

UNSEEN LEAKS DRAIN PURSE

Drivers Neglect Many Factors That Affect Gasoline Consumption, Auto Engineer Says.

(By G. Clark Mather) If you discover a leak in your gasoline tank, you have it stopped at once.

But how about the unseen leaks that drain your pocketbook just as surely as a hole in your gas tank?

The fact is that many motorists are suffering from such leaks, and that the leaks could be prevented at slight expense compared with the loss they cause.

Anything that prevents any extra from obtaining the maximum mileage from each gallon of gasoline is equivalent to a gasoline leak.

Even if the owners are careful to the extent of having their carburetors properly adjusted and their valves correctly timed, few of them realize the loss they suffer by ignoring other factors of fuel efficiency.

If you would obtain the most miles per gallon, check the following items:

Dash adjustment or choke rod improperly set. — Many choke valves are so set, so that when the control is in the forward or wide open position the choke valve will be at a slight angle, restricting the flow of air and increasing the quantity of fuel used.

Leaky connections from fuel tank. — Examine the lines to the vacuum tank and to the carburetor.

Fuel in float chamber. — Make

certain that the level of the fuel in the float chamber is not too high.

Timing of distributor. — One prevalent cause of high fuel consumption is incorrectly timed distributors.

Carburetor or manifold loose. — These conditions are quite often responsible for defective carburetion.

Brakes. — The effect of dragging brakes on fuel economy is much greater than the average owner would believe.

Speedometer reading. — Some cars claiming extremely high gasoline mileage will be found actually not to have as great economy as claimed, due to incorrect speedometers.

If the foregoing items are given some attention, the owner will find himself well repaid, not only in lessened fuel bills, but in improved operation of the car and less frequent need for overhaul due to carbon formation.

Editor's Note: — G. Clark Mather, author of the above article, is chief engineer of the Paigo-Detroit Motor Car company.

AUTO DEATHS FOR WEEK EXCEED 100 IN ELEVEN STATES

CHICAGO (AP) — Automobile deaths in 11 central western states went above 100 last week, after registering below that mark for previous weeks.

The total was 112 with Ohio leading with 21 fatalities. There were 29 deaths in Illinois and 14 in Indiana.

Other states were Iowa and Michigan, five each; Oklahoma, seven; Kansas, three and North Dakota and Texas, one each.

NEW CAR WILL COME IN U. S.

America to Lead in Developing 100-Horsepower, 90-Mile - An - Hour Automobile, Chrysler Says.

NEW YORK (Special) — The car of the future, will be of 100 horsepower and capable of making speeds of 90 miles an hour, will be an American product.

European engineering and manufacturing facilities are not yet in a position to provide the product which the motoring public, particularly in America, is beginning to require, because of the kaleidoscopic traffic conditions.

This is the opinion of Walter P. Chrysler, head of the Chrysler corporation, who has just returned to this country from a month's visit to England and the continent.

Mr. Chrysler, together with J. E. Fields, vice president in charge of sales, and Fred M. Zader, vice president in charge of engineering, attended the 19th International Motor Exhibition held at the Olympia in London.

For years we have been accustomed to going to Europe for the finest in motor cars.

European engineering and craftsmanship as expressed in their hand built cars were considered the very essence of style and quality.

Chrysler on landing. "Now ideas in engineering design and coach work invariably came from across the water. But this has all been changed."

Detroit Now Style Center. "American ingenuity has proved beyond doubt that its development of the marvelous precision machinery not only enables us to build greater quantities, but to build these quantities with even greater accuracy than is possible by the laborious handcraft of European workmen."

(Continued on Page Four.)

Tourists From 34 States Registered Here This Year

Drivers of 1250 automobiles from 34 of these United States, from the District of Columbia and from Canada, have registered at the chamber of commerce office for permits to drive foreign cars in the state of Oregon since the registration bureau was opened March 25, 1925.

Of tourists who stopped at the commerce office for information, or merely to extend greetings to some one representative of the city, there were more than 2000. They included visitors from other parts of Oregon, who, of course, were not numbered among the applicants for permits.

Only 14 states of the entire 48 failed to send automobile tourists this way during the season.

From Colorado there were 73 cars and from Utah 59.

Iowa led the states of the middle west with 25 cars registered.

Wyoming, Nebraska and Ohio each sent 22 auto loads of sight-seers. Kansas was next with 21, then Montana with 20.

Eighteen parties registered from

Missouri and an equal number from Illinois. Seventeen claimed residence in the Hoosier state.

Michigan and South Dakota each recorded 16 carloads, while North Dakota brought in only one.

Oklahoma's registration mounted to 15; Nebraska's, 13; Wisconsin and Minnesota, each 12.

Southern and eastern states with smaller representations ranked as follows: Pennsylvania, 9; Texas, 7; New York, 7; Arkansas, 5; Arizona, 5; New Jersey, 4; Virginia, 3; Nevada, 3; Florida, 2; New Mexico, 2; Massachusetts, 2; Alabama, 1, and Maine, 1.

They Want to Know Two parties came from the District of Columbia. There were pairs of cars from British Columbia, from Saskatchewan and from parts of the Dominion listed merely as Canada.

