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FORD MAKES NON-STOP RUN

A non-stop endurance run, the equivalent of half way around the world with wide open throttle and three times normal load is obviously a punishing test for any motor, yet that is exactly what happened to a Ford recently in the Ford Motor company Highland park plant, declares W. C. Perkins, local dealer. Although the test was arranged primarily to test a steel formula for use in a part of the motor, it produced results which were most interesting, from the standpoint of engine performance.

Except for the experimental part being tested, the motor was stock, having been picked at random from the motor assembly line. Thus equipped, the motor was coupled to a dynamometer and started.

Inasmuch as the trial was devised to wear out the experimental part, all the punishment the motor would withstand under normal conditions was intensified. With throttle wide open, the motor was made to carry a load about three times as great as that borne by the car under normal driving conditions. Cooling was purposely retarded so that the radiator at all times registered a boiling temperature and the exhaust pipes were constantly red hot.

For seventeen days and nights the motor roared, while Ford engineers awaited the inevitable result. Not to allow any respite from the intense heat, even the oil was changed on the run, the speed was not varied from thirty-six miles per hour and the load was at

no time reduced. At the end of 412 hours of this grueling punishment, the motor was stopped and disassembled for inspection. Examination disclosed that the part to be tested had been burned by the terrific heat. But aside from the experimental part, the motor was practically unaffected and apparently ready to report its performance.

Some of the results of the experiment are as interesting to the automobile owner as to the automotive engineer. During the test, the motor ran the equivalent of 14,822 miles on 795 gallons of gas, consumed; the average consumption 18 and one half miles to the gallon notwithstanding the overload and excessive heat. Those fond of figures may be interested in the fact that in the course of the test, each piston moved up and down in its cylinder approximately 37,080,000 times and the crankshaft made an equal number of complete revolutions. Incidentally, each piston moved a distance of 4.618 miles during the trial, or 18,472 miles for the four of them.

Hanley Sentenced to Give Life as Penalty

NELSON, B. C., May 8. (AP)—Pat Hanley, an insurance man of Trail, B. C., has been convicted of murdering Miss Mildred Neilson a nurse February 6, 1925 and sentenced to hang August 2. Jurors in two previous trials disagreed.

HICKORY TREE DAMAGED

SALEM, Ore., May 8. (AP)—One of the big hickory trees in the state capitol grounds was nearly ruined by a wind storm here that tore away about half the foliage portion of the tree. It is believed the tree can be saved. It is said there are not more than half a dozen hickory trees in Oregon.

ENGINEER POINTS OUT HIGH STRAIN OF BAD BREAKING

What would you do if you were offered an automobile of 350 horsepower? Ten to one, you wouldn't take it as a gift, because you know that no ordinary chassis could stand up under the terrific driving strains of such an engine. Yet, many motorists habitually impose just such strains on their own cars without realizing it.

G. Clark Mather, chief engineer of the Paige-Detroit Motor Car company, brought out this point in a discussion of brakes and braking.

"Few persons realize the energy that must be dissipated in stopping a car," he said. "Motor-wise drivers speak of high-powered engines and the rapid acceleration they give, yet never seem to think of braking in similar terms."

"Bear in mind that it is possible with hydraulic four-wheel brakes, such as we use, to bring a car running at any speed to a dead stop in one-fifth time that it takes a high-powered car to attain that speed. With the Paige, for instance, you would require an engine of 350 horsepower to accelerate to 30 miles an hour in as short a time as the brakes will decelerate it."

The moral is to go on the brake pedal. It is excellent to have the quick stopping ability available for emergencies, but drivers would be wise to cultivate the habit of using their brakes as gently as possible for ordinary service stops. All they have to do is to spread their stops over more ground."

When cleaning the commutator or generator, do not use a screwdriver or any metallic tool to hold the sandpaper. Metal may cause a short circuit. Cut a paddle from wood, making it narrow enough to permit a side motion.

KLEIN'S DREAM BECOMES FACT

Thirty years ago or so young Roy Klein leaned on his hoe handle whenever a surveying crew showed up in the neighborhood of the Klein home back in Connecticut. He dreamed of being an engineer. When no surveying crews were about he hoed away vigorously at the spinach and onions (or whatever they raise in Connecticut), for he was doing it on his own. He "knew his onions," too, as the saying goes, and made good money growing vegetables and selling them. But Roy didn't want to be a farmer. He wanted to be an engineer. Today he is Oregon's state highway engineer, and one of the youngest in the country.

