

HOW TO PREVENT OVERHEATING CAR

Several Causes May Send the Red Above Danger Line in Summer

By Israel Klein
(Science Editor, NEA Service)

When steam spurts out of the radiator top in winter, we can usually ascribe it to one common cause—a frozen cooling system.

But when the red goes above the danger line in summer, there are numerous reasons for the overheating of the engine. They may be found all the way from the radiator to the driver. Most of them can be classified under the single category of negligence.

For instance, the radiator. If the motorist neglects to clean it out at least twice a year—when it should be flushed only a month—a thick coat of lime or rust will collect inside and keep the water from flowing through properly.

The slackened flow of water gives it little chance to cool off fast enough and the result is overheating of the motor.

The motorist, too, may neglect adding fresh water to the system, especially in hot weather when the water boils away rapidly. The reduced supply of water cannot cool the engine faster than the engine heats it, with overheating resulting.

Another cause for overheating may be the fan and fan belt. The fan has little effect as a cold air blower on the engine.

The best may be slipping because it is loose or because the fan bearings are too tight or because oil has leaked out over the belt and its pulleys. The fan belt in summer is an important part of the car and should be kept tight and dry.

Still in the cooling system, on the search for causes of engine overheating, we come to the water pump. This apparatus may be so worn that the water will leak through it. The pump may also suck air at high speed, through the worn packing, the result being that water will be blown out through the overflow pipe. Besides, water mixed with air doesn't cool the en-

gine as effectively as when free from air.

In addition to these faults of the cooling system, preventing proper cooling of the engine, there is the liability of a water-jacket clogged with mud or lime or rust or rubber from the hose couplings. All this keeps the water from flowing through properly and permits the engine to heat up faster than the water should be able to cool it.

Sometimes, in the case of new cars, an overheated engine may result from the fact that the core has not been completely removed from the casting. If all other means have been checked up, the cylinder head might be removed and the water jacket examined for traces of core.

Another possible cause for engine overheating, so far as the cooling system itself goes, may be an old and thin hose coupling. Such a coupling can collapse under suction of the water pump and then close up the entire water circulation.

Hose couplings should be kept fresh and in good condition.

Louis Meyer Buys His Fifth Chrysler

One of Louis Meyer's first acts after winning the Indianapolis 500-mile race classic Memorial day was to use part of its estimated \$50,000 to the winner to purchase his fifth Chrysler, a "72" town sedan. His last previous purchase, a Chrysler coupe, he drove 50,000 miles in 14 months, he said—20,000 of them devoted to towing a race car. He has depended on his Chryslers to get him and his racing mounts to the various A. A. races for the last two years, including trips from coast to coast.

In selecting his fifth Chrysler, Meyer said that its ease of handling, roadability, speed, surplus power and all-around mechanical excellence were the deciding factors. Leaving Indianapolis with his new "72," he drove it to the races at Detroit, June 16, then began a hasty trip to Los Angeles before returning to Salem, N. H., where he raced his winning car July 4.

Over 75 per cent of the world's vehicle registration of 29,565,000 is in the United States, the Oregon State Motor association has learned.

2 New Funeral Coaches Bought By Local Firm

With the purchase of two beautiful new funeral coaches, representing the finest quality and most modern features obtainable in a motor conveyance of this nature, the Goodgrass & Zimmerman undertaking parlors has this week brought their business "up to the minute" in service equipment.

The new machines are a Studebaker six and a Meteor straight eight. The Studebaker was purchased through M. J. Goss of this city. It is an Arlington coach, finely built, combining beauty and dignity in its line. Its appointments are in good taste and of fine quality. The Meteor coach, which is sold directly from the manufacturer, is a larger machine. Its interior is a rich blue, with a simplicity of design that makes it beautiful. There is a patent extension, for removing the casket, and a patent door opener which holds the large door open securely. The machine is the embodiment of the finest and latest developments in the way of finishing, appointments, interior equipment and mechanical features.

