

## TRIP TO MT. ADAMS IS ONE OF INTEREST

Road Is Now Good to Trout Lake and Ice Caves.

## HAYNES MAKES JOURNEY

Guler Hotel, Closest Point Under Shadow of Giant Mountain, Is Visited.

BY DOUGLAS POWELL.

At this time of year, when many motorists are contemplating week-end trips, the writer suggests a visit to the Trout lake district, near Mount Adams, Washington, which is only about 88 miles from Portland, requiring five and one-half hours' drive.

Through the courtesy of A. C. Stevens, Haynes distributor, a party composed of Miss Grace Hunt, Lucille Helmer, C. J. Powell, Mr. and Mrs. Will F. Powell and the writer had the pleasure of making this trip in a 1921 Haynes car last weekend.

The Columbia river highway to Hood River is always interesting. Crossing the Columbia river via ferry at this point to White Salmon is rather thrilling at this time, when the water has attained the high mark of 27 feet, the record on the day we crossed; yet in observing the skillful manner in which the boat was operated no feeling of apprehension for our safety was experienced.

Our course after reaching the Washington shore was westward for two miles; climbing steadily a narrow but safe road until the top of bluffs at the Byrie hotel was attained. Here a most wonderful view greeted our vision. There are times when roads are inadequate to describe the feelings. Such was our experience at this moment. Suffice it to say, however, that a lot of nature could find no end of joy in this environment.

For five miles after leaving the Columbia river our journey led through a section of country devoted to the production of fruit and berries, after which we traveled for nearly 20 miles along the White Salmon river, through thickly wooded sections, with ever-changing scenes adding interest as we were speeding towards our objective.

Arriving at Guler's hotel at 6 P. M., the members of our party showed the usual characteristics of travelers, that of feeling the need of nourishment. Our needs were more than met in the dining room of this hotel, with the viands served by the genial host.

Sunday morning our itinerary included a visit to the ice and lava caves, the ice cave being six and one-half miles west of Guler's hotel and easily accessible by auto. This beauty of nature is worth going many miles to see. The lava cave is only one and one-half miles from Trout lake and, while entirely different, is equally as interesting to see as the ice cave. A description of these wonders of nature will not be attempted, however. Everyone who sees them will feel well repaid for making a trip to this section of the country. I wish also to make mention of the wonderful view of Mount Adams from Guler hotel, whose towering peak rises to the height of over 10,000 feet. The recent mud slide on the west side of the mountain is very striking and is easily seen from here. The reason for this slide is a subject for discussion by nearly everyone who sees it.

The road from White Salmon to Trout lake is in very good condition. A little later, however, it is likely to become dusty and full of ruts. The smooth operation of the Haynes car at all times was a pleasant factor in making our trip a pleasant one.

## STEERING NOW IMPROVED

LITTLE TROUBLE TO CONTENT WITH IN MODERN DEVICES.

First Autos Had Long Bar, Like Tiller on a Boat, But Genius Found Better Mechanism.

You don't have to carry a goat and shout "Gee" and "Haw" until your lungs are sore to steer the auto out of ruts and away from broken glass or other obstructions. It glides through the streets, turns corners and moves up to the curb at the precise distance prescribed by the police, and but a simple twist of the wrist—and not much of that—does it. Why is it that you can steer a car so easily? Well, look a lot of midnight oil and gray matter to produce this result. Here are some of the reasons why you have so little trouble:

