

HEAVY TOURIST "CROP" EXPECTED

Oregon to Experience Usual Heavy Flow of Motorists, is Prediction.

PORTLAND, June 14—Predictions are being made for unusually heavy traffic on the main highways of the nation in the coming summer months and the public safety department of the Oregon State Motor association urges every motorist to contribute to the cause of safety by exercising due caution while en tour.

Oregon will experience its usual heavy flow and counter-flow of resident motorists during the vacation season augmented by a big influx of visiting motor tourists. Reports received by the motor association from the American Automobile association, with which it is affiliated, indicate that the outlook for the 1930 motor touring season throughout the country is that the motor caravan of vacationists will be a record one.

New Record Expected Judging from the demands on the A. A. motor clubs throughout the United States for routes and information, there is every indication that motor touring as a business and as a recreation will set a new high record, putting millions of dollars into circulation and improving the economic life of the entire nation, says the report.

Planning of the motor tour well in advance; getting an early start on each day; seeing to it that the car is in first-class condition; avoiding over-crowding of the car; familiarity with motor laws and regulations of places to be visited, are cited by the motorists' organization as factors which would not only contribute to the pleasure of the tour but would also be a great aid in the campaign for national safety. The automobile association statement continued:

More Highways Paved

"Since the close of the last touring season, some 22,000 miles of paving have been added to the nation's system of improved highways. Many new areas have been opened up, while accommodations and recreation in practically all tourist areas have been improved. This means that the lure of motor touring is greater than ever before. But by the same token, through highways will be more crowded than ever, placing a greater premium on the preparation for the tour and on care and caution while on the road.

As a result of handling millions of tours each year, the motor clubs affiliated with the A. A. are agreed on some of the fundamentals underlying safe and pleasant touring. Some of these are worth stressing at this time.

"For instance, it is extremely important that the tour should be planned well in advance, not only as to routing, but also as to the stopping places and the time and the distance that the tour will cover without straining the budget. Motorists setting their routing from their home clubs in advance should remember that conditions on the highway change from day to day because of detours and so on, and for that reason, they should make a practice of checking in at touring bureaus on route. Roadside information often leads to grief and loss of valuable time.

"An early start on each touring day offers big advantages, since it makes it possible to get the larger part of the day's run behind before the period of congestion. It is well to remember that most accidents occur late in the day, due, of course, to a natural physical tiredness and often to indifference to visibility. It is the period that is this true on highways passing through a territory where a picnic party may come out of any lane and where thousands of rail crossings are wholly unprotected.

"The 'foreign' motorist can not be expected to know the details of the motor laws and regulations of every state and city he may visit, but he should familiarize himself in a general way with the important provisions of the codes of states to be toured. This is a safety precaution as well as a protection to himself and a courtesy to the state of community that is temporarily his host.

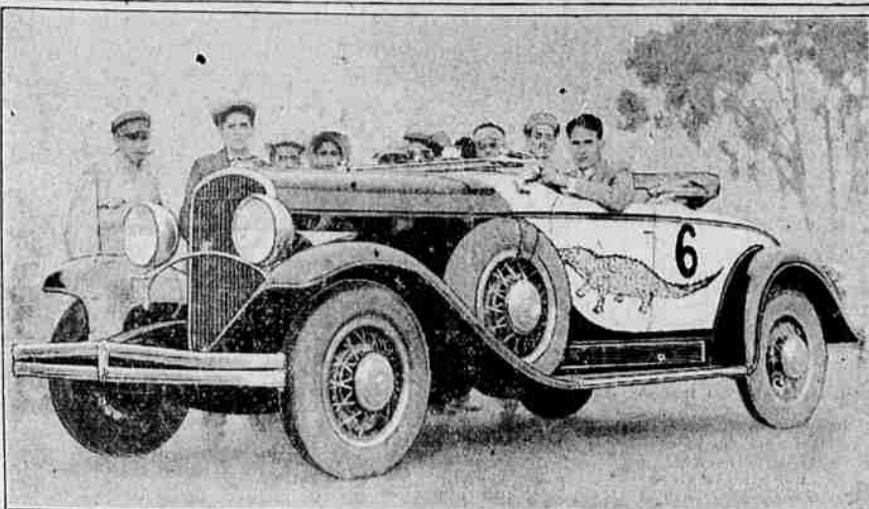
"The car should be thoroughly checked before the start of the tour. Braking and lighting equipment should receive particular attention. It is well to remember that over-crowding is a frequent cause of accidents, since it means undue strain on the car and on the driver. Above all, the driver should assume the obligation of keeping physically fit at all times. Plenty of sleep, good food and a reasonable mileage are three requisites to such a condition.

