

GAIN UNIFORMITY IN MOTOR CODES

Nation-Wide Campaign Is Showing Results, Association Reports

WASHINGTON, D. C., July 2.—If the motorist does not find completely uniform traffic regulations this summer when he goes forth on his annual vacation journey, he at least will be certain of finding more equitable and just codes prevailing as a result of the progress of the movement toward uniformity in vital features of motor vehicle codes, according to a statement from the American Automobile association.

In connection with their fight for the adoption of the more vital features of a national code the members of the A. A. A. have been making a vigorous onslaught upon reactionary and unduly restrictive provisions of local codes with which the motor tourist comes in contact. Thus, P. Henry, president of the national touring body, declared, he continued:

Success Is Attained

"An excellent measure of success has marked these efforts in hundreds of communities and in the officials of the national touring body see a fine stimulus to touring created.

"The circumstances views on mo-

tor vehicle movement held by local authorities in many parts of the country have been supplanted by a much better perspective. The narrow, distorted vision of traffic that every tourist has found at one time or another in both small and large centers rapidly is giving way to a broad, sane policy as the automobile club presents motor-club's case to the local legislators.

"To the credit of the municipal officials generally, they not only have revealed a willingness to listen but to learn and to be as fair and just as the most sanguine could hope. When they were told, as in many cases they were, that the local regulations were reactionary and successful chiefly in driving away business, they usually gave their close attention to the club's spokesman or committee. This same attitude was manifest in many municipalities adjacent to the cities in which the club headquarters were located."

Speed Limits Higher

Among the advantages which have come to the motorist as a result of this campaign by the motor clubs, are less rigid and restrictive speed regulations reflecting in the disappearance of hundreds of signs specifying "Speed limit, 15 miles an hour," more reasonable parking regulations; fewer confusing bans on driving practices that are generally approved; a broader tendency to warn instead of arrest the traveler and a general trend toward leniency where violation of the regulation palpably was caused by ignorance.

"Probably the most welcome im-

First Builder of Automobile Owns Chrysler Coupe

Twenty-nine years ago Alexander Winton, who became famous later as a manufacturer of fine cars, shipped the first automobile sold in America from his modest little factory in Cleveland, Ohio. Except motor and chassis, it lacked practically everything the modern motor car possesses, according to local records here by L. W. Weeks, local Chrysler dealer.

Yet it was No. 1 of 25,000,000 or more motor vehicles that have been made since and sold to people in every walk of life.

Just a few days ago, Alexander Winton, still hale, hearty and recently remarried, and still actively interested in the automotive industry, bought himself an automobile.

Walter F. Wright, distributor of Chryslers in the Cleveland territory, rather proudly revealed the fact with Winton's permission.

Winton, called by some the father of the automobile industry and for years head of a concern that manufactured a high class motor car bearing his name, chose this new car from among the four Chrysler models. His selection was one of the new Imperial "six" two-passenger coupes, a luxurious personal car.

Comparing the new Chrysler with the thin-wheeled, buggy-like vehicles of 29 years ago, one would think there was a century's difference between them, so rapidly has been the progress of the automobile world.

Mr. Winton, who even to this day occasionally sends an application for a new patent to Washington, contributed greatly to that rapid development.

Development wrought is that which has brought to many communities a more liberal speed limit law," Mr. Henry says. "Nothing has so aggravated and irritated the motorist on tour as the conspicuous '15 mile speed limit' signs that have greeted him in hundreds of small towns, villages and hamlets.

"Everyone has recognized the dangers of excessive speed by the automobile, but when a village establishes a maximum speed of 15 miles an hour while the metropolitan area will allow one to drive 20, it is almost to look upon the regulation as designed merely for safety. The motor club has taught the municipal official the futility and injustice of this regulation in hundreds of instances already, and when the touring season comes again, hundreds more will have taken down these signs of restriction.

"The fight for uniformity of traffic regulations is continuing. In the meantime, more equitable and just regulations are being obtained everywhere," the statement concludes.