"The new coaches have departed entirely from the elaborate hand-carved design for the body and are introducing simple beautiful lines, appropriate for the solemnity of the occasion, but less conspicuous," said Clyde Zimmerman and Lot Snodgrass, owners of the chapel, today. They feel that the introduction of these two new machines rounds out their entire equipment, making their business on a par with any in cities of this size.

PIN MAY WEAR FIRST

Development of looseness in the steering may be found due to wear in the king pin and its correlative bushings. To tell whether the pin or its bushings is most likely to wear first is a matter of determining the metal of which each is made. If the bushings are of bronze, as they are in some cars, the pin will wear first. Otherwise, the bushings first should be inspected. Replacement of either is not difficult, but frequently the wrong unit is supplanted by a new one and the original trouble remains uncorrected.

Automobiles End Gay Cycling Club

Waukesha, Wis., July 14 (AP)—The last ghost of the "gay nineties" has left Waukesha. No longer will the high wheels, the low wheels and the bicycle built for two speed along highways out of Waukesha. The Waukesha Wheelman club has disbanded.

The club for bicyclists, organized in 1887 has voted to dissolve. Automobiles have encroached on the highway and gay days of pedaling along the countryside are gone. Members said they could not afford to keep the club rooms.

Drove Early Auto, Can't Drive Now

ELKHART, Ind. (AP)—Mrs. John S. Landon of Elkhart, believed by the late Elwood Haynes to be the first woman to drive a gasoline automobile in the United States, does not own a car now and can not drive one.

In the fall of 1898 a "motor wagon" company here had moved into its new 40 by 150 foot building and started turning out horseless carriages.

One noon, Haynes told Mrs. Landon, then in his employ, that he would leave his machine down town and he wanted her to drive it to the factory. She did, successfully, and found Haynes waiting anxiously for her. He wanted to prove that a woman could drive an automobile.

"Strange as it may seem," Mrs. Landon said, "I can't drive a car now and haven't owned one for ten years."

MAKE FENDERS NEW AGAIN

Fender straightening has become an art in the perfection of the work done. To one accustomed to looking upon a bent fender as hopeless, it is amazing what the modern body shop can do to restore damaged units. As a matter of fact, with modern equipment, the most mangled fender can be restored to its originally smooth contours. Then the application of a quick drying lacquer finish does the rest. The development is one of the last three years, and is a most important one.

WOMAN WRITER DESCRIBES CAR

Gives Her Impressions of New Studebakers—Much Lower and Longer

By Caroline Sanborn

Never had my garden looked gay, my funny little white house more inviting than on that fresh June morning, just half way between May and July. Never had I so longed to stay at home and be lazy and leisurely, monarch of almost all I surveyed. But the afternoon before, a telephone message had come for me, an imperative message—"South Bend—early tomorrow morning—new cars—would very much like to have you there."

I admit that I am, by nature, curious. I knew that Studebaker had been "doing something," and that it was an interesting something. To the motor world, June is not a matter of brides and college commencements. It is a month of activity, of trade secrets, of automobile mysteries. I had heard rumors of new lines and new colors. I wanted to be first to see them, so I said goodbye to my house and my garden, and set forth for Indiana.

Taken to Proving Ground

Arrived in South Bend, we were there three of us—paid our respects at the Studebaker administration building, and a few minutes later were driven through the town and out along the concrete ribbon of highway leading to the Proving Ground—that great tract of land shut off from the passing world by a wire wall. I knew the proving ground to be a marvelous outdoor laboratory of straight, fast roads and wandering by-ways, a secluded corner of the earth where thrilling feats were performed day in and day out—all those tests and secret experiments that contribute to the perfection of Studebaker cars. I wondered what new adventures lay ahead of me.

We rolled through the gateway, turned to the left and headed for the "shops," within whose unassuming walls are hidden the secrets of today and the hopes of tomorrow. The hot June sun glared down at us and cast a haze of heat over plain meadowlands. I sighed for the cool, green shade of my happy—and suburban—home, and stepped from the car. Then I knew.

There stood a group of cars—proudly shining new cars, whose gleaming surfaces seized the rays of the sun and tossed them back in a blaze of glory. Maroon and silver—green and silver—blue of dusk and blue of summer skies—they flashed before us.

