AUTOMOBILE NEWS

ABIDE BY LAW- ADJUST LIGHTS

Should Not Glare But Afford Adequate Illumination, Expert Says

"Attention has been focused upon the automobile lighting law which recently became effective," said Mr. Brandenburg, secretary of the Oregon State Motor association.

"Motorists who find night-driving one of summer's greatest pleasures owe it to themselves and to others to see that the headlights on their cars are adjusted so as not to be glaring and yet, at the same time, present adequate illumination of the highway," said Mr. Brandenburg, "and with thousands of motorists indulging nightly in this pleasant pastime, the poorly focused and inadequate headlight becomes a graver menace than at any other season."

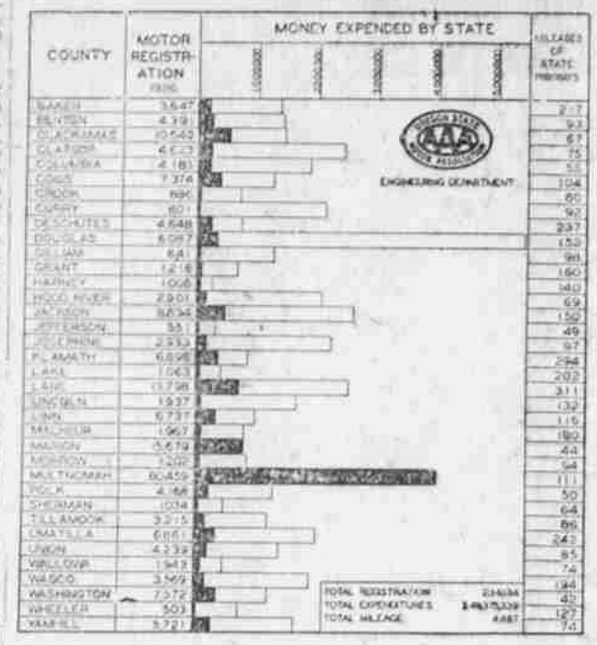
"The headlight evil about which there has been so much discussion of recent years is entering the season in which it makes itself most seriously felt. The cool countryside will call to everyone during the coming months. When the days are hot and sultry, the entire family looks forward to gliding through the evening breeze and the automobile becomes well nigh indispensable.

Joy Lost in Discomfort

"But a great deal of the joy of of such short journeys is lost in the discomfort, if not actual danger of proceeding with exasperating slowness into an avalanche of glaring headlights. The tragedy of the fatal and scores upon scores of minor accidents that are due to such a cause is that they are so easily preventable. At one time headlight adjustment was difficult because headlight equipment was imperfectly developed, some types being so inefficient that adjustment was imperfectly developed, some types being so inefficient that adjustment was virtually impossible.

"This is not true today. Motor car manufacturers, lamp makers and the American Automobile association, with which this club is affiliated, have been cooperating for several years in an effort to solve the headlight problem. Such progress has been made that if the individual car owner will make the effort, he will find it very simple to put his headlights into proper adjustment or have them so adjusted. Summer's greatest pleasure demands that he act for the safety of his family and all other highway users."

MONEY SPENT ON STATE ROADS



The above chart, prepared by the engineering department of the Oregon State Motor association shows the number of motor vehicles in each county in Oregon and proportions that number (in solid black), to the amount of money spent on state highways since the state highway act went into effect in 1917.

Funds expended by the state highway department in building the present network of major roadways which binds together the counties of Oregon, is graphically illustrated in a chart prepared by the engineering department of the Oregon State Motor association. Automobile registrations for 1926 are also shown by counties and then compared with the funds spent on roads. Last year the state registered 234,154 cars.

Since the state highway program went into effect in 1917, the state has expended $49,375,239 on its 4467 miles of highways, the chart shows. The largest amount was expended in Douglas county, $5,443,437, and represents the heavy construction cost of the Pacific highway. That county has the longest stretch of this international artery, and also some of the hardest country through which to build a road.

