

TREND FAVORS LOWER BODIES

Development Is Looked Forward to in Outward Appearance of Automobiles.

While the general trend of building is skyward to overcome congestion of inside city districts, the probable trend in automobile body design is likely to be just the opposite direction to accomplish the same result.

There is no disputing the fact that the entire tendency in automobile body design has been to

ward compactness especially during the past three years. The sedan or limousine of four or five years ago was a high, lumbering-looking affair with a perceptible climb from the curb into the seating compartments.

Today the occupants step off the curb and into the body with far greater ease and comfort than before. And they have the same amount of room and greater comfort than they had in the sky-scraper bodies.

The larger cars have shown greater accomplishments than have the smaller ones and the next step in body development may be looked for among builders of the small, light cars which constitute better than 60 per cent of all the cars in use at the present time.

Will Force Change.

The adoption of the European type of chassis and power plant design, which has been generally prophesied during the past few

months, will force a change in body design.

When the European type car makes its appearance in this country it will bring with it speed and performance abilities which are not associated with the present day light car. We can expect 60 miles an hour and an acceleration equal to that of many of our present light cars despite the fact that the trend indicates that the new type car, when it comes, will have a four cylinder motor.

The speed development will necessitate low hung bodies in order to secure the necessary road stability and security in driving curves and rough roads. At the present time we have motor cars in which the top of the roof is not much over six feet from the bottom of the fenders.

Nearer the Ground

The European type of small car, if built by American manufacturers will bring this height still lower to the ground, and we may expect bodies which will be well under six feet in total height from the ground, and yet which will afford the same amount of head room to which we have been accustomed.

It may take us some time to become fully accustomed to bodies of this height for at first glance they will appear small. It is, however, entirely possible to build such a body and afford all the inside room which is found in our present light cars.

Such a trend in small car bodies will add materially to the appearance value of the cars for they will resemble the low hung bodies of our higher priced and larger models and will give the designer full sway in securing a trim and attractive combination of lines and effects.

The factors which will have to be taken into consideration will be spring suspension, the method in which the body is supported on the frame, and the size of the tires.

Smaller Tires Also.

Balloon tires, which are rapidly becoming standard equipment on all cars, will offer the opportunity to use tires of smaller diameter than we are accustomed to at present and these tires will afford greater comfort, greater road stability and longer life than we have found from tire equipment in the past.

Present spring design has materially lowered the height of many of our cars and the use of a highly developed form of semi-elliptic springs will aid in the securing of lower bodies.

Speculative interest can easily run wild in regard to what may happen if our manufacturers decide to make a change in light car design. But it is fully within reason to anticipate as much as has been indicated.

With standard tread of 54 inches which must be a part of the general design of any small car which may be produced in quantity in this country, with the compactness which is a part of the European type of small, high speed engine, there should be ample room in the chassis for all the body dimensions which could be required by any one.

The huge mansion of twenty years ago has disappeared in favor of the bungalow construction of today. Why not the bungalow type motor car and with it the increase in comfort, convenience and appearance which has been such a notable part of the present day home.

It takes all a person's brains to get out of trouble so they shouldn't use them to get in.

Crater Lake Area Attracts Motorist During Vacation

(By C. G. Thompson)
Superintendent Crater Lake National Park

Oregon's position as a summer playground of the nation is well established. And this is logical. The American, by nature a restless individual, finds in the automobile a ready outlet for his instinctive craving to wander, to pioneer in at least a casual way. The frontier is gone, but good roads now radiate westward out of the large centers of population and the coast becomes the Mecca for the hundreds of thousands able to devote time to the journey. Oregon benefits doubly, partly by being midway between California and the Northwest, but more so because Oregon offers recreational facilities that are unique and accessible. A very large portion of Oregon offers exceptional recreational advantages, but nature was particularly lavish in Southern Oregon, which contains the state's wonder spectacle which the federal government has forever set aside as one of the incomparables of the world.

Crater Lake National park, nationally exploited and internationally known, naturally becomes the lodestar to Southern Oregon. It draws from every state in the union, from Asia, from Europe. Certainly it requires no introduction to Oregonians, although there are many thousand natives of the state who have never seen the great crater wall, 25 miles in circumference and rising precipitously one to two thousand feet high above the body of water so unbelievably blue that the chemists of three universities (one in Germany) are now engaged in researches to determine the source of such coloring. The lake itself is the deepest fresh water known, having been sounded at 1936 feet. The colorings, too, of the rugged lava cliffs are beyond description; and geologically the caldron extends even to the uninformed an epic disaster that is at once simple and infinitely appalling. It will not detract from the visitor's thrill as he views the vast crater to know that one of the most eminent vulcanologists has recently predicted that old Mazama is not dead, that fresh activity may someday be expected, though probably not in cataclysmic form.

The crater and the lake are the center of a magnificent cascade reserve embracing 249 square miles of mountains, pinnacles, canyons,

streams, water falls, high land, wild flowers and splendid forests. The park being a game refuge, wild life is abundant; especially the bears, which become gentle and friendly. They are, however, to be approached carefully, as danger always attends the attempt to touch a wild animal.

The federal government has through the years, appropriated ample means to make the park comfortable and safe. A good road system has been built, trails lead down to the water's edge and to various other interesting spots in the park; a large hotel offers fine accommodations on the very rim of the crater; there are stores, a service station; a complete photographic service; launches, rowboats, etc. No frills, but all of the essentials and comforts. Similarly, because a majority prefer to camp, ten camp grounds have been established in various parts of the park, the largest being on the rim of the crater overlooking the lake.

Southern Oregon would draw a tremendous tourist travel even if it had no other attractions than this national park, but fortunately the park is but the center of a great outdoor area that has few rivals. All of Southern Oregon from Roseburg to the Siskiyou comprises a splendid scenic unit, a vast area of forested mountains, rushing trout streams, lovely fertile valleys placed unexpectedly among the hills, and lakes that are a joy to camp beside. The region is at once spectacular and pastoral; a territory still virgin in its larger aspects and yet with all of the comforts and the safeties of civilization accessible just around the corner. The state highway commission has constructed a fine road system, a system that does not criss-cross the region but adequately opens up the entire area. The state effort has been augmented by a series of federal forest and county roads, so that one can leave a city, and in thirty minutes be deep in the wilderness. Or, out of Medford, for example, you can be in Crater Lake national park at Diamond lake in from three to four hours, depending upon your car and your load.

And such a wilderness! There is Diamond lake with its wonderful trout fishing, its safe bathing, its fine camping and cabin colony; a lovely spot with ponderous Mt.

(Continued on Page Ten)



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