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ROADSTER IS SUCCESSFUL IN MICHIGAN TEST

As a further engineering high-speed test of durability, a standard LaSalle roadster, with windshield and fenders removed, was put through a 951-mile continuous run at an average speed of 73.3 miles per hour in nine hours, 55 minutes and 35.4 seconds at the General Motors proving ground, Milford, Mich., Monday, June 20.

The car had the 2 1/2-to-one gear ratio, a little higher compression, a camshaft slightly altered for higher speed work, and had the muffler removed. Otherwise complete engine and chassis were standard in every respect. Ethyl gasoline was used in making the test.

During the entire run, no mechanical trouble developed in either engine or chassis, and the only stops made were for the changes, water, oil and gasoline.

Control of Air Only Insurance Against Monoxide

Despite the fact that garage doors and windows are usually kept open during the warm days of summer, public garages should be ventilated by positive mechanical action.

That is the warning of public health authorities and automotive engineers who have been studying the effect of temperature and other climatic conditions on the deadly carbon monoxide gas which is taking a huge toll of American life.

The smaller type of garage can be made safe by the use of exhaust fans but larger garages, where numerous cars are operated, should provide a properly designed exhaust system of ducts connected to suitable exhaust fans, these authorities declare. Tests have shown that climatic conditions vary so much that vitiated air will not exhaust by natural means through vents located on the roof. The air and gases must be driven out by fan action.

Send Out Warnings

The plant engineers of such big producers as Willys-Overland, General Motors, Ford, Studebaker, Franklin and others have sent out warnings to their distributors and dealers to make it a point to see that proper ventilating systems are installed and operated in their garages and service stations. One manufacturer sent out this message:

"The repair room, where the mechanics are making adjustment of carburetor or testing engines, should by all means be amply ventilated at all times. In fact, special attention should be given to this room, to provide sufficient ventilation in order to protect the workmen properly. It is a good plan to have flexible metal hose connections, with a series of adapters, so that the exhausts of the cars being tested may be connected to duct outlets where there is sufficient mechanical draft to expel the gases.

"During the rush periods, when the greatest number of cars are either going out or coming in, the generation and accumulation of gases become the greatest. Therefore, during these periods the ventilating equipment should be operating continuously at maximum capacity, in order to exhaust the vitiated air as quickly as possible."

Change Air

Physicians of the public health service have stated that the air in all garages be completely changed at least five times every hour. This, it is pointed out, would be sufficient to dilute the deadly gases as to remove serious danger of poisoning. The use of small exhaust fans in private garages is being widely adopted since many automobile owners prefer to work on their own cars but are frightened by the dangers of carbon monoxide.

The danger of poisoning by paint in paint shops has been greatly reduced by provisions for correct systems of air conditioning while the automotive industry itself has learned to use mechanically controlled air in practically every phase of manufacture for both protecting the health of workmen and speeding up production. It has taken the aggressive lead in a national movement for better air conditions in American cities and to reduce the "swamp of air" which has been created as the by-product of industry.

Maharajah Buys Studebaker With Severed Rupees

What is considered one of the most unique sales in the history of automobile merchandising was consummated recently in Calcutta, India, when His Majesty, the Maharajah of Nepal, bought a Studebaker President entirely by mail. His Majesty never saw the president until it was delivered at his doorstep.

The Great Indian Motor Works, Studebaker dealers in Calcutta, received the order for the car by mail. Enclosed was a deposit of 2000 rupees in part payment. The paper currency bills were cut in two, one half being sent with the order and the other half by a later mail. This practice is followed as protection against loss in case the mail miscarries, for in event of the first half of the currency bill being lost, the second half would still enable the owner to secure redemption.

Higher Sidewalks For Short Skirts

PARIS (AP)—Higher skirts justify higher sidewalks, say the scientific members of the city traffic commission. They think many sidewalks and the safety islands are so low as to be too easily climbed by excitable automobile drivers.

The commission delved into records and found that the sidewalks and pedestrian refuges—called in French "Foot Protectors"—were made low in days when women's skirts dragged the ground. Now that skirts are higher, there seems to be no reason why women can't step a few inches higher.

VITRALITE WHAT IS IT?