"Too many tourists take it for granted that accommodations can be had any time of the day or night. This is far from being the case, particularly in cities where hotels are liable to be filled by nightfall. Writing or wiring for reservations is almost a necessity. The hotels will co-operate, but the motorist should remember that a matter of fairness. The hotel always is notified in the event that reservations can not be taken up."

Van Orman Heads Ballonists

AKRON, O. (AP)—Ward T. Van Orman, defender in the 1929 International Gordon Bennett balloon race, has been named president of a new balloon club organized here. Leonard T. G. W. Settle, chief of the navy inspection staff, is vice president.

Chrysler Wins Mexican Race Classic



This Chrysler '77' roadster won the recent Mexico City to Puebla road race of 74 miles by setting a record of one hour, nine minutes and twenty-one seconds over a winding mountain road that proves a severe test for both car and driver. On level stretches the car reached a top speed of 75 miles an hour, but steep grades and sharp curves reduced the speed to 40 miles an hour through the mountain passes.

Willys-Knight Six Is Gaining In Popularity

TOLEDO, June 14—Popularity of the slowest type of engine, as well as the distinctive beauty that characterizes Willys-Knight cars, has created more interest than ever before in the Willys-Knight Great Six. Incomparable style and performance, the Great Six has established a conspicuous place for itself among fine cars.

Five passenger, sedan, five passenger coupe, roadster and coupe make up the Willys-Knight Great Six line. All are equipped with wire wheels, although models with wood wheels are offered at lower prices.

Each model presents a striking style development that is emphasized by the effective color treatment employed. The comfort for which Willys-Knight cars are famous is evident in the interiors with their luxurious cushions and smart appointments.

The public appeal for speed and speed is answered emphatically by the new Willys-Knight Great Six sleeve valve engine which develops 87 horsepower, resulting in a considerably higher road speed than ever before. This is the most powerful engine ever manufactured by Willys-Knight.

A number of important changes have been made which appeal particularly to the driver. An improvement in the gear shifting mechanism, together with the use of a straight lever instead of the curved lever, results in shortening the distance necessary for the hand to travel in changing gears.

The spare wheel and tire mounting in the front fender wells has been improved by carrying the weight on the brackets riveted to the side rail of the frame. This removes any load from the fender and running board and eliminates vibration.

Outstanding mechanical features of the new Great Six include the popular "Finger-Tip Control," which starts the engine, sounds the horn and operates the lights with a button located in the center of the steering wheel; the new three-spoke rubber covered steering wheel; one shot lubrication; cam and lever steering gear; manual heat control; automatic radiator shutters; all internal four-wheel brakes; adjustable front seat and steering post; emergency brake at left of driver's seat; and heavy seven bearing crankshaft.

ORDERS LEAD PRODUCTION OF NEW MODEL

DETROIT, June 14—With orders from De Soto steadily outrunning production by 50 per cent, the introduction of a finer De Soto six at a lower price is already an assured success, according to L. G. Peck, general sales manager of the De Soto Motor corporation. Heavy shipments have been followed by demands for further stocks, and orders already on hand cannot be completely filled for some time, despite production being pushed to the utmost.

Trainload shipments have featured the reception of the six since its first announcement Mar 25. The first of these was routed to Philadelphia, comprising a total of 29 carloads. This also being the third full trainload directed to dealers in that city this year.

Other heavy shipments will include 13 carloads to Los Angeles, 15 carloads to San Francisco, and 15 carloads to Dallas, Texas. Each of these shipments represented orders placed by individual dealers in addition to its first request for 13 carloads. San Francisco orders a further total of 103 stock to be shipped by boat from New York City.

Vacation Air Line To Open

CHICAGO (AP)—Airplane service between Minneapolis, Detroit and Chicago and vacation spots in northern Minnesota and Canada will be opened July 1 by the Inland Walton airways.

SEVEN MILLION CARS ARE MADE

Chevrolet Motor Company is Delivering Epochal Machine to Purchaser.

DETROIT, Mich., June 14—The seven millionth car built by the Chevrolet Motor company is on its way to its owner somewhere in America. The epochal car, which happened to be a coach, rolled off the assembly line Wednesday morning, May 28, in the company's huge plant at Flint, Mich. The car was the 1,845,238th six-cylinder car produced by Chevrolet since January, 1929.