And while they registered, the tourists piled the secretary with questions:

Where was the best fishing?

Was the deer season open?

What road should they take to Portland, and were all the highways as splendid as those they had traveled?

La Grande looked like a prosperous town—what supported it?

And the secretary answered them, every one.

BIG HIGHWAY MEET DATED

SAN FRANCISCO, Cal. (Special) — Better coast to coast highways will be planned at the greatest highway conference held in this country, according to the sponsors of the idea.

The conference, to be known as the All-Western Road show, will be held in San Francisco, November 9 to 14.

There will be present federal, state, county and city road builders from the 11 states.

There will also be contractors, surveyors, rock and gravel men, paving material men, manufacturers of road machinery, and others interested in better interstate highways.

The purpose of the conference is to combat action of eastern states, which have started a campaign to induce the federal government to stop federal aid in highway building.

Four general subjects will be threshed out. Roughly, they are these:

Closer co-operation among the western states in laying out their road building programs so they will be of reciprocal benefit.

Concentration of state authorities and federal representatives on definitely planned systems of transcontinental federal highways linking up with the state highways.

Adherence to the principle that the western states are not so much in need for more highways as of better roads.

An educational campaign to impress upon congress and the east that federal aid for road building is an investment in national prosperity when wisely supervised.

Man formerly broke the horse; now the auto breaks the man.

734,730 Carloads Of Automobiles Shipped

DETROIT (Special) — The widespread use of the railroads by the automobile manufacturers totaled 734,730 carloads of car and parts in 1924 as indicated in the compilation of the national interstate commerce report made public by James S. Marvin, chairman of the conference of automobile traffic managers, meeting here.

A significant feature of the report is that western and northern lines had a large volume of business as well as those roads in the territory of the automobile factories.

While the figure of 734,000 represents the original carloads, this becomes multiplied as different railroads handle the car, so that the sum total of carloads hauled by the different roads is 1,344,534.

While western lines get but 108,000 original carloads they nevertheless transport 307,000 carloads.

The figure of 734,000 carloads of freight in the original represents only the automobiles, motor trucks, chassis, bodies and wheels and parts (except tires and chains).

It does not include gasoline, road building material and other automotive freight. Not all these items, have been classified by the interstate commerce commission, but the total is estimated by the traffic conference to be 2,627,400 original carloads, or nearly four times the amount of freight going from the factories in complete vehicles and parts.

BRAKE EFFICIENCY DEPENDS ON LINING

The variation in the efficiency of the brakes when on a long trip is due to several things, but the condition of the brake lining is perhaps the most important.

Sometimes the lining will become polished, in which case the brakes will not be very efficient. In other instances the lining may be "roughed

and up," in which case the brakes will suddenly begin to be more effective.

Generally speaking, the dragging of them down long grades will cause the lining to become polished, whereas a few sudden applications will rough up the lining.

road dust and water will alter these conditions.

The fairy who thinks a motor meter in a date with a speed cop.

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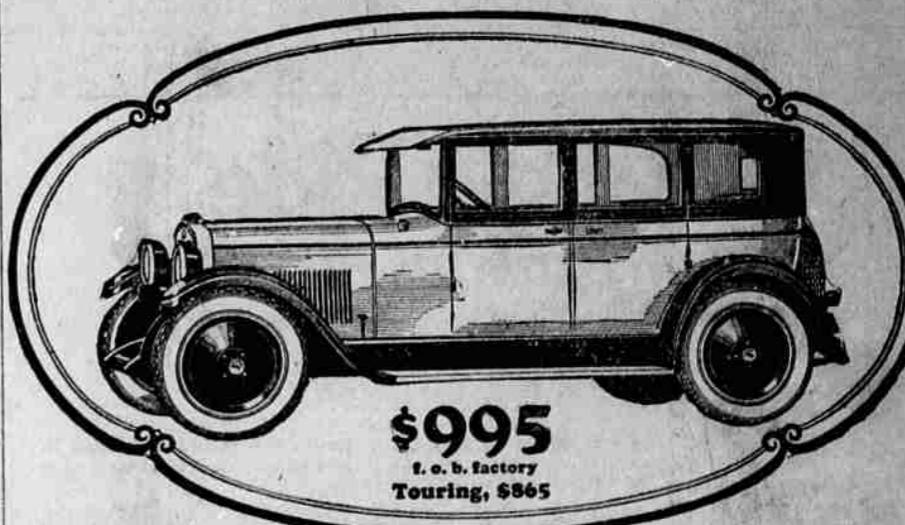
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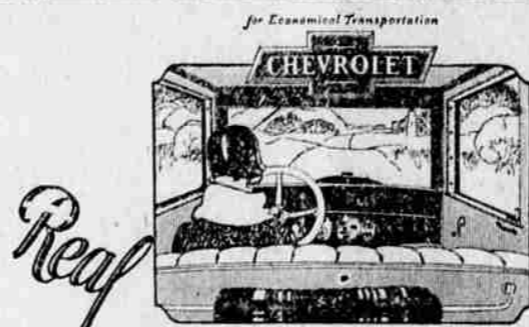
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