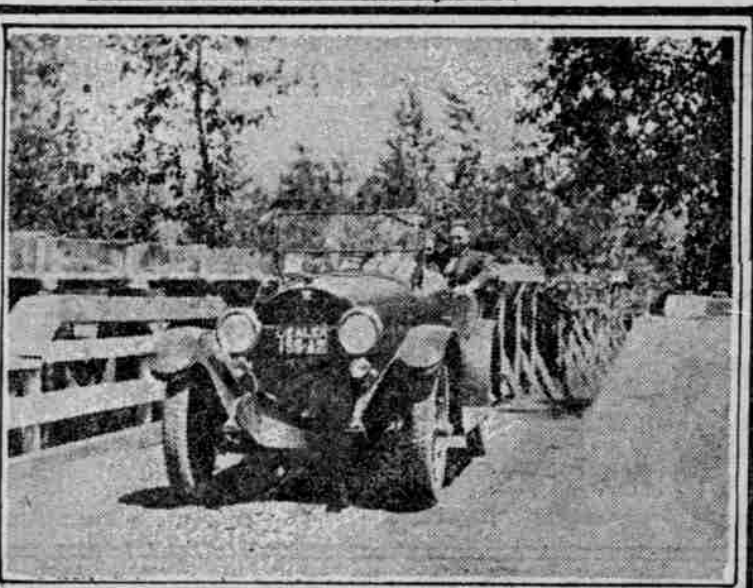
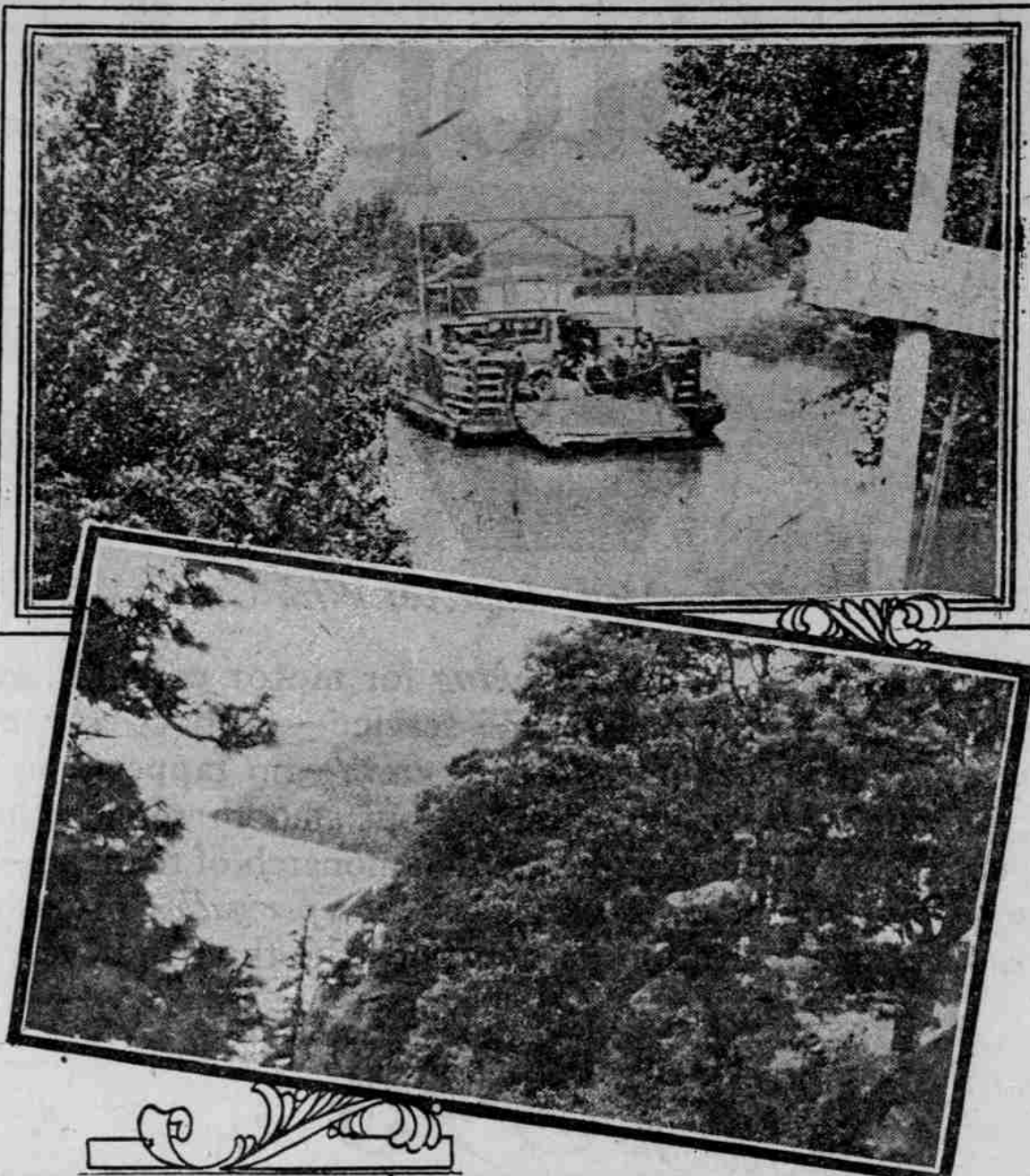
The first autos had a long bar like a tiller on a boat, such as you sometimes see on the electric trolley, and there was not much else except the shaft and several levers below to attach the shaft to the axle, first, and then the steering knuckles. It was quite a genius who studied out the latter, after it was discovered that an auto could not go very fast with a loose front axle like a wagon. Improvements followed until today we have an almost vibrationless, easily controlled steering mechanism which does not tire one's arm as though engaged in hard manual labor. Nor is the wheel wrenched out of one's hands as was the old bar or early wheel when there was only a gear and rack to transmit direction to the wheels.

