

Highway and Auto Dope

Traffic and Tourist News

# AUTOMOBILE NEWS

## SAFETY TESTS REQUIRE CARE.

### Appliances to Prevent Accidents and Thefts Rigidly Inspected in Company Laboratories.

By George B. Muldair, General Agent, Underwriters' Laboratories.

Against all of them, but a policy is no positive and seldom wholly compensates for all the damage. While motorists insure, and rightly, most of them are perfectly willing that the companies should keep their premiums unimpaired from claims upon them.



## The 'Bugaboo' of the Highway

Tire trouble! If it weren't for tire trouble and the fear of having tire trouble just at the wrong time, motoring would be a much greater pleasure.

We can't prevent your running a spike into your tire and getting a puncture, nor can we prevent cuts and bruises and blow-outs. But we can take a good share of the danger and worry and expense away.

We can sell you GOOD tires—standard in name, reputation, and quality—and then we can PROTECT you against any expense with those tires for one year FREE OF CHARGE.

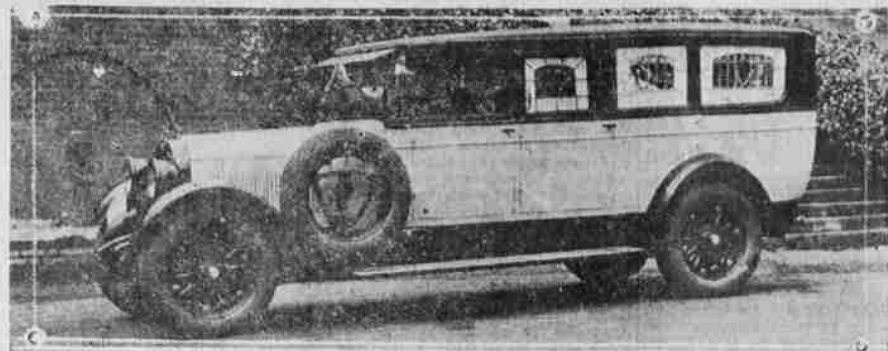
That's part of our tire service—protected tires, guaranteed for one year against all expense and all injury.

ASK US ABOUT IT

## Playle Oil Co.

Complete Car Service — Texaco Oil and Gas  
C. T. C. Tires — Ajax Tires

## Ambulance Put In Service Here



New model 635 V Cadillac ambulance put in service here by the W. H. Bohnenkamp Company. This car was built specially for the Bohnenkamp company and is said to be the finest ambulance in the Northwest. Every known accessory for the comfort of the sick or injured is included in the equipment. Goodyear hallowoon tires are used.

—Picture courtesy of Oregon Journal.

The consultant is the Underwriters' Laboratories, a non-commercial organization operating for service in the prevention of fire and accidents. The object of the laboratories is to bring to the user the best obtainable opinion on the merits of appliances, devices, machines and materials in respect to life, fire and collision hazards, as well as theft and accident prevention.

The loss both of life and property through fire and accident in the United States is far greater per capita than in any other country in the world and the laboratories are doing their share in an organized effort to reduce this condition. To their main plant in Chicago, or to their work shops in New York or San Francisco, manufacturers send their wares. If they come within the above categories, for examination, test and advice.

Building columns, building materials, fire doors and windows, floors and roofs are destroyed by fire to prove that they will resist fire. Safes weighing tons are loaded to redness, then dropped three stories and immediately heated again to make good the claim that under such treatment the contents will be protected. Wall material is crushed in powerful presses to determine its bearing strength. Electric wires, fuses, switches and conduits are tested both physically and electrically to determine any hazard that may exist in their construction. Fire hose, automatic sprinkler systems, fire extinguishers, pumps and pipes are studied, dissected, tested and operated to bring out their good points or to uncover their defects.

Household appliances, toilet accessories, matches, flatirons, curling irons—every conceivable thing suspected of potential hazard—comes through this process of constructive destruction that fires may be served or properly conserved. The laboratories are unique. Nothing like them exists anywhere, and an idea of their service may be had from the fact that last year their labors, the index of safety, appeared on more than 700,000,000 separate items of merchandise.

