

TRAVELING CHEAPER THAN STAYING HOME

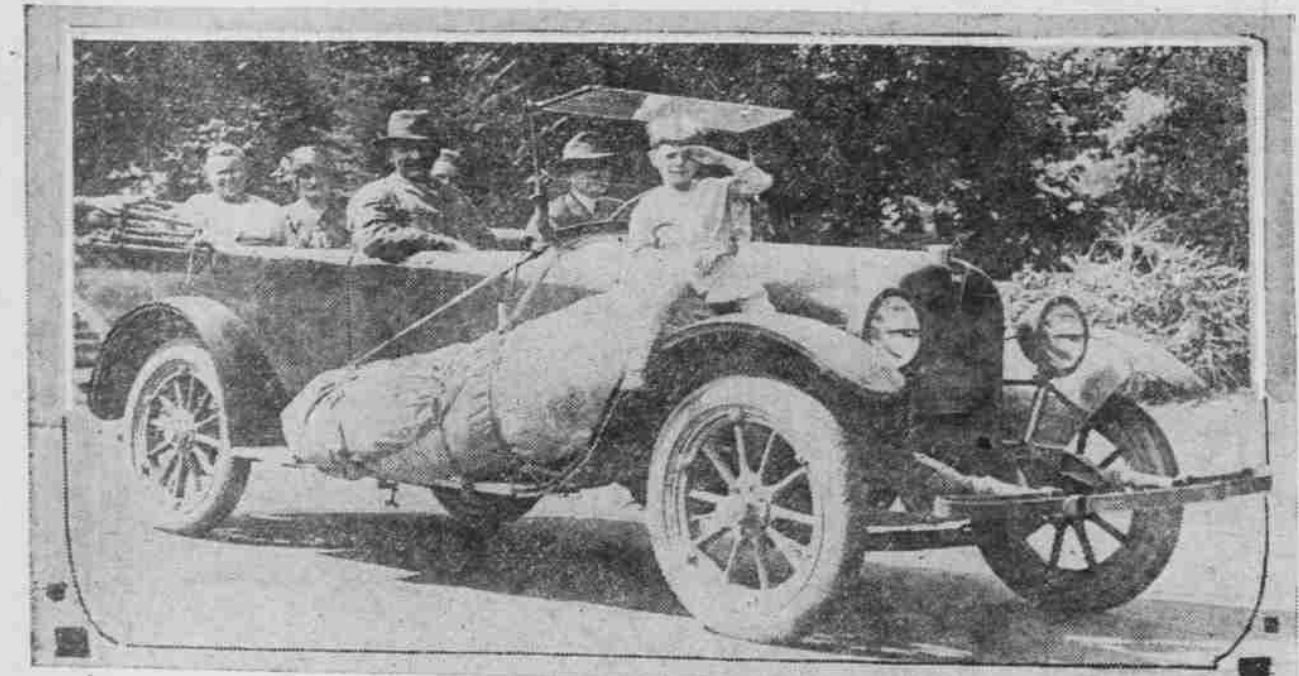
At Least, Party Motoring in Velie Find It So.

\$400 COST IN 6175 MILES

Of Course, These Folks Camped En Route, and Trout Streams Cut Expenses Considerably.

All it cost five grown persons and one six-year-old youngster to travel by Automobile from Green Bay, Wis., to Portland, making enough side trips en route to bring their mileage up to 6175.

IF THEY LEFT IT TO ANGUS THEY'D STILL BE TOURING A LA VELIE.



SIX THOUSAND MILES IS QUITE A TOUR, BUT THIS 6-YEAR-OLD YOUNGSTER THINKS IT'S THE REAL LIFE. Among the many touring parties arriving in Portland last week was the one here pictured in their 1919 Velie car. They have driven 6175 miles from Green Bay, Wis., since June 1, taking in California and the Yosemite on their way to Portland, where they intend to settle. They camped en route and their total expenses for six days over two months were only \$400, which included gas, oil, commissary and all. Most folks would have about enough touring after such a trip. Not so 6-year-old Angus, son of Mr. and Mrs. H. C. Kalm, who salutes Portland, but would like to travel some more. The others in the party are Mr. and Mrs. Albert Kalm and their daughter Josephine.

for the two months and six days required for the tour, was \$400.

The travelers were Mr. and Mrs. Albert Kalm, their daughter Josephine, and their son, H. C. Kalm, his wife and their six-year-old boy, Angus. They arrived in Portland last Wednesday, all hands feeling well and hearty and so much impressed by Oregon that they intend to settle here.

Four hundred dollars, declared H. C. Kalm, covered all costs on the trip, including gasoline and oil for the car. Naturally, they didn't stay at hotels on that sum. They had camping and cooking equipment and camped out every night, cooking all their meals.

Even \$100 would hardly cover such a trip with food prices soaring as they are. But the Kalm family employed a system that might interest other travelers.

Instead of buying all their provisions at stores, they stocked up in this way only on staples. When they would pass a likely looking farm house, they'd go in and buy vegetables, a chicken or two, and such. They did their buying in this way much cheaper than could otherwise have been possible.

