



AUTOMOBILE NEWS



MANY PASSES IN HILLS IMPASSABLE

Oregon State Motor Association Answer Queries of Western Drivers

Numerous inquiries have come into the information desk of the Oregon State Motor Association regarding the condition of the various passes through the Cascades and Sierras.

The beginning of the touring season finds a great many people desiring to use the established routes to travel and the result has been a great many disappointments in finding the passes closed by snow. Often times this resultant delay and delay spoils the entire trip because it throws out of balance the itinerary or schedule of the motorist.

To prevent this disappointment and to aid in the planning of trips, the Oregon State Motor Association releases the following information regarding the conditions of the mountain passes from British Columbia south to Los Angeles.

meeting Vancouver and Okanagan is closed. No date is set for opening. Stevens Pass connecting Everett and Wenatchee is open to ten miles beyond Skykomish but beyond that point is still blocked with snow. Snoqualmie Pass connecting Eastern and Western Washington is open the snow having been removed and the road officially opened on May 4. The road to Paradise Inn is closed beyond Longview but has been kept open all winter to this point. The Columbia River highway is open and paved. This highway is not closed during the winter months due to its low altitude and fortunate location. Santiam Pass is closed. Mexican Pass connecting Eugene and Bend is blocked by snow although it is open as far as Alder Springs on the west side and 9 miles above the town of Sisters on the east side.

Crocker Lake highway is closed beyond Union Creek, while the Ashland-Klamath Falls highway is open and in good condition and has been kept open all winter. The roads from Sacramento east to Nevada are closed by snow in the Shoshone mountains while the roads east out of Los Angeles are open.

Break Records In Studebaker In Speed Test

At Jenkins in again at his favorite pastime—breaking performance records with Studebaker cars. His latest feat, according to information received here by M. J. Goss, local Studebaker dealer, was to cover a measured half-mile in Riverside, Cal., at the rate of 79 miles an hour in a Studebaker Commander Victoria. This mark, checked and verified, exceeds by a wide margin the fastest time ever made by a stock car in that country. Observers for the test were all deputy sheriffs of the county detailed by Sheriff Sweetser, who is himself the owner of two Studebakers.

Following the speed event over the measured half-mile Jenkins lapped his Studebaker Commander against one of the sheriff's cars of another make, reputed to be the fastest automobile in Riverside county, in an acceleration test. The two cars crossed the starting line even at five miles per hour. At the finish line, however, Jenkins had stopped his Commander up to 79

miles per hour and was a fifth of a mile ahead of his competitor. Before making the trials, Jenkins had challenged a dealer of a competitive line to meet his Studebaker in either a speed or break-up match. The rival, however, did not choose to accept the challenge. The car challenged was the same make as that of the sheriff's fleet which Jenkins outdistanced in the acceleration test.

Mt. Hood Highway Open To Travel

PORTLAND, Ore., May 25 (AP)—The Mt. Hood Loop highway is open and in good condition to a point four miles beyond Government camp, according to an announcement of the Oregon State Motor Association Friday.

On the north end the road is close almost to Hood River meadows.

A New Jersey woman had her husband arrested because he held out 50 cents of his pay. A capital offense.

HINTS FOR MOTORISTS

By ISRAEL KILLEN

(Science Editor, N.E.A. Service) It is a pleasant sensation to ride in an automobile that can creep along a crooked highway as low as two miles an hour as smoothly and quietly as it can at high speed. The fact shows that the engine is in good form and that the clutch and gears of the transmission are tight and perfect.

Often, however, a car will begin to jerk, or stumble, at five or even as high as ten miles an hour. Yet this may not be the fault of the engine.

The trouble, in such event, may lie in any of several points in the transmission. The clutch friction plates or facings may be worn, so as to cause this important part to slip and grab in alternate jerks. If the clutch is still good, the gears may not be. A tooth might be stripped enough to cause a break in the gear's hold of the transmission. Back lash occurs in such event, and jerking is felt.

This may occur in the gears of the transmission or the differential. It results from lack of lubrication, mostly.

Neglect of the universal joints, or the rear axle transmission similarly causes undue wear, and back lash results.

If lubrication is neglected throughout, wear will produce enough play in all the moving parts to cause an accumulation in the direction of the drive and a severe case of jerking.

All this assumes a perfect engine. But often the engine is at fault for this jumpiness. One cylinder will miss and the car will jerk at low speed.

Therefore, it is essential that the engine be checked thoroughly before the transmission end is accused.

The carburetion and ignition system must be checked for good operation. The flow of gas must be sufficient and regular. The spark must ignite evenly.

