records in the west off the boards, and have set up new and heretofore unbelievable records. Every record set has been officially observed and attested to before notaries and by

Announcing--

First showing in La Grande of the new Overland Six about Wednesday, April 8th.

Standard Six Sedan, \$1475 delivered
De Luxe Six Sedan, \$1535 delivered

WILLYS-KNIGHTS In 4's and 6's

GETTINGS AND HANKS
1212 Jefferson Ave
Telephone Main 522

Of Course You Do!

You See These New STUDEBAKERS Everywhere You Go

—But it's the new Studebakers of the men who got their orders in well ahead of the time they wanted their cars.

—The demand is bigger than ever this spring—you have to get your order in early. But that's not unexpected when you see the beautiful closed models that are creating such a sensation about Studebaker this year.

—Big powerful motors—beautiful coachwork built by Studebaker—every model an outstanding value. Ask for a ride any day—we'll drive you around gladly.

Delivered Prices:

Standard Six: Roadster \$1360; Coach \$1545; Country Club Coupe \$1595; Brougham \$1730; Sedan \$1815; Special Six: Brougham \$2100; Sedan \$2315.
4-Wheel Brakes Optional



M. J. GOSS
Studebaker Sales and Service
"This Is a Studebaker Year"

BOHNENKAMP TO QUIT CARS

After actively participating in the sale of motor cars over a period of nearly 20 years the W. H. Bohnenkamp Company have announced their intention of discontinuing this department of their business.

The W. H. Bohnenkamp Company are the local dealers for the Maxwell, Chrysler, and Franklin cars, all of which are very popular in this territory.

In speaking of the decision of the company to give up the agencies, Chase Bohnenkamp, manager of the car sales department says that while the company has always enjoyed a nice volume of business in car sales the other departments of the business have grown to such proportions that it was extremely difficult to give the cars the attention they required.

Two years ago the W. H. Bohnenkamp Company purchased the implement stock of Floyd McKennon. This stock features machinery and supplies manufactured by the International Harvester Company.

Present indications point to an increased demand for farm machinery and this department together with the large business done by the W. H. Bohnenkamp Company in the Goodyear Tires department will require all the space formerly used by the automobile department. The Tires shop will be continued to take care of the cars already sold.

The new dealers for the Maxwell, Chrysler and Franklin lines are L. J. Smith, known yet. Several applications for this territory have already been made. Until the new dealer is installed here the W. H. Bohnenkamp Company will continue to look after the interest of the cars and carry parts and supplies.

It is estimated that not enough people are saving for vacation time.

CLOSE OUT PRICES

Franklin Demi Sedan, a fine car, in perfect condition	\$1250.00
Buick Six Touring	\$ 350.00
Dodge Coupe, 1923 model	\$ 550.00
Franklin, 4-passenger	\$ 550.00
Oldsmobile Light Eight	\$ 675.00
Maxwell Touring	\$ 135.00
Haynes Touring	\$ 275.00

Special Terms on All Cars

Every one of these cars is a real buy at the price. We are quitting the business and must move them soon.

W. H. Bohnenkamp Co.

Announcing the NEW OVERLAND

with **SIX** Cylinders

\$985

f. o. b. Toledo



The Engineering Surprise of the Year. Arresting Beauty - Startling Power - a Six Without a Rival Near the Price!

Another Sensation at \$715

f. o. b. Toledo

World's Lowest Priced Sedan

Four Doors Four Cylinders All Steel Body

Gettings & Hanks
1312-14 JEFFERSON ST. LA GRANDE, ORE.
WILLYS-OVERLAND-FINE-MOTOR-CARS