The common steering mechanism today consists of a wheel attached to a rod or tube mounted in a housing in which it turns. On the lower end is a worm or spiral gear which meshes with the worm gear or sector, through which proper motion is transmitted by a lever, called a drag link, to one of the steering knuckles on which a wheel is mounted. A rod, known as a tie bar connects this knuckle with its mate on which the other front wheel turns, so that they move in common.

Where the throttle and spark control levers are mounted on the hand wheel the steering post is a tube. Within it is another tube to which is attached a lever, controlling, with proper linkage, the throttle. Within this inner tube there is a rod, with a lever on the lower end, and linkage from this controls the spark advance. All the linkage mentioned here has ball and socket connections, easily kept lubricated and clean, and the entire mechanism usually is easy of access, so that there is no excuse for not keeping it in order. And inasmuch as upon its condition much of the comfort of steering depends, the wise guy will spend a few minutes occasionally looking after it.

Fortunately, there is little trouble with the several devices which make up what is usually denominated the steering gear. About the only wear there is comes to the worm and worm gear or sector. These more together form such a limited part of the thread

## TRIP TO TROUT LAKE IN HAYNES CAR PROVES DELIGHT.



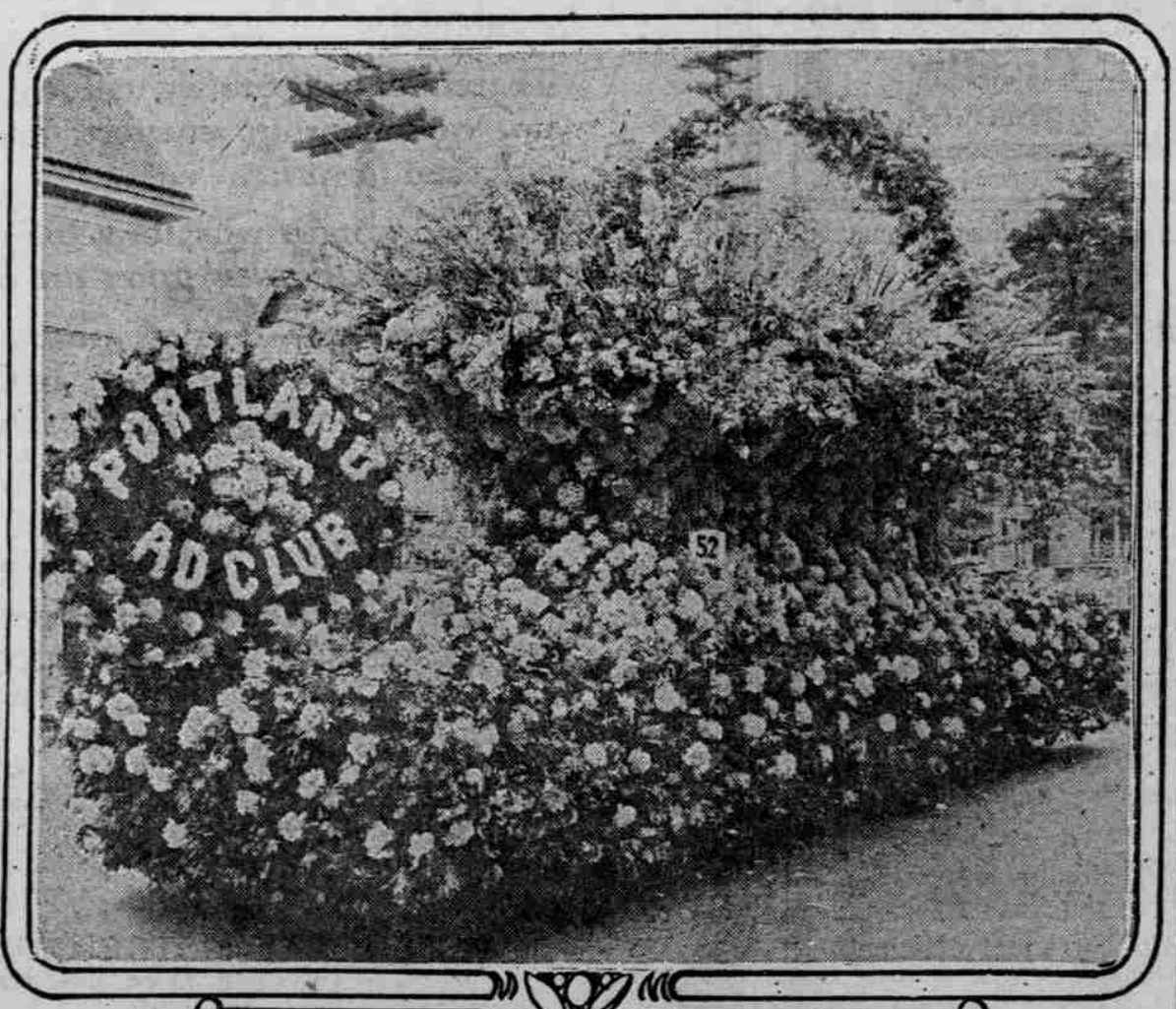
Above—Hood River-White Salmon ferry making a landing on the Oregon side, showing fine conditions of the Columbia. Center—A Columbia river vista from the Byrie Inn, which is located on the Columbia bluffs about three miles west of White Salmon. Below—Haynes car crossing bridge at Guler hotel, at the base of Mount Adams.

