

Highway and Auto Dope

Tourist Traffic and News

AUTOMOBILE NEWS

STAR MAKES RECORD TRIP

Transcontinental Owners Drive Thought to Establish a Record for the Distance.

Unheralded, and making the trip entirely on his own resources, a young New Yorker slipped into Los Angeles on the night of June 27, with a claim for an owner's time record for the motor trip between New York City and Los Angeles.

He covered a total of 3225 miles, accompanied only by a setter pup dog, between the dates of June 13 and the day he arrived. Early in the morning, June 28, he drove his star touring car, which was purchased from the Star branch in New York city only a few days before he left, up to the Los Angeles

branch of the Star Motor Company of California, and recounted his adventures.

He is Fred Aldrich, of 150 West Fifty-seventh street, New York City. The speedometer on Aldrich's car showed a total mileage of 4669 miles on arriving in Los Angeles. It was one of the most sensational owner performance records that has ever been brought to light.

Aldrich declared that friends in New York City can verify the fact that he left there June 13. He did not make the drive straight through. On the contrary, the longest single driving stretch was through New Mexico and Arizona, in the dark of night through the desert, a distance of 625 miles, without stopping once, and each day or night he managed to spend some time commencing with Father Morpheus.

Mechanics in the Los Angeles Star branch examined the car and declared it to be an ordinary stock Star touring car, and declared at the same time that it had made the trip without mechanical difficulty and that the motor was running as smoothly as it would in the Star factory final test yard.

Aldrich said that on the transcontinental run the car averaged better than 22 miles per gallon of

OLD CAR IS RUNNING

When an automobile has been approximately a quarter of a million miles it is just in prime condition to make a 12,000 mile loop tour of the United States, according to Dr. R. F. Clark, of Syracuse, N. Y., who with his "Buddy" Edward O'Donnell of Cortland, N. Y., is heading toward Los Angeles in his 1915 Oldsmobile roadster.

"Dr. Clark and O'Donnell, who were first lieutenant and top sergeant respectively, in the same medical corps overseas, are taking their first real vacation in five years. It will last nearly five months, during which time they plan driving to the Pacific coast over the Santa Fe route, visiting the many points of interest on the west coast, and returning the southern route to New Orleans and thence up the east coast to New York.

For a little more than six years Dr. Clark has owned the Oldsmobile roadster, and during that time he has averaged about 2500 miles per month, driving it in his professional duties and for pleasure. The car had covered a total of 231,000 miles when Dr. Clark and his pal arrived at the Olds factory, Lansing, Mich., on the first leg of their vacation trip.

During his trip through Canada, en route from New York state to Michigan, Dr. Clark said he encountered a strip of dirt road 43 miles long and that he made this at an average speed of 33 miles an hour.

About the only major reconditioning that has been given the car was when it was relatched about a year ago. Dr. Clark had it painted with Duco, the same material that is being used on the present model six cylinder Oldsmobiles.

CHEVROLET MAKES RECORD

Detroit, Mich., July.—The Chevrolet Motor Company having established successive production records for April, May and June, will exceed by August 29 the total production for the entire year of 1924, it is announced by R. H. Grant, general sales manager.

Chevrolet production during 1924 was 205,202. During the first six months of 1925 the total production reached 246,981, or only 39,222 under the aggregate for the preceding year.

The company produced 54,944 motor cars and trucks during June, exceeding any previous June in its history. The total for the month was exceeded by only one month of Chevrolet production, October of 1923. Sales to dealers during June were 54,725. At the end of June there still remained 24,654 unfilled retail orders in the hands of dealers.

"I stated recently that the motor car industry was becoming stabilized, that the undesirable peaks and depressions of production were being flattened out," said Mr. Grant. "This statement is substantiated by the Chevrolet production figures for the last three months.

"In April we produced 52,238 cars and trucks; in May 52,855 and in June 54,944. Thus we have a variation of only 2,708 units between the lowest and highest of the three months. And of even greater significance is the fact that our production crept up instead of down during a period in which past experience has led manufacturers to expect a decided decrease.

"Another significant figure is contained in the statement of the National Automobile Chamber of Commerce that the May 1925 Chevrolet sales were 222.6 per cent of the May sales and that the truck sales for the same month were 272.2 per cent of those for May 1924."

gasoline, and that very little water or oil were used.

The trip was made over the Lincoln highway to Missouri, thence over the southern route, to Missouri, the perfect route was encountered, but in that state, Aldrich said, he met a man in such quantities that, after again returning to dry roads, it was necessary to clean the entire running gear before it was possible to make up time on the road.

Aldrich stated that he held the car with a partly open throttle each day, running for hours between 45 and 50 miles an hour, and that it was the consistent pace that made possible the exceptional time made. Each day's mileage was close to 100 miles.

Members of the Los Angeles Star car organization revolved in hearing of Aldrich's unprecedented feat. It was a remarkable story to them, although the customer told his story simply to newspapermen, stating that while he would not care to make the trip in such a hurry again, it was perfectly comfortable for him, despite the fact that he is a strapping six-foot giant. Even Jerry, the little black and white setter, kept most of the way across the country, cuddled up to him on the front seat.

His Merry Oldsmobile



Dr. R. F. Clark of Syracuse, N. Y., and his Oldsmobile Roadster in which he is making a 12,000-mile loop tour, after having driven it a quarter of a million miles on his professional duties.

Development of Tires Took Years

For the past 10 years the W. H. Bunnell company has been selling Goodyear tires, tubes and other rubber products and with this high quality line has built up a very large volume of business.

Briefly, the story of Goodyear development might be told this way: Goodyear has been striving for twenty-six years to make the best possible tire from the standpoint of wear, service, comfort and appearance.