About two or three years ago when lacquer became popular for autos, in order to avoid expensive spray equipment we began looking about for a better material than paint and varnish that could be put on with a brush. You all know that Vitralite has always been one of the best home enamels that money could buy. Pratt and Lambert Co. perfected this material for automobiles. We are not in the habit of trying every kind of material that comes on the market, but two years ago we decided to try Vitralite. Mr. P. A. Epling, of the Grande Ronde Meat Co., wanted his Franklin touring car painted. This is our first Vitralite job. Another job that we did at this time is the Green Maxwell touring, belonging to the Western Auto Supply Co. Then in January of 1924 we did a green Lincoln sedan for Mr. W. C. Sturgil, also Lincoln roadster for Mr. Sturgil in fall of 1926. The following are some more of our Vitralite jobs: Lloyd Serber, 2 cars; Chas. Goodnough, Buick; Pennington sedan; Dr. Mark Phyl, of Hot Lake, Lincoln coupe; Frank Lally, Lincoln sedan; Mr. McKinis, of Indier, Willys-Knight sedan; Walter Hunter, Ford; Cross, Ford Co., Franklin sedan; Dr. W. P. McDuffy, Franklin sedan; Wesley McDonald, Jewett, and many others.

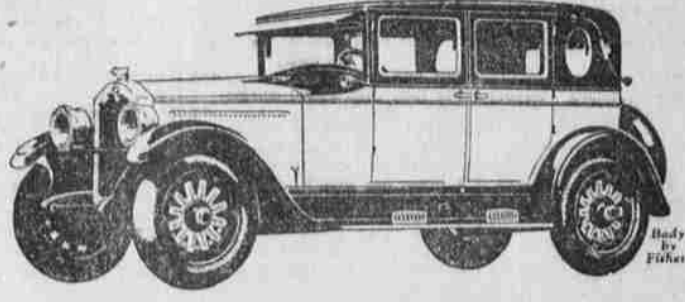
We ask you to look these jobs over. We guarantee this material not to check or crack or wash off like paint and varnish. We are not using paint and varnish. If anyone tells you that we are it is a falsehood. The cost is no more than for a paint job. You get a high gloss that stays, and needs no polishing. You just wash it with water. In some respects it is better than lacquer—more volume of color, more gloss, and on account of its elasticity does not chip easily like lacquer and does not get that clouded effect that most lacquer jobs have. We are also using DuPont Duco finishing lacquer for Ford cars which is giving good satisfaction. Ask Mr. Stalcup, of the Standard Oil Co. about this finish. We did his Ford coupe with it last fall.

Don't forget, our prices are always lowest. We pay no rent—we own our property, we hire no help, you pay for nothing but labor and material, plus slight overhead. We can probably save you enough money on your paint job to overhaul your car or take a vacation.

FAGER The Auto Painter

2118 Second St.

344,679 car owners say Buick will be their next car



A general and impartial survey of automobile owners recently conducted by a great organization, shows that 344,679 owners of other cars intend to change to Buick next time they buy a car.

These owners have compared their cars with Buick—in performance, in economy, in comfort, luxury and dependability. And they have decided that Buick offers greater value.

They have driven Buicks, and know the flexibility, power and efficiency of Buick's famous six-cylinder Valve-in-Head engine, which is vibrationless beyond belief at any speed.

Examine a Buick at your earliest opportunity. Find out why so many owners of other cars are changing to Buick every day.

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as at
Christmas Time

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TWO-DOOR SEDAN

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Electrifying news!—that word from Oldsmobile—"all Oldsmobile prices reduced!" Oldsmobile Six, product of General Motors... already recognized as a top value in the \$1,000 field... now lifted bodily from its proper price class and placed far down the scale of prices.

Oldsmobile Six... embodying, one by one, every known essential of motor car merit, such as four-wheel brakes, crankcase ventilation, oil filter, dual air cleaning and so on.

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The same fine car in every respect—but now a quality closed car, \$875. Look as you will—compare as you may—you'll find no competing values at competing prices.

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Then you too will know Oldsmobile for what it is—\$1,000 value now for \$875.

If you are considering a new car for the Fourth of July, it is advisable to come in and pick one out now in order to assure delivery.

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