and gear that all the wear comes practically to one spot. The worm gear is fastened on an eccentric to take up this play, but this only moves the parts together and there might be a binding when the wheel is turned for a sharp curve or corner. So that on an old car where there is much play it is wiser to take off the worm gear and turn the steering wheel half around, then replace the worm gear or sector, or put in a new one, and it will engage a part of the worm which is not worn.

If not kept lubricated the ball and socket joints will wear and give an annoying play, besides making the front wheels wobble excessively, but there ordinarily will be little trouble between the steering wheel and the steering knuckles with slight attention regularly, according to book.

In addition to carrying on the regular work of the department tool signers of the Willys-Overland company in one month turned out 7200 yards, or almost four and one-half miles, of blue-prints showing in detail the tools and fixtures used in making the new Overland car. The blue-prints were for Willys-Overland-Crosley, Ltd., of Manchester, England.

THIS IS THE AD CLUB'S FAMOUS FLOAT, MOUNTED ON AN OLDSMOBILE ECONOMY TRUCK, THAT WON FIRST PRIZE IN THE ROSE FESTIVAL PARADE.



The truck was donated for the Ad club's use by Oldsmobile company of Oregon. Despite the fact that the radiator was completely covered in front, the truck went through the long parade without the least sign of overheating. Shortly after the float had been awarded the \$500 cash prize the truck was sold to the Burke Fish company, which will make it the flag of a fleet of Oldsmobile trucks.

## PAIGE BREAKS RECORDS

STRIPPED STOCK CAR CHASSIS USED IN COMPETITION.

Officially Sanctioned Runs From Five to 100 Miles Are Made in Unprecedented Time.