Now it would have been possible for Goodyear to turn out a balanced tire and stop at that. A balanced tire might be described as one in which tread and carcass wear down equally fast, like the "One Horse Shay," so that the whole thing gives out together.

But Goodyear engineers were never satisfied. They would tackle first the tread, perhaps, and come along presently with a new tread that gave so much better wear that it outlasted the carcass that carried it. Then they'd have to tackle the carcass and improve that till presently it was outwearing the tread.

So the thing has seen-sawed along—but with the net result a tire that was giving more and more miles each year.

Anyone who drove a car, let's say in pre-war days, and recalls the mileage he got then and compares it with what he gets today from Goodyear tires, does not have to be told that today's tires give three and four and five times the mileage now that they gave then.

It is this insistent search for improvement that has led the way to cord tires, to straight side tires, to balloon tires, to Superwinds. Development of tires had kept pace with the development and improvement of automobiles and trucks. Almost every change of consequence in construction of cars or trucks directly affects tire

equipment. And so the tire engineers must be kept constantly on the alert.

One feature of Goodyear tires that has seen less change than any has been the tread design. The famous diamond blocks of the All-Weather tread, mathematically designed to give maximum traction, digging into mud and snow and holding on, instantly checking a tendency to skid in any direction, have remained through all the years changed only in detail, not observable to any but the designers themselves.

While other manufacturers' tread designs have been changed again and again in the effort to get one that would give better traction and non-skid qualities, the Goodyear All-Weather tread has remained standard, has written its signature across the highways of the world, the most easily recognized and best known tread design offered to the car owning public.

OIL PURIFIER FITTED ON ALL CHRYSLER CARS

"One of the things that shorten the life of a fine automobile engine is wear due to grit that gets into the lubricating oil," says Leo J. French, Chrysler and Franklin dealer.

"This was one of the very first things guarded against by Chrysler engineers and more than 18 months ago, when the Chrysler Six was introduced, it was fitted with a filter that purifies the oil while the engine runs. It is due to foresight in providing such features as this that Chrysler Six engines can go on delivering the remarkable service that they do with a minimum of trouble. Chrysler was the pioneer

amongst builders of motor cars in the adoption of the purifier, as the oil purifying system is known. The leadership of Chrysler engineering methods is now once more apparent as the example of including an oil filtering device is now being generally followed."

Everything's relative. A chigger probably thinks a flea is an elephant.

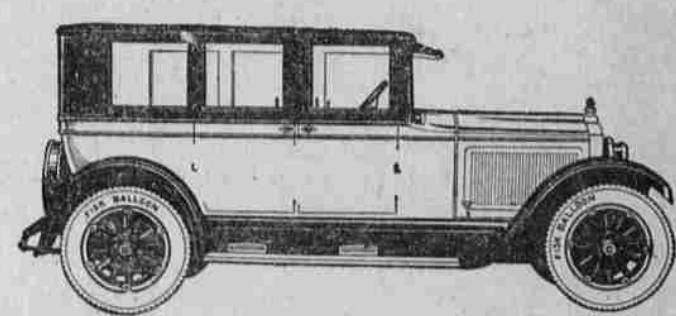
Buick Automobiles Are Developed on Speedway Tracks

It is interesting to note that Buick, early in the industry, demonstrated the superior power and speed of the valve-in-head engine on the speedway. A Buick car won races at Indianapolis, at the time when the annual event covered

ed 250 miles. In fact, until 14 years ago, when Buick withdrew from entering cars in racing events, Buick made numerous records on various tracks throughout the country.

Buick still holds two records in the Class "B" Speedway records (stock chassis division) for the Indianapolis race track. These two records were made July 2, 1910, by Louis Chevrolet, who went 5 miles on this track in 4 minutes, minutes, 52.40 seconds.

WILLYS-OVERLAND FINE MOTOR CARS



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Up to June 30, this year, there were 200,000 Willys-Knight cars in active service. The patented Willys-Knight engine does away with both... To the exceptional engine efficiency of the Willys-Knight is added another exclusive advantage—absolute lack of vibration, due to the Lancheater Balancer. The Willys-Knight is the only automobile in the United States equipped with this device... These things the Willys-Knight owner knows, and, knowing, counts on keeping his Willys-Knight two and three times as long as any other car.

WILLYS KNIGHT

Four-cylinder models from \$1295 to \$1695. Six-cylinder models from \$1845 to \$2495. All prices f. o. b. Toledo. We reserve the right to change prices and specifications without notice.

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Touring Car \$895 F. O. B. Detroit, tax extra. Four-wheel hydraulic brakes optional.

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For ahead in power, speed, fuel, mileage, beauty, in safety, ease and complete and perfect roadability.

First car of its price with the option of hydraulic four-wheel brakes at slight extra cost.

Deliver 38.5 horsepower—82 per cent more power certainly and performance than its official rating.

Positive full force-foot lubrication, giving more efficient lubrication with no increase in oil consumption.

Unusually sturdy, rugged frame.

Leo French

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Better Go To Leighton's!

That's the remark you hear frequently from a garage owner to one of his mechanics when it's a question of having specialized work done, or a bearing must be replaced, or some rings and pistons are needed, or various parts for varied makes of cars must be secured.

The average car owner is ignorant of the tremendous stock of bearings, rings, pistons, gears and other parts carried here in this complete machine works for the service of their cars.

For those who know our service, nothing is impossible in welding and fine machine repairing until we are interviewed. It is a reputation of which we are proud—but it is only an incidental thing in our job of giving unusual service, of producing complete satisfaction. Play safe—be sure it's a Leighton job.

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