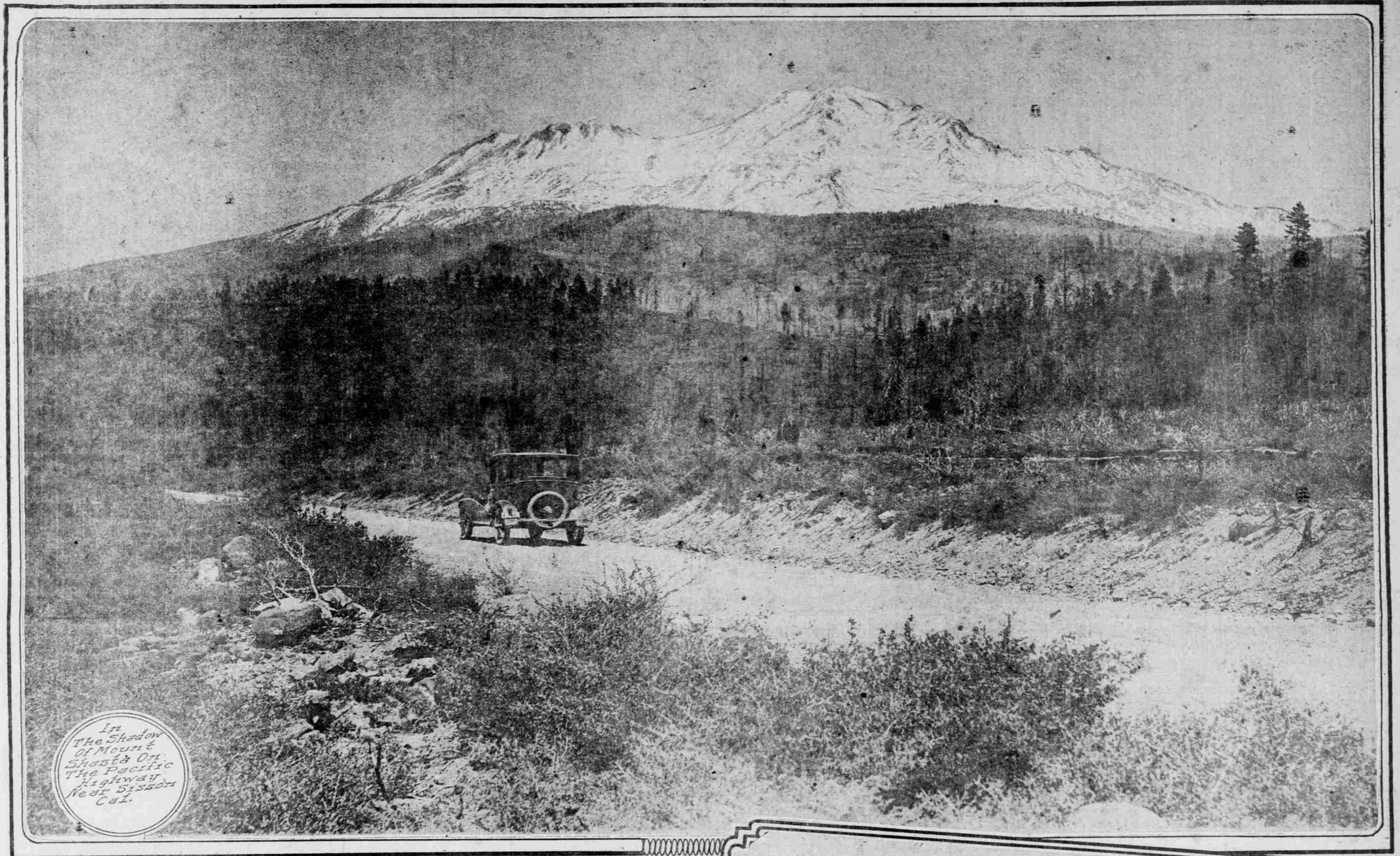


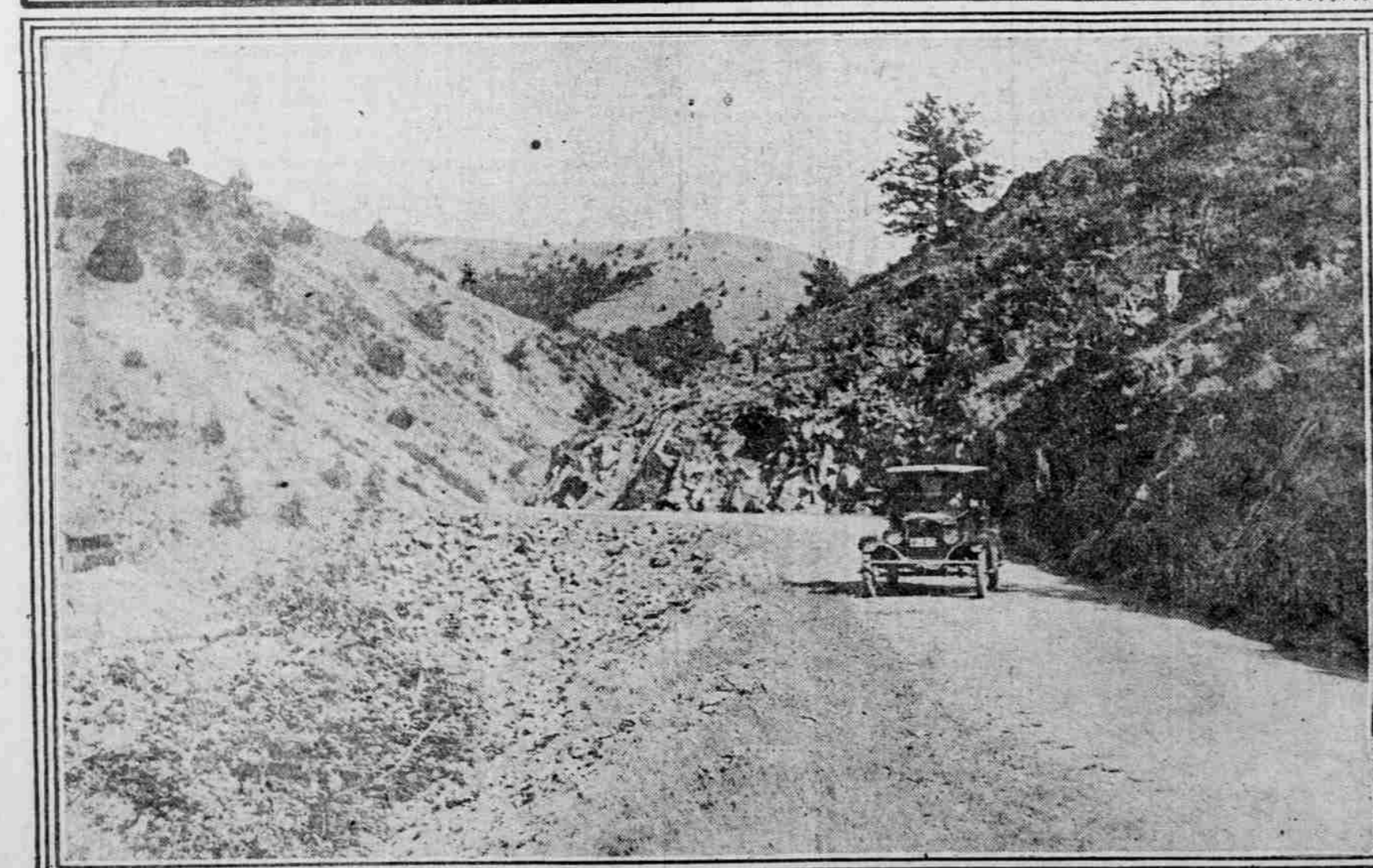


OVER THE FAMOUS SHASTA ROUTE IN AN OVERLAND 4 SEDAN

Closed Car Makes Real Automobile History in Non-Stop Engine Run by Pacific Highway From the Canadian Border at Blaine, Wash., South to Tia Juana, Mexico.



In Shadow of Mount Shasta on The Pacific Highway Near Sisson, Cal.



A Canyon in Northern California Near Yreka



Overland Non-Stop Sedan At Tia Juana Mexico End of the Journey.

BY L. E. GREGORY.
THIS is the story of the Portland-to-Sisson (Cal.) leg of a remarkable non-stop run made four weeks ago by an Overland 4 sedan from the Canadian boundary at Blaine, Wash., down the Pacific highway through Washington, Oregon and

California and across the Mexican border into Tia Juana. This run of 1584 miles made enclosed-car history. Never before has anything like it been done with an enclosed car. This run was not made to set any speed records, but to demonstrate under actual touring conditions the ability, endurance and economy of the

Overland 4 sedan. One of these same cars, a model identical with the sedan that made the non-stop run, set a new economy record on the official economy run last month from Los Angeles to Yosemite park, California. On this non-stop run there was no limitation to the number of stops the

car might make, but the engine was to be kept running continually. The sedan left Blaine, Wash., at 9 o'clock, Thursday morning, May 12. It crossed the line into Tia Juana at 2:45 o'clock the following Sunday. The motor was discovered to be due to a clogged gas line, caused by dirt in the

gasoline, and was so certified by the official observer at that place. The engine was stalled for five minutes while the gas line was taken off and cleaned out. But this is primarily the story of that leg of the run between Portland and Sisson, Cal., 420 miles, on which

was by long odds the hardest leg of the whole tour. It was not only much longer than was assigned to any other crew, but it had worse roads and more obstacles to test the mettle of a car. No run is an easy one that includes the steep, rough old road over Rice hill, a mountain in itself; Roberts mountain, Cow

Creek canyon, still referred to in hushed tones by California drivers; Glendale hill, Wolf Creek hill, Sexton mountain (Smith hill), the climb over the Siskiyou, where at the summit the highway attains an altitude of 5000 feet, and the final climb up to

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