"But—but—are these really Studebakers?" I asked, incredulous. "They seem so much lower—so much longer—and just look at those radiators!"

Sure Enough Studebakers

I hurried to the nearest car and stooped to examine the emblem. There, sure enough, were the wheel and slanting "Studebaker" of yesterday, but with what a difference. Black and white enamel—fine silver lines—smart new patterns—I was entranced—I suspected something, too, in the way of face-lifting, but of course, I'd never be guilty of broadcasting it.

My glance traveled up over the radiator—sensed the presence of straight, slender lines where once were curves—took in a neat little radiator cap flaunting a gay silver wing—a trim shortened visor—air wings flying back from glittering cowl lights and headlamps—long, clean cut hood lines.

I straightened up and gazed around. There they were, all the members of the Studebaker clan, each with a silver monogram across its bosom—an "8" for the President—an "S" for the Dictator—an "E" for the Erskine—another of the family—and a "World's Champion Car" plaque for the far-famed Commander. Well-mannered cars, I knew. Good looking cars, all of them.

Her Favorite

I started my tour of investigation with the President carlet—my favorite in the motor car world in a coupe and trimble arrangement, so I naturally turned there first. It wore a coat of deep tan, and the spokes of the six wire wheels—the extra carried forward on the front fenders—were a good looking burnt orange. The same gay color was repeated, alternating with blue-green, in narrow stripings about the body panel. The upholstery in the front compartment of the car I saw was of light tan broadcloth, but I was told that it could be had in two-tone mohair, while the dicky seat was done in leather.

Climbing in behind the sturdy, dender wheel, I saw the instrument panel, and thought of the way I'd like to have my dressing table look—like square and silver and complete. I gazed out over the length of hood and knew I could be comfortable there over miles and miles of country roads. I went, I saw, but, unlike Caesar, I was conquered.

Stunning Sedans

Grouped beside the carlet were three President sedans, standing in their maroon and silver garments. One wore a coat of antique rose, another was narrowly striped in cream and rose. Their interiors, whether of mohair or broadcloth, were luxurious, and, thanks to soft cushions, nicely shaped arm rests and thick carpetings left nothing to be desired by the most fidgety passenger. Again the chic of a modern dressing table in the instrument panel with their silvered frames, backgrounds and mountings, and—this was, to me,

the height of thoughtfulness—cigarette lighters both fore and aft. As if all this were not enough to delight the most exacting feminine soul, there were such extra treats as cunning vanities of gray and gold, cleverly concealed cigarette cases, ash receivers and handsome robe rails—all the what-nots and comforts of home. The information given me earlier that morning, that these cars had been especially designed for the ladies—God bless 'em!—was unnecessary. The car spoke for themselves.

Calls on Commander

Across the way stood a Commander sedan. I was anxious to inspect the new summer wardrobe of the World's Champion, so I tore myself away from "Presidential Row," and went over to call upon him. I had run out of adjectives, but I still had my eyesight. True, the hue of the sand at Desaville was the color chosen for the car on exhibition, with a delightful leaf green for the spokes of the wire wheels and slender body stripings. I peered inside. Once again, all the perfections of detail.

More California Tourists in State

A survey recently completed by the Oregon Motor association shows that the tourist stream from California is actually increasing in spite of the late season and the recent financial crash in the southern state.

The survey shows that the Pacific highway, the Dalles-California highway, and the Roosevelt highway all show a gain of north-bound California travel. The Dalles-California highway shows the greatest increase of California traffic, a gain of 71 1/2 per cent for the first two weeks in June 1928 over the same period last

year. The Roosevelt highway showed a gain of 25 per cent over last year, while the entire state showed an increase of 9.8 per cent of California traffic over a similar period in 1927.

Makes Remembering Easy
To lean out the carburetor, turn the needle valve clockwise. To enrich it, the auxiliary air valve should be turned similarly. It occasionally happens that the motorist forgets this process. This is the time of year to cut down the flow of gasoline to the carburetor. Warm weather calls for a leaner mixture.

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