31 Buicks Owned By Members of Garbutt Family

A high mark for Buick ownership has been set by Frank E. Garbutt, of the Famous Players-Lasky corporation, Hollywood, Cal., and his immediate family. Since 1919 they have owned 31 Buicks. However, it is not at all unusual for all the members of one family to be Buick owners.

"Buick is well able to meet the close comparison that follows when a car is bought by one member of a family, according to Jennings and Shumate, local dealers. The other members of the family are able to keep a very close check on the Buick's performance. Often they have opportunities to ride in the car. And because the owner is closely related to them they hear many frank expressions of his opinion of the car. This is just such a situation as Buick welcomes, because thorough study of Buick value almost invariably leads to other members of the family becoming Buick owners. Next, friends of the family, influenced by the satisfaction the Buicks are giving, also become Buick owners.

Thus Buick growth continues steadily and surely, as more and more motorists have an opportunity to make a thorough comparison of car values and as more and more owners see the satisfaction that the thousands of Buicks now in use are giving.

"Some of your relatives or some of your close friends are Buick owners. Ask them their opinion of Buick value. Visit a Buick dealer and see the new Buicks. Inspect them thoroughly. Go for a trial ride, and then invest in the greatest value that the automobile market affords."

Champion Expects Indianapolis Win

TOLLEDO, O., May 25—Victory for Champion spark plugs at the 500-mile automobile race classic at Indianapolis Memorial Day will make their fifty-eighth in major racing events in less than four years. It was announced here yesterday, Champion equipped engines have dominated race events the world over, both on land and water, throughout that period. It was stated, only two major speed and endurance events have been won by engines using other equipment since July, 1923.

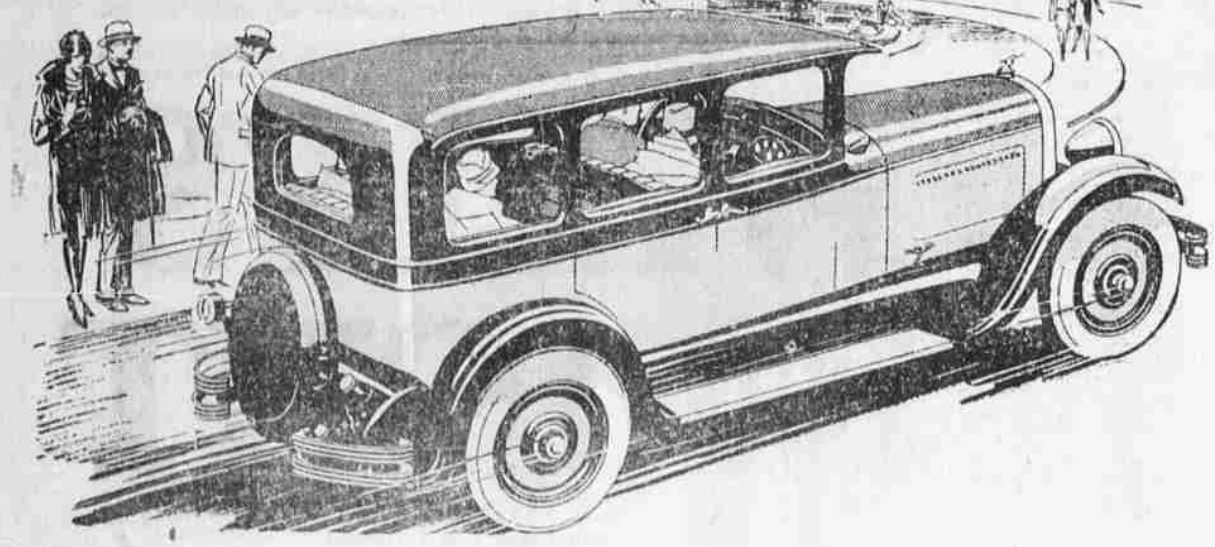
Experts here saw a new 200-mile world speed record as practically certain if weather and track conditions are reasonably good. They base this forecast on the high speeds made in the two earlier 1927 major racing events, at Colville City, Cal., and Atlantic City, N. J., when the winning cars averaged 124.7 and 129.38 miles an hour, respectively. Leon Dufay, in recent practice spins at Indianapolis broke all track records there by turning a lap at 129 miles an hour. The 1926 Indianapolis race was won at 94.62 miles an hour. The world record for 500 miles was made there in 1925 by Peter de Paolis—101.12 miles an hour.

An economist who says that American purchases in Europe are increasing rather than falling off, and have been running the off-

More Glory for Studebaker Commander

Tests show 17 1/4 miles per gallon

Matchless endurance under sustained speed enabled Big Six to establish ten world records. And here is proof of thrifty gas mileage.



First—5000 miles in 4909 minutes—the fastest going for the greatest distance of any enclosed car in the world or any strictly stock car, open or closed.

