

Highway and Auto Dope

AUTOMOBILE NEWS

Traffic and Tourist News

OVERLAND SIX HAS STAMINA

Recent Entry into the 6-Cylinder Field Specially Designed to Give Service over a Period of Years.

Recent statements by motor car authorities and research experts attribute an average life of eight years to the modern automobile. Overland engineers, who have designed and built the new Overland six, are unanimous in their belief that their new product will average even greater longevity than this period.

Months of searching and severe tests, they feel, have given them a car in this new model that will survive rougher treatment than any other known alloy, is used in the rear axle shafts. Differential gears and pinions are made of nickel steel—an alloy especially adapted to a use of this kind as it lends itself readily to heat treatment which toughens it. To secure minimum wear the gears are still further hardened.

Transmission gears are also subjected to heavy strains, and in order that they may properly stand up in service, they are made of chrome carbon steel, heat treated for greater strength and wear. Overland six springs are of chrome vanadium steel, properly heat treated by highly developed processes which assure uniformity at the same time that they render the springs most flexible and strong enabling them to absorb all road shocks which would otherwise rack the car to pieces.

Choice of materials for engine parts is made with vital care. The cylinder block is of finest gray iron because this material is best suited for the varying heat conditions to which the engine is subjected. To insure maximum strength and rigidity the cylinder block and upper half of the crankcase are cast

ment. Each minute detail has been designed with stamina in mind, from the selection of the raw material to the final assembly.

In choosing the material which is to be used in a given part, the work which it is called upon to do determines the selection. Chrome-nickel-steel, better able to withstand the shocks and strains to which a rear axle is subjected than any other known alloy, is used in the rear axle shafts. Differential gears and pinions are made of nickel steel—an alloy especially adapted to a use of this kind as it lends itself readily to heat treatment which toughens it. To secure minimum wear the gears are still further hardened.

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Anything You Want In The Star Line

Would you like a blue, enclosed coach with disk wheels, velour upholstery and all the other appointments? Or, perhaps a really sport job in maroon with real Spanish leather on the seats? Or a dashing roadster with natural wood wheels and side wings?

"Jim" Morlock, who maintains an establishment on the Avenue near the Observer office for the purpose of displaying the virtues of the Star car line all these models on hand and a great many more. Additions to the line this week were a coach in signal brown, a sport touring in maroon with real Spanish upholstery, a sport roadster with natural wood wheels and balloon tires and a standard touring also fitted with natural wood wheels.

The Star coach with the finish in signal brown, a durable color, is shade darker than khaki, is an unusually beautiful car. The unusual color of the finish sets off the graceful lines which curve from the radiator back toward the rear and contrast with the dark green of the upholstery.

The real Spanish leather with which the cushions of the sport touring car and the roadster mod-

els now being shown by Mr. Morlock. The wheels are finished so as to bring out the light grain of the spokes and rims and create an especially good effect when used with the balloon tires.

Besides the cars received this week Mr. Morlock has been showing a model of the sedan in blue with velour interior finish in harmonizing colors, the special coupe in hattership gray, the blue sport touring and the standard touring cars.

All cars displayed are equipped with balloon tires and four wheel brakes and are in other ways mechanically as up to date as anything on the market.

The Star motor in operation is as near vibrationless as any four cylinder car sold today. By reducing the weight of the piston and connecting rod assemblies to the minimum and increasing the weight of the crankshaft the Star engineers have produced a motor which develops an unusual amount of power with the minimum of destructive vibration. Truly it would seem that "the car with the million dollar motor" is "tomorrow's car today."

cluded a flutist, one snare drum and one bass drum player and an alternate bass drummer. The collection also includes the first Ford automobile, with its four high, solid rubber tread, steel-spoked wheels, its dashboard, horn and headlights, steering rod and conspicuous flywheel of the expanded motor. This vehicle was built in 1894.

When overhauling the engine for the spring season try scraping all the oily dirt off the outside surfaces, thoroughly clean with gasoline, and after drying paint with motor enamel. This can be obtained in several colors and will decidedly improve the appearance of an old engine.

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FILLING STATION ADDS REST ROOM ACCOMMODATIONS

Construction of a ladies' rest room at the Standard Oil station at the corner of Fourth and Adams avenues was completed this week. The new building, which is to set on the northwest corner of the grounds, will be an attractive addition to the station. The rest room is to be of the all-steel type of construction. Furnishings, such as chairs, and so on are to be of wicker.