Multnomah county receives no aid from the state by virtue of agreement under the road bond act. The only money this county received was for building the Union avenue approach to the interstate bridge. Legally, there is no state mileage in Multnomah county, although there are 11 miles of roads which represent connections with state highways touching this county.

Marion is the only couty where the amount spent on roads and the proportionate number of motor cars coincides.

The funds which the state has spent on highways is secured from the gasoline tax and license fees. In addition the counties have spent $12,460,802.58 on state roads the government $5,949,686.30, and $469,786.34 has been received from miscellaneous sources, making a grand total of $67,846,609.46. During the same period $9,478,821.23 has been spent on maintenance, and $10,276,481.36 for general purposes, making the grand total amount $99,901,922.05. These figures do not include government forest road construction, such as the Mount Hood Loop.

Packing the Car For the Summer Outing Simple

The transportation problem should be taken into consideration when the equipment is being purchased or assembled. It must be compact enough to fit in a small space and light enough to keep from overloading the car. That is why the household articles and furnishings cannot be used to advantage on the camping trip, but does not mean that convenience must be sacrificed for the same comfort giving equipment used at home may be had in portable form, for the camp. Tinerfish dishes used in the home would not fit in with the camping scheme, neither would the bulky pots and pans answer the camping need. The average bedding roll would be much too large to allow ease in handling, so the tourist must provide compact equipment built especially for camping.

If two campers have the entire touring car to themselves, the problem is very simple—pack it all in the tonneau. This applies as well to the motor camper with the roadster or coupe—store it all in the rear compartment.

But all of us do not drive roadsters, neither are we lucky enough to have an entire tonneau of the touring car for baggage and camping goods, so other places must be found to carry the equipment.

The logical place to carry the bulk of the equipment is on the running boards and rear trunk rack. These three places provide enough space so that little equipment is left to be crowded into the tonneau.

When most of the apparatus is carried on the running boards it will necessarily mean that the doors on one side of the car will be blocked. On this side, the tent, bed and mattress may be carried by means of the carry-all luggage carrier.

On the same running board the emergency service unit may be fastened. This consists of a kit containing three canteens, one for gas, one for oil and one for water.

A combined bumper and trunk rack will accomodate a good share of the outfit. A large box or trunk, bolted to this contrivance will hold the blankets, pillows, clothing and all like articles that must be kept out of the dust and dirt.

The other running board will bear the heavier equipment and still leave room for the doors to open above it. Here may be fastened the gasoline stove, folding table, chairs, dishes, aluminum set and box for groceries and supplies.

If a large amount of bulky bedding is to be carried, it is well to leave the back cushion at home and substitute the bedding in its place. Not only does this make a desirable seat but much additional rigging can be carried beneath it.

Many of the camping articles can be picked out to fit under the two seats. The folding bucket and basin camp axe and shovel and even blankets can be carried there.

To insure cleanliness, the running board outfit should be covered with a heavy piece of khaki. The tent usually comes encased in a heavy bag, and the bed may be carried in its original carton. The poncho mattress is fitted with a pantasote covering that tucks in at the ends to render it dustproof.

To get the best service from all of your equipment keep it covered, clean and away from the dust and rain as much as possible.

Water Process Is Adopted For Tires

Ever since water curing has been employed in the manufacture of inner tubes for automobile tires leading engineers in the rubber industry have been devoting much time and attention to the application of this process in the manufacture of casings.

"The B. F. Goodrich Rubber company," says Mr. Kelly, local Goodrich tire dealer, "was one of the first to adopt this remarkable process commercially. In their tests and experiments they found that curing tubes by means of hot water under pressure gave a more compact texture to the tube, removed irregularities and virtually prevented possibilities of pin-holes and air seepage. Such things had been common experience with tubes up to that time.