It is plain to see, then, why the automobile manufacturers called upon the laboratories to put the seal of safety on their cars. The records show that, since the service started in a small way seven years ago, 194 different makes of cars, including all prominent makes, have been examined and reported upon and that at the present time forty-two different makes of cars are undergoing constant inspection under what is known as the "re-examination" service. This means that after the original examination has shown an acceptable condition

from a safety standpoint, the laboratories' experts visit the factories at frequent intervals to assure the maintaining of the high standard required.

The complete car is thoroughly examined. The electrical equipment, wiring, switches, fuses, starting and lighting systems, generators, ignition coils and all that goes to make up the complete electrical plant are put through adequate tests to guard against short circuits, overheating and other fire-bearing upon fire hazard.

Tests of the fuel system include examination of tank construction, the fill and vent fittings, the tubing and couplings and the operation of carburetors, valves, vacuum systems, strainers, gauges, vaporizers and other working parts. Mufflers and exhaust heaters come in for special study in relation to any possible danger of explosion or overheating inherent in their design or construction.

Perhaps even more vital to the safety of the motorist than immunity from fire hazard is the perfection of means of prevent collision. Bumpers are put through a severe course of action in which a 2,000 pound weight running in an inclined track strikes the bumper attached to a rigid chassis—although moving telegraphically, not should run into a stationary car. Action being equal to reaction the result is exactly what would occur in an ordinary road collision, and the impact is regulated by allowing the weight to descend from varying heights on the track giving the effect of cars of different weights traveling at greater or less speed.

Close Watch on Motor Thefts.

There remains the enterprising automobile thief, involving means of circumventing his activities. There are hundreds of locks on the market; some good and many not so good. The laboratories have means of testing the effectiveness of a lock both in its mechanical construction and in its security from unauthorized tampering. Any lock may be picked in time, but a lock that will withstand the attention of a talented burglar for twenty minutes is recognized as good enough for the ordinary purpose.

An interesting case occurred at the laboratories recently when an inventor drove up in a car equipped with a locking device of his own invention, for which he claimed unusual features. While he was describing the excellence of his lock to the head of the casualty department one of the latter's assistants went down stairs and stole the car. The inventor was finally persuaded that his lock was not so good as he thought it was, but the experience of the engineers in charge of these tests enabled him to perfect his device.

Another safeguarding device against theft is a system of identification figures designed to be forge-proof. These figures are made in various ways, but the basic idea is that they cannot be altered without leaving traces which are readily discovered.

These are some of the ways in which automobile manufacturers seek to safeguard the motoring public. Refinements in safety devices are developed nearly every day and the laboratories are kept busy designing testing machines, apparatus and methods to keep pace with the growing demands. Their lists of accepted safety devices and of standard apparatus and materials are furnished free to the public and may be had from any of their agencies, of which there are 142 in as many cities throughout the United States and Canada.

WILL TIRE YOU OVER

Excessive lubrication is the remedy for a number of car ailments, particularly where parts are fitted a bit too tight or where wear is causing a little too much friction. When this sort of thing develops during winter and where the trouble is not serious enough to warrant putting the car in the shop, it is well to use ordinary engine oil in place of a heavier lubricant in the particular unit affected. Engine oil in the transmission, for instance, will keep the shifter forks better lubricated in cold weather than regular transmission was intended, but it will not over-lubricate the gears nor work out through the bearings. Usually the addition of engine oil will be an advantage to the main part of the unit where used during cold weather.

cold rolled steel—comes in at one end of a great building and emerges at the other—completed fenders ready for the enameling ovens and installation on the cars.

Big punch presses cut out the patterns and the steel parts go on to other machines which twist, bend, engrave and assemble them as they pass through the progress of fabrication on to completion—a marvelous and illuminating illustration of the perfection to which Ford progressive manufacture has attained. In all there are seventy-three operations from raw stock to completed fender, each one distinctive but essential to securing uniform quality.

Blanking dies used in the machines which cut out the patterns, although they are made of the highest grade of tool steel, wear out in from two to four days under the heavy production. In stamping process, after the larger parts are cut out, the work passes to new machines which punch out small or parts, thus reducing waste to a minimum.

