

Highway and Auto Dope

# AUTOMOBILE NEWS

Tourist Traffic and News

## AUTO LIGHT LAW IS NOW IN EFFECT

All Motorists Required to Have Lights Adjusted to Comply with New Regulations.

SALEM, Ore., (Special.)—The new automobile lighting law, passed by the 1925 legislature, became effective Tuesday, and motorists now must be able to produce certificates showing that their lights meet legal requirements. All will be presumed to

have been examined by officially qualified examiners and adjusted if found necessary.

The official examiners are garages, accessory shops and similar places designated for that purpose by the secretary of state upon their equipping themselves properly after application made to the state department.

### Dimming on Wet Paving

Dimming of automobile lights will not be required by law on Oregon highways, though dimming is compulsory on any wet pavement when a glare is caused by the lights. The law is like the California statute, the dimming clause being the only exception.

The fee which the official stations are allowed to charge for adjusting lights is 75 cents, though in large percentage of cases the cost to the motor vehicle owner is more than that for the reason that lenses or globes are found defective under the law.

It is claimed, however, that most automobiles manufactured within the last year have lamps that meet all requirements. The

legislature in acting upon the light bill obtained data from the American Society of Automotive Engineers, which is said to be the source of data used by the manufacturers.

### Glare Problem Solved

It is the claim of these engineers that they have brought the lighting problem down to a point where a maximum of light is provided without enough glare to blind drivers coming in an opposite direction.

Under the new law a length of light projection is required that will distinctly reveal a person or object within 200 feet ahead of the car, while the width of projection is required that will distinctly show an object in the road over a road width of 12 feet at a distance of 114 feet ahead of the car. Glare is limited by a requirement that the intensity shall not be over 500 candlepower 100 feet in front of the car, seven feet to the left and at a height of five feet.

Spot lamps and fog lamps must be kept on the left hand side of the car and so fixed that they cannot be moved except by mechanical devices. The light from spot lamps must be thrown to the right side of the highway.

**Candlepower Designated**  
"Every motor vehicle, except motorcycles, operated on driven upon the highways of this state," says the law, "shall exhibit during the period of one-half hour after sunset to one-half before sunrise, and at all times when fog or atmospheric conditions render the operation of said motor vehicle

dangerous to traffic or the use of highways, two head lamps of approximately equal candlepower, not in excess of 21 candlepower."

All lighting devices used must have the approval of the state department according to the test of the United States bureau of standards. Any person or firm having devices they wish to market may submit them to the secretary of state, with a fee of \$50, and they will be subjected to the test.

Motorcycles are required to have a front lamp or lamps capable of formulating sufficient illumination to render clearly discernible any substantial object 150 feet directly ahead and any substantial object 70 feet ahead and five feet to the right of the axis of the motorcycle.

### Trailers Are Regulated

Relative to other vehicles the law says:

"Every trailer or semi-trailer, except small two-wheel trailers of 1000 pounds capacity or less towed closely behind a motor vehicle, and semi-trailers when towed alone, whose overall length in either case, including towing vehicle and load, does not exceed 30 feet, when on the highway at night shall carry at the front or its left side one lamp capable of throwing a white light visible from both front and rear of such vehicle."

"All vehicles, other than motor vehicles, and motorcycles, when operated upon the highways between one-half hour after sunset and one-half hour before sunrise, and at all times when fog and other atmospheric conditions render the operation of said vehicle dangerous to traffic or the use of the highways, shall display on the left side of said vehicle a white light which must be visible from the front and rear for a distance of not less than 200 feet in either direction."

Complaints have already been received about adjusters making exorbitant charges for adjusting lights and attempting to sell motorists various kinds of devices. Steps are being taken by the department to prevent this.

### Right-of-Way Sale Ordered.

KELSO, Wash. — The county commissioners ordered the sale of 5.22 acres of land along the front of the county farm, which the Columbia & Cowlitz Railway company, Weyerhaeuser Timber company subsidiary, wants as right of way. No one offered any objection to the sale, which will be advertised.

## Garage Gossip

### Manager Here

J. P. Cruden, district sales manager of the Standard Oil company, passed through La Grande this week. Mr. Cruden made a trip to Idaho stations of the company and when here was returning to the district office in Walla Walla.

### Shows Details

The Blue Mountain garage is showing a chassis of the new Chevrolet so that the sturdy construction of the car, which is primarily built to view when the body is in place, may be seen. The unusually long elliptic type springs, the heavy rear axle with the band drive shaft and other details of construction are readily accessible. The chassis in this manner has helped Avery Harrison, manager of the Blue Mountain garage and his salesmen to haul up some new sales records for Chevrolet.