Percy Carter, of the engineering department of the Standard Oil company arrived here Monday from Walla Walla to supervise the work.

More than 3,000 banks have provided the funds which make possible the service of General Motors Acceptance Corporation and more than 200,000 car owners are having the use of General Motors cars while they are paying for them through the G. M. A. C. Plan. Hundreds of millions of small parts are absorbed by General Motors divisions annually, including 500,000,000 lock washers, 250,000,000 screws, and 1,000,000,000 pins of many types and sizes.

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OREGON TRAIL WRECKING HOUSE
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Studebaker Demand

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"This Is A Studebaker Year"

FORD COLLECTS JUNKED CARS

Latest Hobby of Automobile Manufacturer Is Acquiring Old Cars of Historical Interest.

DETROIT, (AP)—As the more active days of his career respond to the inexorable toll of years, Henry Ford is making a new claim to distinction and in a new field—history. The man who has been named an "Automobile King" is quietly gathering from all parts of America what is regarded by historians as one of the greatest collections of vehicles in existence.

The collection is just one of several that slowly are being formed at his Dearborn, Mich., property. Although inaugurated primarily as a museum, the objects illustrating the origin and progressive evolution of transportation facilities, the collection now has outstripped that limitation and has come to include more or less completed lines of specimens illustrating the progress of mechanical invention and achievement in almost every department of human interest.

In the collection may be found a one-horse chaise "that was built in such a logical way it ran for a hundred years and a day." There is a fine old gig of the colonial period and a calash (or calèche) which was thought very stylish by the Pilgrims. Then there is an old mail coach of the type used for passengers, baggage and mail, with provisions for outside passengers on top.

There is the Canebody wagon, or prairie schooner, a genuine American product that followed the first mountain roads out of the east in one piece, giving better alignment of bearings, which in turn means less wear and strain on the parts.

Pistons are made of special heat treated permanent mold cast aluminum alloy, and are of split skirt type. Connecting rods are channel section forgings of carbon steel, with the babbit in the big end integrally cast into them. Main bearings are of the Chadwick type, which is ranked among the very best in motor car manufacture.

Similar attention is given to the selection of materials used in the body, fenders and radiator. Roller and ball bearings are generously used in the wheels, axles, transmission and differential wherever necessary, to insure minimum wear and adjustment.

Another feature that insures further stamina is the provision for thorough lubrication and cooling of the engine. Provision is also made for proper lubrication of chassis and steering mechanism, at points where lubrication is required to permit the parts to work with perfect freedom.

WHEN YOU HIT ANOTHER CAR

Who pays for the damage done—you or an insurance company?

If you can't afford to pay it, you can't afford to be without full automobile protection.

A policy costs little—an accident costs much. Phone us today.

DUTTON

THE INSURANCE MAN
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SAMMY SPARK PLUG



SAYS:

A man in Chicago was arrested for going in the wrong direction on a one-way street. "Don't you know this is a one-way street?" asked the officer. "I was going both ways," replied the man.

ern states, threaded the vast plains, crossed the Rockies and brought the first settlers to Oregon and California. The Concord coach, which was regarded as the last work in transportation and was capable of 16 miles an hour, also is represented, as also is the Pennsylvania buckboard, sometimes called the "Adam and Eve Wagon," because it was built for two.

Other exhibits are the common buckboard, which was the first of the American light spring wagons; the phaeton, regarded late in the eighteenth century as the apex of style, the victoria, the rockaway with its small, enclosed body, the American buggy often called the "queen" of the horse-drawn passenger vehicles, and an old southerly of the early statehood period.

A two-horse "sociable" in the collection was considered the top of the list of modern carriages in Civil War days. There is also an American racing sulky and several specimens of ancient and modern fire fighting apparatus.

A curiosity is the old Dearborn band wagon, with its spring seats placed on an ordinary wagon box. It was in this wagon that Henry Ford, an uncle of the automobile manufacturer, played the fife in a musical organization which also in-

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Overland is in greater favor today than ever because it is a greater value... It offers you a great saving in price... the lowest priced car with sliding gear transmission... Plus the satisfaction of greater power... Plus the safety of an all-steel body... Plus the reliability of extra-heavy axles... Plus superior economy in gasoline, oil, upkeep.

Sales of the New Overland Six are increasing with great rapidity. Everyone is impressed with its beauty. It excels all cars near its price in power and pick-up. You will find it a delight to drive.

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