A Paige "6-66" driven by Ralph Mulford, broke all world's records for stripped stock car chassis from five to 100 miles in officially sanctioned runs on the speedway at Uniontown, Pa., May 29, 1921, according to word received here by Cook & Gill, local Paige distributors. Included among the new records set up by the Paige was the one-hour mark, Mulford being officially accorded 89 miles, against the 83 established at the Shiphead Bay speedway July 28, 1917.

Following an official world's stock chassis record made January 21, 1921, when a Paige "6-66" Dayton model covered a measured mile in 35.91 sec-

onds, a rate of 102.8 miles an hour, the Uniontown performances of non-stop runs cap the climax to a long series of events that establish the Paige "6-66" in an unassailable position of supremacy for power, speed and stamina. Paige may now legitimately claim a truly sensational "clean sweep" of the record book.

The Paige performances at Uniontown, as at Daytona, Fla., when the mile mark fell, were under the observation of official representatives of the American Automobile association, a binding when the wheel is turned by this body to observe, check, register and authenticate the marks were G. E. Edwards, chairman of the technical committee; A. H. Means, secretary of the contest board, and Frank H. Rosboro, local representative of the three A's. Andrew Bachle, vice-president in charge of engineering of the Paige-Detroit Motor car company, was also present for the runs.

As the Paige reeled off the miles an electric timing device recorded the speed to the fraction of a second. In the morning the Paige lowered the record for 5, 10 and 20 miles; and in a thrilling non-stop run in the afternoon new world's records for 25, 50, 75 and 100 miles, besides the new hour mark, were set up.

The new world's records made by the Paige, with the time taken from the official electric timing apparatus, follow:

BLEWETT PASS TO BE CLOSED  
New Grade Being Constructed by State and Government.

WENATCHEE, Wash., June 18.—Blewett pass on the Sunset highway between Kittitas and Chelan counties, will within the next week or two be closed to traffic for the remainder of the summer, according to announcement made here. Work of grading four miles of road from a point south of Negro creek to the new governing grade already has started, and bridge and road construction will be continued during the entire season.

The cost of the work is being met by federal and state aid, none of the expenses being charged to Kittitas and Chelan counties, through which the highway passes.

## DURANT MOTORS ADDS TO HOLDINGS

Controlling Interest Obtained in Sheridan Car.

## LANSING FACTORY SITE

Production Only Recently Begun; Attention Paid More to Dealer Organization.

NEW YORK, June 18.—Developments have come rapidly in the affairs of Durant Motors, Inc. The two most important recent moves, have been:

That Durant has acquired a controlling interest in the Sheridan Motor Car division of the General Motors corporation.

That the main Durant factory will be located in Lansing and will be under the direction of Edward Ver Linden.

The first formal statement in reference to Sheridan came from the headquarters of General Motors. It said: "Arrangements have been made by the General Motors corporation whereby D. A. Burke will purchase the Sheridan Motor Car division and continue it as a separate line."

Controlling Interest Acquired.

This announcement brought from the Durant offices the statement that Durant Motors, Inc., had acquired the controlling interest in the Sheridan Motor Car division and that it would be conducted by a \$3,000,000 corporation which probably would be known as the Sheridan Motor Car company. Production will be continued in the factory at Muncie of a six-cylinder car which will be virtually identical with the Sheridan now being made for the General Motors corporation. It is understood that the consideration was in the neighborhood of \$5,000,000.

Burke, who passed many months in developing the car, will continue at the head of the company under the new ownership. He formerly was Buick distributor in Chicago and sold Durant on the idea of turning out at a moderate price a car embodying most of the refinements usually found in higher priced models.

Production began only a few months ago and much attention has been paid of late to building up a dealer organization. One of the prominent distributors selected was Eddie Rickenbacker, famed as an aviator.

This statement was made in reference to the main Durant plant.

Durant Motors of Michigan, with a capital of \$5,000,000, will have its main plant at Lansing, Michigan, with a capacity of 40,000 cars a year. E.