Moreover, the men of the party did some hunting and fishing. They'd select a likely camping place toward evening, stroll out with their guns, bump off a couple of rabbits or birds, or perhaps bring in a mess of trout, and there'd be a rare dinner party. Surprising how much a few messes of fish will knock off the cost of living.

The Kalm family came across the continent from Green Bay, which they left on June 1. They journeyed via Milwaukee, Chicago, Omaha, Lincoln, Denver, Salt Lake, Reno, Lake Tahoe, Sacramento, Bakersfield and Los Angeles, and back to San Francisco by the coast route. They came on to Portland over the Pacific highway.

"The Pacific highway in Oregon isn't my idea of a road at all, despite the fact that it's torn up a little here and there for new construction," said H. C. Kalm.

"After driving through 1000 mud, and bumping over Utah and Nevada rocks, the Pacific highway seemed to us like a grand little road, with no bumps and no rocks. Otherwise, we had no tire trouble."

"Oregon is one of the best states of them all for the camper, though Colorado also is fine. Here in Oregon you can camp on a good stream every night, and the greenness of the country certainly looks mighty good to one who has traveled through barren brown hills along dry water courses."

"Our Velie gave us wonderful service on the trip. We had no mechanical difficulty at all, and the only time we opened the hood was to pour oil into the crankcase. We changed oil only once on the trip, that at Los Angeles, after having traveled 5000 miles."

HOW TO SET THE MAGNETO

Advice to Motorists Unacquainted With the Operation.

When setting a high-tension magneto it should first be seen that the proper cylinder is in firing position; that is, both valves closed and the piston brought up to the highest point, which can be ascertained by running a rod or wire through the spark plug or petcock opening. When this point is reached the motor should be backed up one-eighth of a stroke, which is where the spark should occur when the spark lever is fully advanced. If it is desired to throttle the motor down very low the spark plug points should be opened until they are fully one-sixteenth of an inch apart.

OVERHEATING BAD FOR AUTO

Mere Boiling Away of Water Not the Only Effect.

"Correct understanding of the causes and cures of overheating would not be so vitally essential to the automobile owner," says a writer in Motor, "if all that engine overheating did was to boil off the water. True, it does that, but there is unseen damage likely to result if the engine is allowed to remain in an overheated condition for any length of time. It affects the cylinders, the pistons, the bearings and all internal parts of the engine and is likely to cause permanent damage to some of these parts."

"Certain unnatural conditions of en-

gine operation bring about the overheating and it is these unnatural conditions which cannot be taken into consideration in the design of the cooling system. The system is designed for average running conditions, so that running in second speed or first speed for long distances causes the water in the radiator to boil. Running with spark retarded for a longer period will cause overheating, carbonization of the engine, reduced fan draft, interference with water flow through the system are a few other causes of overheating. If it were possible to have some delicate control such as the human system possesses, it might be possible to keep the engine temperature at its most efficient point, regardless of certain conditions tending to bring the water temperature higher."

BELGIANS SHORT OF CARS

Makers Cannot Get Materials for New Production.

Automobile manufacturers of Belgium, who recovered their factories shortly after the signing of the arm-

MARK YOUR AUTO TO IDENTIFY IF STOLEN

It May Save a Car for You One of These Days.

SECRET MARKS ARE BEST

Modern Thieves Put Stolen Automobiles Through Process to Obviate Signs Easily Seen.

If the average car owner were asked whether he could identify his own car under any given set of circumstances, his impulse would be to return an unqualified and indignant affirmative. The police of any of our larger cities

would disagree with him just as un-

qualifiedly.

As a matter of fact most car owners depend for identification on some scratch on the body, some broken screw in the chassis or some equally uncertain factor. They do not stop to consider that our big manufacturers are turning out models in 10,000 lots that differ from each other in not the slightest discernible degree. By the time a successful automobile thief has run a stolen car through his "service station" it will puzzle the most careful owner on earth to identify his vehicle.

An instance in point is found in the recent experience of a car owner in a middle western city who lost his car. A touring model of a popular make and after some three weeks of anxious waiting was summoned to police headquarters to see whether he could identify a vehicle answering to his description of his lost car.

Arrived at the police station he found a small group of other owners, who had assembled to try to identify the same car to see which he had been summoned. The hopeful owner had a number of marks by which he felt confident he could prove his ownership of the restored vehicle. There was a bent screw in one part of the chassis, a dent shape on the dash.

But was it his car?

The car with which he was confronted was undoubtedly of the same vintage as his lost boat, but unhappily it was painted a rich ultra-marine blue instead of the dark green that had graced his vehicle. The most earnest scrutiny failed to disclose any of the distinguishing marks on which he had relied.

A slight chipping of the new coat of enamel revealed the fact that it had been put on over a previous coat of the dark green that our friend had described. But two of the other assembled owners had put in bids for dark green cars and eventually one of them managed to identify the car by a chip in the gearset housing.

The identification was not particularly convincing, but in the absence of anything better it served to give the car to the owner who had been able to describe the imperfection.