Chevrolet's newest record-maker arrived without benefit of ceremony except for the cheers of the workmen along the final assembly line who halted work long enough to give it welcome and watch it being driven to the loading docks for shipment. Then work was resumed and not many seconds later car No. 7,000,001 went to join its historic companion.

Various dates in the life of the Chevrolet motor company on which the millionth car marks have been passed furnish a graphic picture of the rapid strides made by the company to its position of 6-cylinder leadership in the industry.

Nearly 12 years elapsed after the company's organization before the one millionth car was built, on Feb. 27, 1923, but the second millionth car rolled off the assembly line less than two years and five months later, on July 29, 1925. A year and six months later, on Jan. 13, 1927, the three millionth car was produced. Thereafter less than a year was required to reach each of the succeeding million marks. The four millionth was produced, on Jan. 11, 1928, in 363 days; the five millionth, on Sept. 8, 1928, in eight months, three days; the sixth millionth on June 25, 1929, in 9 months, 17 days. The seven millionth mark, just passed, was reached in 10 months, 25 days.

Commenting on the production of the seven millionth Chevrolet, W. S. Knudsen, president and general manager of the company, declared that building a million 6-cylinder cars in less than a year is an outstanding indication of the enthusiasm with which the public has received a 6-cylinder car in the lowest priced field. This class, he explained, offers to buyers a greater extent than ever before the quality and performance available only in cars of higher price.

Salt Spray Test Plays Big Part

Much of the progress that Dodge Brothers metallurgists have made in their increasing war against rust has resulted from what is known as the salt spray test. In a specially constructed booth, parts taken at random from factory production are submitted to the corrosive action of a mist of salt that reproduces in concentrated form what a car endures when used regularly at the seashore, where it is constantly exposed to the salt-laden ocean breezes.

The salt spray test is one of the most interesting of all automotive experiments and is believed to be the most severe for plated or enameled parts that could be devised.

A saturated solution of sodium chloride or common salt is pumped under pressure through small jets or orifices which act as atomizers. The resulting spray is many times more penetrating than natural ocean mist because of the greater content of salt in the solution and also because of the pressure built up in the booth. Although double doors, the outer one of immense thickness, are used on the salt spray room, the penetrating solution finds its way through infinitesimal openings that otherwise would be imperceptible to the naked eye.

An Englishman was visiting this country for the first time, and as he was driving along the highway saw a sign, "Drive Slow. This means YOU!"

"The Englishman stopped in surprise and exclaimed: 'My word! How did they know I was here?'"

Hupp. Co Makes Traffic Survey In Large Cities

DETROIT, Mich., June 14—A survey of automobile traffic in the major cities of the United States is being conducted by the Hupp Motor Car corporation.

The purpose of the survey by this manufacturer is to assist in the promotion of a uniform traffic code wherever possible. The company believes that much of the present confusion among drivers in a strange locality can be eliminated if those in charge of the various cities and other governmental divisions will cooperate in standardizing traffic regulations, and that some sort of unified system of control, similar to that known as the Hoover traffic code, should be universally adopted.

Much of the present confusion and many of the variations in traffic control, Hupp points out, are due to the individual development of separate communities with a subsequent branching out of local traffic problems without consideration having been given locally to corresponding developments in other districts of the country.

Among the many items being checked in the survey are speed limits, general traffic offenses, such as incorrectly made turns, breaking of traffic control signals and over-time parking—and sundry other traffic offenses and regulations. Already many cities have responded to the company's inquiries and public officials have been eager to lend their assistance to this movement to improve traffic conditions throughout the country.

Although many replies have been received, it is probable that the complete tabulation of the survey will not be finished for perhaps two or three weeks. The results of the survey, when completed, will be announced by the company.

DEATHS FROM AUTO WRECKS ON INCREASE

Deaths from motor vehicle accidents are increasing at a rate faster than automobile registrations in the face of a national effort to promote safety on the streets and highways, according to the Public Safety department of the Oregon State motor association. Motor vehicle fatalities increased 14.3 per cent in 1929 compared to 1928, while in the same period registrations increased only 8 per cent.

While uniforming in traffic regulations and stringent penalties for the reckless driver will go far in curbing this national menace, individual care in operation and education on protection also have an important place in the effort to preserve life.

"This has been demonstrated," says the motorists' organization, through the medium of safety education in the schools and the work of school boy patrols. As a result of this activity, the death rate of children under 15 years of age in automobile accidents has declined since 1922, while the number of adult fatalities has increased more than 100 per cent.

