

Highway and Auto Dope

AUTOMOBILE NEWS

Traffic and Tourist News

FOUR-WHEEL BRAKES USED

Manufacturers Forced to Study Public Demand for Brakes on All Four Wheels.

One of the latest builders of six-cylinder motor cars has been fairly busy showing the public that they will buy four-wheel brakes equipped automobiles. The Paige-Detroit Motor Car Company adopted four-wheel brakes of this hydraulic principle January 1, 1925, but some doubt that the entire public wanted. The result was the brakes were only offered on Paige and Jewett cars as optional equipment at an extra price.

June 1st, it became impossible for the Paige company to build two-wheel brake cars as the cars stood as yet. Four-wheel brakes rights to manufacture the Paige-Jewett brakes under basic patents were originally secured by the Paige company two years before their first adoption.

The Paige-Detroit Motor Car Company was one of the very first to purchase manufacturing rights to manufacture hydraulic brakes and nearly the last to place them on their products.

Mr. Harry M. Jewett, president of the Paige company, first became interested in four-wheel brakes while on a trip to Europe, about a year before announcement was made in this country of their adoption by the motor car. On his return to the factory, Mr. Jewett summoned all of his executives as well as the engineering department into conference and told them that four-wheel brakes were the coming thing.

"We want them to get busy and see what kind of a brake is best suited for general American use," he told Andrew Buehly, vice-president in charge of the engineering division.

Months of experimentation with every known type of four-wheel brake followed. The result was the purchase of the rights to the hydraulic brake, and that was two years before the brake was offered to the public by the Paige company. The executive saw other companies buy the same rights and a few months later saw their motor cars equipped with them.

Queries sent the engineering department regarding when the Paige company was going to be able to announce the brake always met with the reply from Buehly that "we'll give you the brakes when

Hudson and Essex Sales Volume Is Said to Reach Peak

In the first six months of 1925, 125,000 Hudson and Essex cars have been sold, said E. E. Ledbetter, local dealer. "This exceeds last year's total for the same period by more than 20%." It is all the more significant because in general the large manufacturers of cars in this field have shown no gain or have not equaled their 1924 production for this period.

"Hudson and Essex sales have not only surpassed every 6-cylinder car in the world, but every month witnesses a new high selling mark in Hudson-Exess own records. Their conspicuous and increasing success reflects the confidence and complacency with which the real facts regarding automobile values have penetrated the entire market."

"One sales man in La Grande, as large as they have been, would have been even greater had we been able to secure all the Hudson-Exess cars buyers wanted. And this is typical throughout the country."

"The steady increase of factory production means that more cars will be available during the latter half of the year, and we shall undoubtedly exceed our remarkable sales record of the past 6 months."

"We get them right."

After nearly a year had elapsed this explanation varied somewhat. It seemed that the brakes were perfect for use in good weather and summer climates. But Andy Buehly, realizing that all of the Paige and Jewett cars were not sold in warm climates, refused to release the brakes for production until he tried them out during the winter months.

Winter did bring a new set of troubles. Leather cups used in the cylinders which closed the brake bands had been replaced because they were inefficient. Rubber which was substituted proved also to be the wrong material with the solution used. The solution was changed to alcohol and castor oil.

Other changes were made and the brakes released to the production department for manufacture January 1, 1925. Nearly two years had elapsed since the Paige company first secured manufacturing rights to the brakes.

Nearly every one of the larger companies in the industry has adopted four-wheel brakes of some kind or other. Paige was among the last.

"We followed our set policy of offering only the tried and proven on our motor cars," explained Mr. Jewett to the dealers at the various 1925 automobile shows.

The service division of the Paige-Detroit Motor Car Com-

CHRYSLER CARS ARE IMPROVED

New and Lower Prices With Mechanical Refinements Featured in Chrysler Line to Open 1926 Season.

The Chrysler Corporation, announces new and lower prices on the Chrysler Six, as well as a number of improvements and refinements in engineering design which raise this car to new performance peaks.

Included in the improvements are a motor of greater power and smoothness, a chassis of greater sturdiness and rigidity with greater use of alloy steels and a group of the most attractive designs and colorings.

These refinements are but natural and obvious results achieved by an organization that is not content to stand still. It is Mr. Chrysler's comment on the new prices and developments of the "Chrysler Six."

"When we first brought out this model we were greatly flattered to have it hailed as most nearly approximating six-cylinder motor car perfection. However, our engineering and factory executives worked unceasingly to improve the design of the car and our manufacturing methods. This is notwithstanding the fact that our factory and our products were two years ahead of its time."

"Lengthy research and experimentation have application of further scientific manufacturing methods, combined with greater quality production, has resulted in economies which have enabled us to reduce materially Chrysler Six prices."

Most important of the engineering features, Mr. Chrysler points out, are the improvements in the power plant. The latest Chrysler Six has a cylinder bore of 3 1/2 inches. This increase in piston displacement delivers nearly ten per cent greater power, enabling the new Six to attain its top range of 70 miles per hour with greater ease. It also gives swifter acceleration and getaway with a proved record of 2 to 25 miles an hour in 12.5 seconds, better pulling power up steep grades and through mud or sand.