As a matter of fact, no car owner ought to depend on any such casual means of identification as slight imperfections that may have accrued during the operation of the vehicle. When the professional automobile thief steals a car he takes it to what amounts practically to a rebuilding factory.

In many cases the entire mechanism is taken down and the different parts are redistributed with those from other cars of the same make and model to

turn out what amount to new vehicles. Mechanical units are shuffled about so that a slight imperfection on one part means nothing except that that particular part once had a place on a certain car.

The only safe method of placing identification marks on a car is to place them on all the major parts of the mechanism. Perhaps the most satisfactory method of doing so is to place punch marks on the various units. All such marks should be put in places where they will not be readily discernible. For instance, on the inside of the axle, on the flywheel, on the upper side of the gearset housing.

Tacked Card Under Upholstery.

After the marks have been made they should be rubbed over with grease until they are nearly indistinguishable as possible. The car owner can have a prick punch made with his initials on it in very fine type and with this it is possible to place identification marks on the various parts that will generally escape notice and yet remain permanently.

One owner has had the upholstery of his front and rear seats lifted up and has tacked his card on the wooden framework of the seat. This is not at all bad, because the thief would seldom think to look in this location for an identification mark of any sort.

Another clever idea is to bore a few small holes a mere fraction of an inch into the framework at a given place carefully measured from permanently located landmarks. Then fill these holes with lead and smear the spot well with grease. If there comes a time when it is necessary to identify the car

it is a simple matter to measure off the proper distance, scrape a little of the lead off and prove ownership of the car.

In some cases an owner has been able to identify his car by reason of some simple but ingenious mark so placed that it is apparently part of the car or equipment. Not very long ago the New York police recovered a stolen car and nabbed the thief at the same time. The car corresponded in every way to a description given by a certain bereaved owner except that it had recently been repainted in an entirely different color scheme.

At any rate the police summoned this owner to see if he could identify the reclaimed car as the one he had lost. He came to headquarters—looked the vehicle over, paying considerable attention to the dash, and turning to the detective in charge, said: "This is my boat all right, in spite of the fresh coat of paint."

Name Was on the Clock.

"Have you any marks to identify it by?" asked the officer.

"Yes, sir," replied the owner. "My name is J. K. Smith, as you know. Just take a look at the face of that clock."

The officer looked. On the dial of the clock was the legend "Brown Clock Company, Boston, Mass." In fine script beneath this maker's name was "Sold by J. K. Smith, agent." The thief had accepted this as a bona fide agent's name instead of a really clever identification mark, which it was.

In a recent theft case in Boston the owner of a stolen car was able to prove his ownership of a recovered car by

The Scissors Test

TAKE test strip 1/4 in. by 3 in. Stretch to 9 in. or three times its original length. Cut on the edge with the scissors. The cut should not be more than 1/8 in. across the sample. If the strip tears apart the rubber is inferior.



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THE scissors test shows you plainly that Norwalk Tubes do not rip. The scissors snip is like the edge of a puncture. Norwalk tubes do not rip in your hands, and they will not rip on the road.

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NORWALK TUBES and CASINGS

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In a recent theft case in Boston the owner of a stolen car was able to prove his ownership of a recovered car by

means of his initials, which were engraved in each of the hub caps.

The individual owner can probably find a dozen distinctive ways of marking his car for possible identification, but the point is that this should be done, because when a car has been stolen the police demand something more than say-so on the part of the owner before they return it to him. Be sure that there are more ways than one by means of which you can prove that your car actually is yours, in case you are ever unfortunate enough to lose it.

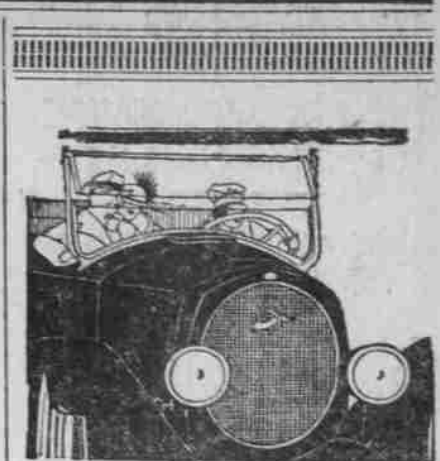
ROADS THROUGH THE FORESTS

Forest Service Has Big Programme of Construction.

The United States forest service will engage in a greatly expanded road construction programme this year as a result of the increased appropriation made by the last congress. Generally speaking, the plan will be to concentrate expenditures on needed links as much as possible. The fund was not specifically apportioned as between states or forests, making it more flexible than federal aid appropriations.

Scratches in Bodywork

While a deep gouge in the car's bodywork will usually call for the attention of the coachbuilder, still the really skillful owner may be able by running into the scratch beeswax and resin melted together and then smoothing off the surface and repainting, to accomplish a satisfactory repair.



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The Apperson picks up from 1 to 40 miles in 20 seconds in high. And without jar or sudden jerk. Less parts, less friction—more acceleration. The result of 26 years of "knowing how."

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