Next, in 33 nation-wide hill-climbing contests, The Commander demonstrated its thrilling power over some of the steepest hills in the country.

17 1/4 miles per gallon! And now—in 61 tests held all over the United States, The Commander delivered an average of 17 1/4 miles per gallon of gasoline! In every instance the carburetor was drained and connected to an accurately measured one-gallon container. Each test was carefully checked by motor club officials or newspaper representatives.

And remember, this average of 17 1/4 miles per gallon was made by a Big Six equalled in rated horsepower by only seven other American cars—and they cost from \$4,000 to \$10,000! No wonder the Studebaker Big Six outsells the combined total of all other cars in

the world of equal or greater rated horsepower. There is a sound basis for the statement that The Commander is "the greatest post-war achievement in automotive engineering."

The feat of covering 5000 continuous miles in less than 5000 consecutive minutes merely dramatized the thrilling performance, the freedom from repair expense, the peace of mind and economy which all owners of this plus-powered car enjoy.

Drive The Commander Yourself! Get behind the wheel, step on the throttle and step out in front—try it in traffic for flexible handling—or level out the steepest hills. Any gain of travel suits The Commander—it answers instantly to the spur of its accelerator or the curb of its positive-acting 4-wheel brakes.

An exact duplicate of the champion Commander is ready and waiting for you. Come in today!

Harry Hart wired us after setting 10 world records in The Commander: "Based on my experience driving my personal Studebaker Commander and in making the recent record run at Colville City Speedway with a Studebaker Commander strictly stock model, it is my opinion that it will maintain any given speed, up to sixty-five miles per hour, longer, more smoothly, and at less expense per hour traveled, for gasoline, oil and repairs, than any other stock automobile now being built in the United States."

M. J. GOSS
Cor. Fir and Adams Ave.

STUDEBAKER

[This is a Studebaker Year]

Perkins Motor Co. Takes Over Combine Agency

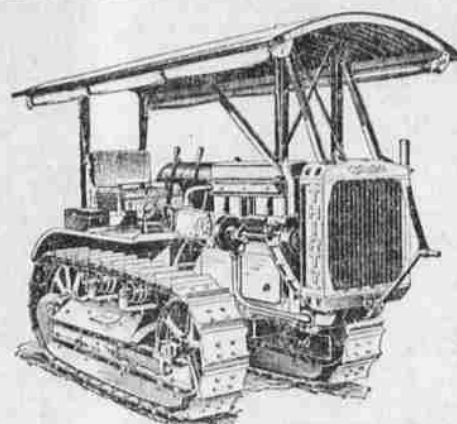
W. C. Perkins, of the Perkins Motor company, announced today that the combine harvester agency for the Fordson tractor will be

handled in the future in connection with the tractor at the local garage. The harvester, which is called the "Gleaner," has an eight-foot three-fifth, base and can be attached and removed within half a day. It will harvest about 20 acres per day.

"We feel that this addition completes our line in connection with the Fordson," Mr. Perkins declared. "We have been trying to

get the harvester for some time but because the company cannot keep up with orders we have not been able to do so until this year," Mr. Perkins reports that six of the machines have been sold to date. A sample is being shown at the Perkins garage.

A Chicago husband, shot by his wife, says he had been expecting it for eleven years. Sanguinely rewarded.



More Days In The Month For The Farmer

"Caterpillar" Tractors squeeze more working days into the farmer's month. Extra hours added—extra hours saved. "Caterpillar" track-type tractors work in wet ground—in heat or cold—reserve power handles peak loads—you are assured of freedom from unnecessary shutdowns—and of an obstinate habit of keeping at work.

BUNTING TRACTOR CO.
Jefferson and Elm Sts.
LA GRANDE, OREGON
Branch Offices at Boise and Pocatello, Idaho

Decoration Day Tire Savings

Why take a chance of paying questionable prices to unknown dealers for unknown tires—when you can equip your car before you start—at this sale? We offer supreme values in Goodrich Silvertowns—unsurpassed mileage at economy prices.

SILVERTOWN Cords		Balloons	
20 x 2 1/2 Regular	\$8.30	20 x 2 1/2 Regular	\$6.25
20 x 3 1/2 O. S.	\$10.85	20 x 3 1/2 O. S.	\$8.20
21 x 1	\$15.30	21 x 1	\$11.80
25 x 4 1/2	\$10.70	25 x 4 1/2	\$8.40
27 x 3 1/2	\$18.30	27 x 3 1/2	\$14.20
22 x 6.00	\$22.10	22 x 6.00	\$17.00

Goodrich Silvertowns

Every tire in this Sale gives you Goodrich quality.

Kelly's Tire Shop
1415 Adams La Grande's Only Exclusive Tire Shop