Here's Answer To Used Car Problem

One method of solving the used car problem for automobile dealers and others is that recently adopted by the municipality of New Rochelle, N. Y. It is indicated in articles reaching the Oregon State Motor association. This community decided to use the 2,500 abandoned cars in the community to fill up mud flats as a base for a top covering of fine soil.

Right "Haven't I made you what you are?" asked the wife proudly. "Darling," answered the husband, "have I ever reproached you for it?" "Is your husband a good provider, Dinah?" "Yesum, he's a good providah all right, but I've skeered dat nig-gah's grins or get caught at it!"

OREGON OFFERS FINE VACATIONS

Motorist May Find Spot For Rest by Driving to One of Playgrounds.

What makes a vacation? Rest and outdoor recreation are admittedly the chief ingredients, but a change of scene also is highly important for a successful "mental and physical rejuvenation."

Many autoists make long cross-country trips during the usual two week's vacation period. These often approach the status of endurance tests, the motorists driving all of the days and part of the nights at high speed to cover their itinerary during the short time allotted. Not only are the hazards of driving greatly increased toward the end of these long daily tours, investigation shows that the "recreationists" often return to work tired and worn instead of refreshed.

While long journeys are not to be discouraged if there is sufficient time, many motorists after making marathon hops are profiting by such experiences. The touring bureau of the Oregon State Motor association reports that an unusually large number of motorists plan this year's vacation in Oregon, which offers every possible variety of vacationland. In this state the motorist can find ideal resorts or camps sites easily accessible at any desired mountain level. In the largest forest in the world, along fine fishing streams, or beside unsurpassed coastal beaches.

A vacation plan highly recommended is that of driving to some Oregon recreation section offering a change in surroundings, there to relax and enjoy the beautiful outdoors. Short trips from this rendezvous to interesting places in the vicinity may then be made to break the monotony of being in one location.

Arising early each day and spending as much of the time as possible in the open air is wise procedure—well repaid in added energy and health upon returning to the daily grind of eight hours work a day.

The plan of "camping out" intrigues many who prefer "roughing it," while others prefer staying in hotels, resorts or auto camps.

ASK IBN SAUD TO REBUILD HOLY RAILWAY

MECCA, Arabia (AP)—Moslem pilgrims have petitioned Ibn Saud, king of the Hedjaz, to rebuild the ruined section of the holy railway of Mecca.

Supported by a Moslem conference in Mecca in 1926, and attended by pilgrims from Algeria, Morocco, Egypt, Syria, Mesopotamia, India, Java, South Africa, Turkey and Persia, Ibn Saud demanded that the whole of the Hedjaz railway be given over to him, so as to take its control out of Christian hands.

Formerly the railway was Turkish property. The Moslems regard it in the light of a religious trust, since the line was constructed with funds contributed by Moslems all the world over with a view to facilitating pilgrimages to Mecca.

After the war, the sections of the line situated in Syria and Palestine were taken over provisionally by France and England until the question of property rights should be settled. The greater part of the railway in the Hedjaz is in ruins because, during the war, the Redouins stole the railway ties and used them as fuel.

STUDEBAKER 8 MAKES SPEED OF 102 M. P. H.

The speed and power of Studebaker's world-champion President Eight was dramatically attested recently when a stock President Eight roadster attained an average speed of more than 102 miles an hour in a test run at New Orleans, according to M. J. Goss, Studebaker dealer here.

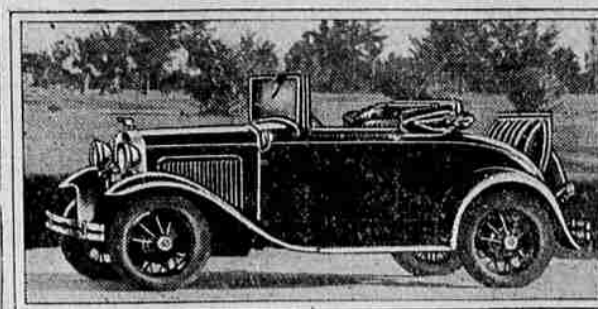
"The run was made across the Ponchartrian bridge, approximately five miles long. It established, according to the local press, a speed record never before reached in or near New Orleans."

"The record of 2 minutes 52 seconds for the 4.9 mile span of the bridge was officially timed. The roadster, which at the record was more than two years old, with 107,000 miles on the speedometer."