He was born in New Haven, in 1885. Of the east and the west it has been written that "never the twain shall meet." But some way the west seems to absorb the east and become none the worse for it. For Roy Klein is as good a westerner as any other builder who has helped make the Pacific coast.

So strong was the engineering urge that before he reached college age he spent a couple of summers with a surveying crew. Ultimately he matriculated from Sheffield Scientific school of Yale university, from which he was graduated in 1908. He didn't wait to get his diploma framed, but started immediately for Seattle.

First Job as Rodman

The Chicago, Milwaukee & St. Paul was building its coast extension. Mr. Klein got a job as rodman, working out of Seattle. He was with the company a year, then got into bridge work for the North-

ern Pacific working in Washington, North Dakota and Minnesota. His transfer to Minnesota was the reason he came to Oregon. It was a cold winter in Minnesota. He asked for a pass to Oregon, got it, and has been in the Northwest ever since.

Arriving in Oregon in 1910, Mr. Klein was assigned to bridge work for the Oregon Trunk. In 1911 and 1912 he was with the Oregon Electric in the construction of the extension from Salem to Eugene. Next, in 1913, he was on bridge work for the Spokane, Portland & Seattle near Spokane. His next move was the logical and natural thing of jumping to highway construction. In 1914 he was on location and construction in the building of the Columbia River highway from Crown Point to Multnomah Falls. Advancements came along, as they do for capable men. During 1915 and 1916 he was construction engineer for Skamania county, Washington, and built a section of the North Bank highway from Cooks to Underwood.

Enters Highway Work in 1917

The Oregon state highway act became effective in 1917, and Mr. Klein again went into Oregon, doing location work for the highway department. After watching him a few months, Herbert Nunn, state highway engineer, made him an assistant state highway engineer. In July, 1918, he was also made secretary of the highway commission, and served as assistant state highway engineer and secretary until April, 1923, when Nunn resigned and Mr. Klein was appointed in his place.

The Oregon highway department handles a program of construction and maintenance amounting to about \$5,000,000 a year. About 300 men are employed in engineering capacities, about 600 on maintenance and around 70 in the shops.

"About the time I got out of school," says Mr. Klein, "there was a tremendous activity in railroad work, and all the engineers were going into it. Highway work was then almost unheard of, but the railroads, with their strict, severe standards, gave excellent training for the highway work that came later."

"My frequent transfers after I first saw Seattle gave me a fine view of the Northwest. I liked it."

A water pump that requires frequent tightening to stop a leak should be repacked, because the pressure required to hold water with poor packing is not only hard on the packing gland and nut, but strains the bearing as well. A small leak that often goes unnoticed will drain the radiator in a short time.



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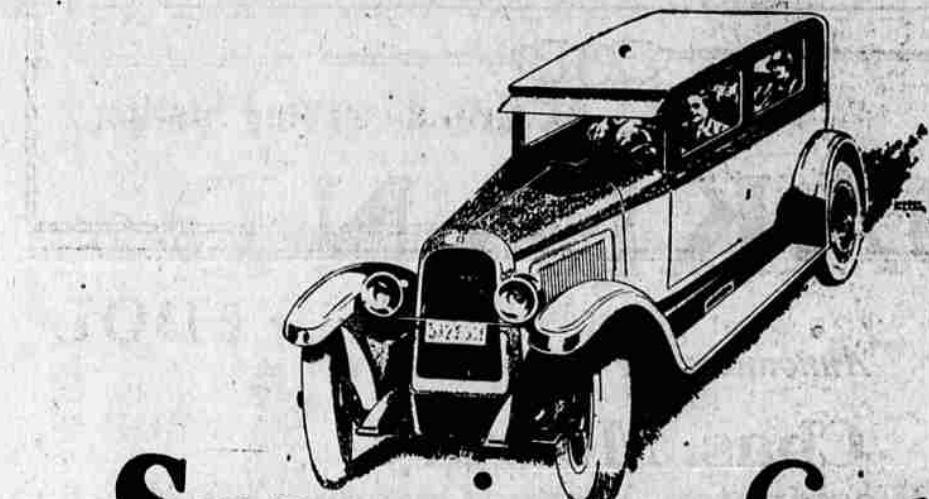
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