"Another advantage which was noted in the tests with the water cure process was the quick penetration of the heat, which is so essentially important to vulcanization. From this result Goodrich engineers immediately saw the advantages to be gained in tire vulcanizing if they could apply heat by the same means. They set to work on the problem, solved it and several months ago made the necessary equipment installations in their factory at Akron, for manufacturing Silvertowns under this process.

"Today Silvertowns have been brought to even a higher point of perfection through the complete adoption of the water cure process by Goodrich. This process applies the heat to both sides of the tire at the same time during the cure. It provides a more uniform cure to the whole tire—no part is ever cooked and no part under-cured. A more powerful bond unites the tread, breaker strip and plies of the carcass.

"The water curing is accomplished by means of a water bag placed inside of the tire. This water bag has a special outside connection by which superheated water is forced into the bag. While the mold is heated from the outside, this water bag supplies heat inside the tire. The application of the proper vulcanizing heat is thus brought about on both the inside and outside of the tire at the same time. This assures a quicker cure, a more thorough vulcanization through the entire thickness of the casing and tougher treads, which are setting new long run records."

The Methodist Episcopal church at Sweetwater, Tenn., has provided baby beds, rocking chairs, dolls and toys for the amusement of little folk while their parents attend services.

The menu of the lumber camp today includes fancy loin of pork, boiled ham, tongue, special sausage, fruits and puddings in contrast to the salt pork, corned beef, thick bacon, flapjacks and fresh meat three times a day of 20 years ago.

Town Carbiolet Popular in U. S.

The high favor that the town carbiolet enjoys in European capitals is rapidly increasing in the larger cities of the United States, where its distinguished and rare appeal is exemplified by such masters of coachbuilding art as Fisher, Fleetwood, Brunn and Willoughby has set up a distinct vogue among motorists desiring a type of car particularly adapted to town needs and conditions.

The Cadillac Motor Car company, realizing the increasing popularity of this type of car, has fostered this demand by introducing a line of Cadillac town cars with custom built bodies by these masters reflecting correct style and inherring good taste.

Typical of these town cars, the vogue for which is now more apparent than ever before, especially among women folk, is the three-passenger Cadillac town cabriolet with body by Brunn.

In this car the leather rear quarters are collapsible and the car therefore is truly an open and closed model in one. When lowered, the rear quarter folds back so that harmony of line and balance are still preserved and a open-air car with luxurious closed car comfort is provided. The rear quarters can be quickly and easily erected and are secured in position by three inside clasps.

Another June almost gone and no wedding announcements from the Prince of Wales or Helen Wills.

HOT WEATHER BLOWOUTS
You Can Avoid Them

Nothing can detract from the pleasure of a motor trip more than a series of blowouts which are liable to come if your tires have passed the "safe" stage. Rather than take a chance why not trade in your old tires for a new set of

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Prices the lowest—Mileage the greatest

GASOLINE Veller MOTOR OIL

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Silvertown Balloons
27x4.40 $10.15
29x4.40 $10.40
30x4.75 $14.00
29x4.95 $15.30

Radio Balloons
29x4.40 $8.40
30x4.75 $10.75

Other sizes in proportion.

On the air—
on your car—
Silvertowns

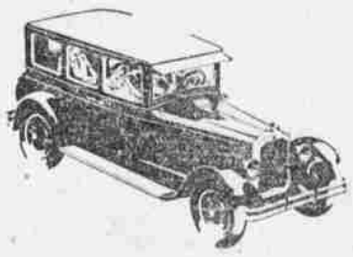
The music you get on your radio every week from the Goodrich Silvertown Cord orchestra is sweet—but it's no sweeter than the reports of mileage which we get from Silvertown tire users—and Goodrich Radio Cord users, too!

Goodrich Radio Cord

These tires were specially built in the Goodrich factory in recognition of the tremendous success of the Goodrich radio programs on the air. All Goodrich resources are behind them—in the past year they have created a real sensation. For low cost and high mileage.

KELLY'S TIRE SHOP
1415 Adams Ave.

BEST IN THE Goodrich Silvertowns LONG RUN



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