Maintain Economy Despite Added Power

The greater power delivered by the motor has been compensated by a heavier and more rigid crankshaft, with nearly 50 per cent greater torsional rigidity. Pistons, connecting rods, bearings, and other reciprocating parts has been constructed correspondingly heavier.

To take care of the greater demands the carburetor opening has been increased 1/4 of an inch, but redesigning of this unit has enabled Chrysler engineers to perfect its efficiency so that the economy standard of 28 or more miles to a gallon of gas is maintained. Oil pump capacity has also been increased 12 1/2 per cent.

Despite the increased power delivered by the motor the larger seven-bearing crankshaft, the larger-diameter and statically balanced flywheel and the other scientifically balanced rotating parts completely smooth out periodic vibration which ordinarily arrives from an increase of piston greater torque.

The Purvisor an oil filter which removes all impurities from the crankcase oil as the motor runs, which was first adopted as standard equipment by Chrysler, and an air cleaner which prevents dust and road grit from entering the cylinders with the fuel, minimizing the formation of carbon in the cylinders, continue to the standard equipment of the Chrysler Six engine.

Still Faster Gear Shifting

In the flywheel has been mounted a clutch of single-plate type. This, coupled with transmission gears nearly 25 per cent larger than the previous designs, permits smoother and easier gear engagement.

The gear shift lever has been lengthened for greater convenience of the driver.

The emergency brake on the rear end of the transmission has

been a special report to Mr. Jewett corroborated the policy of the Paige company in that it showed that less service difficulties have been encountered with the Paige-Jewett hydraulic four-wheel brakes than with any other unit of the Paige and Jewett cars.

"Under our manufacturing license it is possible for all users of four-wheel brakes to adopt the same corrections on the brakes proven needed by our engineering department," states Mr. Jewett, "but we have the upper hand in our inspection methods."

"The manufacturing division requires that the brakes pass many inspections, chief of which are several to insure that the pipe cylinders and valves will withstand the heaviest pressure possible to demand of them."

"We have our own special testing apparatus which tries out the braking equipment before and after installation insuring perfect union of all joints which in turn insures that the brakes will function 100 per cent when delivered on the Paige or Jewett."

also been increased one in diameter.

The differential carrier has been made more sturdy and rigid to handle the increased power. Ring gear and pinions are larger and the teeth are cut at steeper pitch, permit more substantial engagement.

Many Body Refinements Noted

The body design which has been so characteristically Chrysler is unchanged save for minor details.

The smoothness of the roadster type, which Chrysler has done much to restore to popularity, has been enhanced in many details. New bullet-type head lamps, a top low finished in walnut to match the steering wheel and instrument board panel, fitting into a nickel-plated thimble, automatic windshield wiper, wider doors permitting greater ease in getting behind the steering wheel, side hinges on the golf compartment door, and top of unquipped and roll-over material, are a few of the new features.

Not only can the top be folded back nearly flat by unlatching four curtain fasteners and lowering a few bolts the top can be taken off.

All the Chrysler Six models appear in distinctive and tasteful roadster and touring are done in copra and chrome drab with flamingo carmine striping. The phantom colors of Plymouth and Pilegrim greys, are set off by the same flamingo striping. Bugada and Topanga greens, with rich gold bronze striping are used on the Crown Imperial. The Imperial now appears in marines, blue and black. The sedan is done in chicle drab and flamingo carmine striping. The Royal Coupe is in Algerian and Bantolina blue tones, with raws grey striping, and the colors of the coach have been altered to Thales grey, with lawn grey striping.

Leo French is showing the new Chrysler models in La Grande at his showroom in the Hohenzollern Building on Jefferson Avenue.

WHAT'S A HILL TO A STAR CAR

SACRAMENTO, July 25.—(Special Correspondence) Under observation a sticky stock Star touring car has conquered the notorious Slippery Ford grade on the Placerville route and completed the run from Sacramento to Lake Tahoe and returned in high gear. This demonstration dispels all other wonderful feats combining power, strength and durability demonstrated by the Star car during the past few months. The Tahoe round-trip high gear run must rank as the greatest of all the demonstrations of the "Million Dollar Motor."

The pilot of this run was none other than Julius Dusevoir of Oakland, the Star factory man who has been at the wheel of the Star on most of the great demonstration runs staged in the Western territory during the past few months. He was officially observed by Hugh E. Atkins of the Sacramento Union and Earl C. Stout of the California State Automobile Association. Both men attested to the success of the Star car on this great achievement by seven affidavits and they examined the car immediately after the run to officially check on the gear ratio in order that there could be no question regarding the standard stock equipment of the car from radiator to tail light.

Oliver E. Stevens, automobile editor of the Sacramento Union, was the official observer on the run from Lake Tahoe back to Sacramento which completed the round-trip high-gear test. The trip back from the Lake was over another grade that has always de-

fied the efforts of drivers of the most powerful motor cars. This is the famous Myers Grade which had never before been climbed in high gear by any car.