APRIL CAR PRODUCTION SHOWS GAIN OVER MARCH

DETROIT (AP)—Automobile production increased to 432,549 vehicles in April, according to manufacturers' reports, a gain of 41,248 cars over March, but a loss of 179,280 for the same month last year. The greatest month in the industry's history occurred in April, 1929, when 621,919 vehicles were produced. Except for it, however, the production this year exceeded all other April outputs.

New All-Weather Ford Car



Ford Convertible Cabriolet

THE new Ford convertible cabriolet is an automobile for every season, with all the snugness of a closed car when the weather is bad and all the advantages of an open car when it is fair.

The top of tan material, rubber interlined, folds completely when lowered and lies flat back of the seat. Door windows, which fit snugly into the top, are in chromium plated frames and may be raised to act as windshield wings when the top is lowered. When the top is up the rear curtain may be raised to permit conversation with passengers in the rumble seat.

Bedford cord is used for upholstery and interior trimming.

Chrysler Motors Shipments Reach 40,644 In Month

Shipments of all divisions of Chrysler Motors for the month of May totaled 40,644 cars, an increase of 3,153 or 8.5 per cent over April, 1930.

May shipments this year were 74 per cent of the same month last year, the best relative showing made this year to date. April shipments being 63 per cent of April last year. It is also significant to note that May shipments this year exceeded the shipments in May, 1928 by 1,040.

Outstanding among the Chrysler divisions during the month just passed was the record of the new low-cost Plymouth, whose shipments of 14,077 showed an increase over April of 5,205 cars or 58 per cent. De Soto with shipments of 6,347 also represents a marked increase of 39 per cent. Shipments of cars bearing the Chrysler name totaled 9,356, and the Dodge passenger cars, 8,736. Of commercial vehicles Dodge shipped 1,806 and Fargo 292.

Reflected in these increased factory shipments is the continued consistent improvement in retail sales. All divisions of the Chrysler corporation delivered 9 per cent more cars at retail in May than in

April, the low-priced Plymouth showing the most remarkable increase of 38 per cent. During the past two weeks retail deliveries to the public have averaged 78 per cent of last year, which is relatively the best showing made this year to date for a corresponding period.

Field stocks in the hands of dealers of all divisions are materially lower as of June first than they were at the same period a year ago, the reduction being more than 29 per cent.

Factory shipments of Chrysler-built cars for the week ended May 31st exceeded the corresponding week of last year, and continued improvement in the retail demand for automobiles will naturally result in further increased shipments from the factory, as the stocks of cars in dealers' hands are at a very low point compared with the current rate of deliveries.

REQUIRE OPERATORS

Twenty of the forty-eight states require drivers of motor vehicles to have operator's licenses, according to the Oregon State Motor association. Oregon is in this list which includes Arizona, California, Connecticut, Delaware, Indiana, Maine, Maryland, Massachusetts, Michigan, Nebraska, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Washington, West Virginia, Wisconsin and the District of Columbia.

STATE IS FIFTH IN PCT. OF CARS

One Automobile to 3.72 Persons, According to Motor Club Director.

PORTLAND, Ore., June 14—The United States has one motor car registration to each 3.72 persons. Oregon ranks fifth with one registration to each 3.72 persons, while eight other states had one registration to less than four persons, according to Clarence Francis, director of the Oregon State Motor association. It is estimated by students of the subject that the country as a whole will reach one registration to each three persons, and then hold that ratio as population increases.

If the ratio of registration to population holds at one to three, experts predict there will be in this country sixty years hence 71 million motor vehicles where we have approximately 26 million today. With an average life of seven years, that would mean an annual replacement requirement of more than 10 million motor vehicles per year, giving employment to more than 8 million wage earners.

Table showing the first nine states in proportion to population and population per car.

France And Canada Have Many Autos

France and Canada are the only countries outside of the United States having a motor vehicle registration over 1,000,000. France leads with 1,510,000 and Canada has 1,168,188, according to reports received by the Oregon State Motor association. Canada, however, has a motor vehicle for every eight citizens while France has one to every 33 persons.

Worse than Chile—Husband (feeling a twinge in the back while he is tuning in the wireless receiver): I believe I'm getting lumbago. Wife: What's the use, dear? You won't be able to understand a word they say.—Epworth Herald.

Not content with stealing only the chickens, thieves at Salina, Kans., carted away a henhouse, too.

Advertisement for Goodyear tires featuring the slogan 'The BEST Tires on E. Z. Payments' and 'Goodyears for You'. It includes an image of a Goodyear tire and text describing financing options and product quality.