All the fenders for the company's domestic and foreign trade are manufactured in this department. Domestic plants completely enamel

their own fenders, but those for foreign plants are given their first enamel coat before being shipped from Highland park.

BUILDING UP "JUICE"

Most battery troubles can be traced to the failure of the driver to build up the battery when he has an opportunity. Instead of driving at the speed for maximum charging when the battery is low he speeds up, lowers the charging rate and then allows his lights to burn full when he has no need of it.

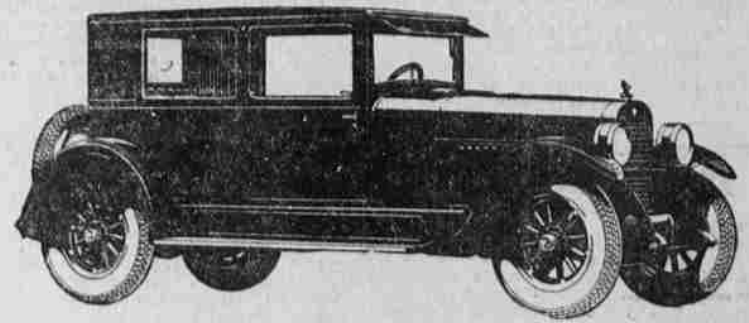
## FENDERS BUILT IN QUANTITIES

Providing fenders for as large a number of cars and trucks as are daily produced by the Ford Motor Company is in itself quite a manufacturing accomplishment and the way the company produces them is interesting because it is done on such an enormous scale.

But fenders for new cars can't all. It must be remembered that there are several millions of Ford cars operating on the streets and highways of this country alone and that quite a number of fenders are bent out of usefulness in traffic bumps every day. Therefore it is necessary to keep service stocks up everywhere so replacements may be quickly made. In this connection it is interesting that there is a slightly greater demand for new left-hand fenders than for those for the right side of the car.

To care for new car and service stock requirements the fender department of the Ford Motor Company's Highland Park plant, Detroit, where all fenders are manufactured, turns out 55,000 a day, and in doing so uses approximately 250 tons of steel.

The flat stock—that is, special



# \$1250

Freight and Tax Extra  
New Price for HUDSON COACH (Was \$1345)

Today's Hudson Super-Six Coach costs less than half the price at which the open models have sold. With the world's largest production of 6-cylinder cars, quality is constantly improved and therefore Hudson is more than ever

"The World's Greatest Buy"

HUDSON SUPER-SIX SEDAN

5 Passenger \$1695 (was \$1795)—7 Passenger \$1795 (was \$1895)

All Prices Freight and Tax Extra

## Ledbetter Garage

## ATTENTION FORD OWNERS

It has come to our attention that the Ford owners in this territory are being circularized by a concern offering fractional shares in the stock of the Ford Motor Company of Canada.

On advice from the Ford Motor Co. we do most emphatically recommend against the purchase of these fractional shares for the reason that the price quoted is proportionally in excess of the market value of full shares and in addition as this company does not issue its stock in any denominations less than one full share, there is no provision for representation of these fractional shares in any general shareholder's meeting of the Ford Motor Co.

## Perkins Motor Company

Phone Main 500 LA GRANDE Cor. Fourth & Adams



### Largest Stock of Bearings Between Portland and Salt Lake



TIMKEN TAPERED ROLLER BEARINGS

Accidents will happen—and when one happens to you in the form of a burnt-out bearing, don't despair of getting quick service and quick repair.

We have a complete stock of bearings for all makes of cars ready for immediate use. There's no need for your garage man to send to Portland or the factory—it's here ready for you and with it the service of expert workmen to make the repair.

Our equipment and life-long experience permits us to cast for you any kind of bearing under any conditions, no matter what the machine. That's one of the reasons, when there is machine trouble, that competent people know "Leighton's" is the place to go.



LEIGHTON'S WELDING & MACHINE WORKS  
R.W. LEIGHTON PROP.

"Tell Your Garage Man to Have Leighton Do It."  
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