The Myers Grade is a long and steep drag on the motor, but the Star reached the top without the least bit of difficulty, and the power-drying Slippery Ford and Myers grade were conquered for all time.

For many years the Slippery Ford grade on the Placerville-Tahoe road has been the "Waterloo" of many an attempt to reach the summit in high gear. There was a time, not very long ago, when it was considered a remarkable feat when a car could top the summit in second gear.

Even the officials of the Star factory and members of the sales force of the distributing concern at Oakland, Fred and Lee, could not believe that the famous grade had been conquered when they first received the report from the W. I. Elliott Star Co. of Sacramento. Dusevoir was therefore instructed to make the run again and W. I. Elliott, the Sacramento distributor saw to it that the run was officially observed so that there could be no question as to the standard stock equipment and actual performance of the car.

"The driver sent up to see if he could make the run. In the presence of three men from his own organization, the run was made and the results reported back to the Elliott organization and to H. W. Curtis, Director of Sales and Branches at the Star factory in Oakland. The achievement was doubted and no Curtis instructed Julius to do it again and make the run absolutely unquestionable, he did."

Then, not satisfied with the run to the Lake in high gear, Dusevoir made the round-trip to Sacramento also in high gear.

There was no mechanical compromise made on the car as everything was strictly stock. And to prove to his observers that he was not slipping the clutch on the grade, Dusevoir stood out on the running-board and did all his steering from where the observers could be sure that the run was being actually made in high gear without any mechanical aid or the employment of any trick driving.

A Fair Enough Trial.

Sam, impatient for jury service at a market trial, had secured a little too anxious to serve.

"Do you know the accused?"

"Yasuh—that is, possibly," he replied, realizing that if he made an affirmative answer he would be discharged from serving.

"Have you made up your mind as to his guilt or innocence?"

"Oh, no, sah."

"You think, then, that you could give his case a fair hearing?"

"Yasuh," replied Sam, "least-ways, ez fair ez de ole scamp deserves."

America is truly a land of opportunity. One has only to show a Chicago bank hand to collect \$2,500.—Indianapolis Star.

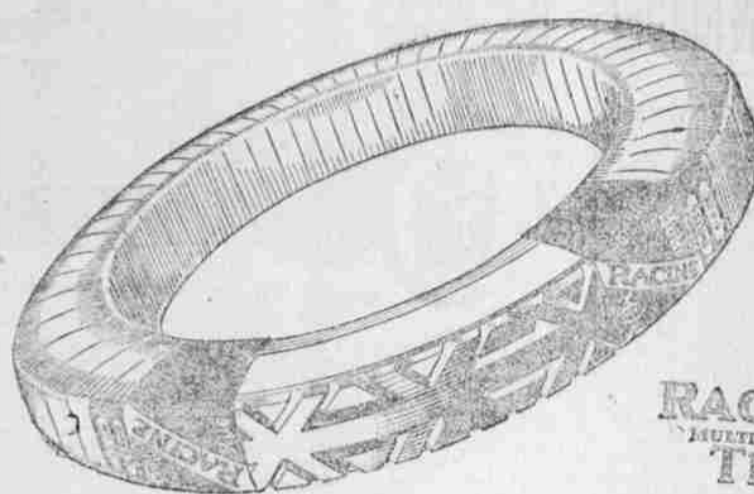
Seaman on Running Board Has Glass Windshield

For the convenience of dog owners wishing to take their pets with them on automobile journeys, a compartment has been designed by an English motorist to carry his

building which acts as a guardian while the car stands unattended. The upper part of the enclosure is of glass and it can be placed on either end of the running board.

auto accidents at our traffic circle—Honolulu Star-Bulletin.

Will William Jennings Bryan be known in history as the George Washington of the Revolutionary War?—Camp Tribune.



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All RACINE Multi-Mile Tires are now SEALWRAPT. They are wrapped twice and sealed at the factory. We remove the outer wrappings; the blue inner wrapping remains on the tire until you buy it. This blue inner wrapping means that the tire is a new, first-quality product and guaranteed as such by ourselves and RACINE. Look for it.

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- 1924 Dodge Coupe
- 1923 Dodge Touring
- Oldsmobile Eight, Excellent Condition

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Amazing Power • Enduring Ability
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Wherever you want to go—Yosemite, Crater Lake, Mt. Rainier, or the country out beyond, hedged in by steep grades, guarded by tortuous trails—the route is an open road to the Overland Six.

You make the toughest climbs with surprising ease, the miles roll by in a way that astonishes you, and the rough spots seem to smooth out to boulevard comfort as you flash along.

For there is real power in the smooth running six cylinder motor, real comfort in the low hung chassis, and luxurious riding ease in the roomy seats.

And at the end of the day, as you roll up to your destination you have the comfortable feeling of assurance that in performance and appearance, your car is a leader in any company.

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On the Chrysler Six. Ask Us.

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A size for every car carried in stock.

Repairs and Service on all makes of batteries.

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We Have Installed A Beeler Auto Axle Gauge

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You'll soon need protection from cold and rain. We can repair or re-cover that old top at low cost. Side curtains repaired. Also bows for any top.

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