### To Re-Surface Roof

M. J. Goss is one dealer who is in the field to stay. He signed a five-year lease this week on the building he now occupies and so will be at the same stand selling new Studebaker cars and servicing the ones in use for many months to come. Under the terms of the lease Mr. Goss is responsible for the upkeep of the building. In line with this he expects to start men at work re-surfacing the roof about the first of next week.

### Will Broadcast

E. L. Ledbetter, local Hudson and Essex dealer, has received a letter from the Portland Motor Car company, state distributors of the line, and the company will give the first of a series of radio broadcasts from the Oregonian tower in Portland on Tuesday evening of next week. A good program has been promised and all radio fans are urged to tune in on KGW on that night. The program will be broadcast between the hours of nine and ten.

### Catching Up

On September first the light adjusting stations looked like the scene of a bargain sale. Long lines of cars were standing in front of each and the station men were begged on all sides by car owners desiring immediate attention. This lasted for the first three or four days of the week and with the cars being turned out from each testing place at the rate of from 10 to 20 a day the number was gradually caught up until at the present writing the stations are nearly back to normal—still busy but at least not so rushed.

The Perkins Motor Company, L. C. Smith, The Willamette Battery Station, Fred Burgess and the Auto Electric Service company are all equipped to take care of adjustments. According to the garage men the adjustments have averaged reasonably low in cost. The usual cost of a car is in the neighborhood of \$175. The prices run higher on the older machines because these require more equipment such as lenses, reflectors or perhaps even new batteries or generators. The highest adjustment cost recorded this week was one of \$56 at the Perkins Motor company for a Ford car with the magneto ignition. This machine was fitted with a storage battery and generator which ran the cost up to the unusually high figure.

Most of the stations have finished from 200 to 250 cars and issued certificates of inspection for that number.

### Proving Popular

The new sales plan introduced by the Durant company and being handled here by J. P. Morelock, who sells Star cars, is proving quite popular locally. The plan provides a way to earn most of the money for the purchase of a new Star by co-operating to a slight extent with the dealer. The effort required is practically nothing in comparison to the results achieved and many La Grande people already have visions of a new Star car.

### Long Life

The remarkable durability and stamina built into Dodge cars is shown by a car owned by one of the mechanics working for L. C. Smith, local Dodge dealer. This car was turned out at the factory in 1918 and has since been treated very roughly until in the hands of its present owner but one would think if a new car from the condition of the paint and the way the motor sounds. The paint is apparently in as good condition as when it left the factory and the car runs like a clock. The owner has fitted the machine with natural wood wheels with balloon tires, a luggage trunk at the rear and other accessories which make the car unusually classy in appearance. This proof of the serviceability of Dodge cars and such a record is not at all unusual for many of them. There have been in service over a longer period of years.

### Receives Cars

E. L. Ledbetter received a carload of Hudson and Essex cars this week. In the lot were two Essex coaches, a Hudson brougham and a Hudson coach.

### GOLD RUSH REPORTED ON NEAR GRANGEVILLE

LEWISTOWN, Ida. (AP)—A gold rush was on Friday on Idaho

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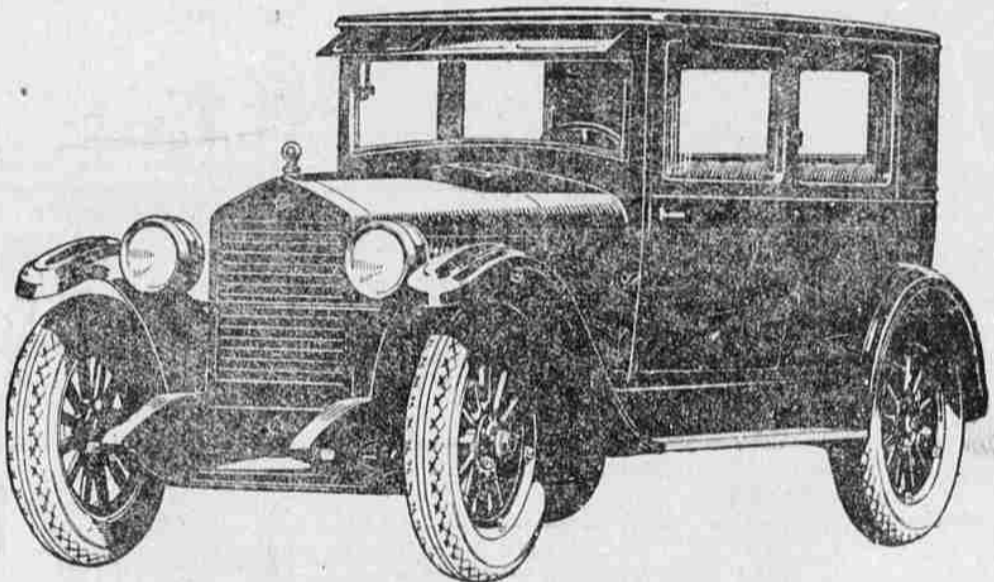
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