Ver Linden, who has been responsible for the building up of the Olds motor works, will be president and general manager. The plant will assemble and distribute Durant cars between the Adirondacks and the Rocky mountains under contract and control of Durant Motors, Inc.

Report Not Denied.

The report is not denied that T. W. Warner, head of the Muncie Products division of General Motors, soon will relinquish his position to join forces with Durant. His retirement is not expected to involve any change in the present ownership of Muncie Products. The plant of the T. W. Warner company at Muncie, Ind., was acquired under lease by General Motors during 1919, with option to purchase after January 1, 1923. Warner also heads the Toledo-Chevrolet company, which manufactures transmissions.

Cadillac Plant Purchased. R. H. Collins, ex-president of the Cadillac company, now is passing all his time in the main building of the old Cadillac plant, which was purchased from the General Motors corporation for the Collins Motor Car company, now being organized. The portion of the former Cadillac plant purchased by Collins contains more than 400,000 square feet of floor space. He also has an option on the long building adjoining the main plant.

There is reason to believe that when production actually is begun by Collins and Ver Linden they will add to their organizations several of the men who served under them in executive capacities at the Cadillac and Olds divisions of General Motors. It also is understood that Durant already has opened negotiations with some of the most successful distributors of the General Motors corporation.

NET TO CATCH BOOTLEGGERS

Scores of Autos With Boozie Getting In From Canada, Claim.

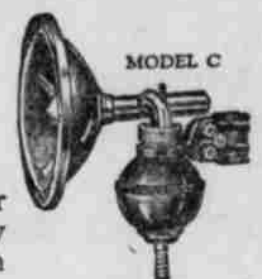
BELLINGHAM, Wash., June 18.—To tighten the official net spread to prevent automobilists from bringing illicit liquor into the state across the Canadian boundary line near here, a special patrol of seven customs officers with three automobiles has been established, two of the machines working out of Bellingham and one out of Deming, a few miles distant. In addition, men have been added to the patrol at Lynden and Blaine, near the boundary line.

Scores of automobiles, according to officers, have been crossing the border without reporting at customs stations, and the practice has increased since prohibition agents in the state were temporarily suspended because of lack of funds with which to pay their salaries.

To celebrate the first birthday of their sedan, Miss Grace Perkins and her brother Roy of New Rochelle, N. Y., entertained 50 guests at a dance in the garage of their home.

## Auto Reelite

The only Spotlight that can be reeled out—



to help "spot" and remedy motor and tire troubles as easily by night as by day. With it you can illuminate any part of your car.

No matter which Auto Reelite model you may select it has every spotlight advantage and more. It is a Spotlight, Trouble light, Portable light—3 lights in one for the price of one.

Anderson Auto Reelite fits any windshield. Is self-contained—no troublesome connections to find nor loose parts to become mislaid. Reels and unreeles exactly like a window shade.

Go to your dealer and examine an Auto Reelite—"the spotlight with a guarantee." There is a model which will exactly suit your car.

Model C, Single Shell  
Model C-6-6in., black and nickel, without mirror, \$9.00  
Model C-7-7in., black and nickel, without mirror, 10.00  
Model C-8-8in., black and nickel, without mirror, 11.00  
Model C-9-9in., black and nickel, without mirror, 12.00  
Model C-10-10in., black and nickel, without mirror, 13.00  
Model C-11-11in., black and nickel, without mirror, 14.00  
Model C-12-12in., black and nickel, without mirror, 15.00  
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Model C-200-200in., black and nickel, without mirror, 203.00  
Model C-201-201in., black and nickel, without mirror, 204.00  
Model C-202-202in., black and nickel, without mirror, 205.00  
Model C-203-203in., black and nickel, without mirror, 206.00  
Model C-204-204in., black and nickel, without mirror, 207.00  
Model C-205-205in., black and nickel, without mirror, 208.00  
Model C-206-206in., black and nickel, without mirror, 209.00  
Model C-207-207in., black and nickel, without mirror, 210.00  
Model C-208-208in., black and nickel, without mirror, 211.00  
Model C-209-209in., black and nickel, without mirror, 212.00  
Model C-210-210in., black and nickel, without mirror, 213.00  
Model C-211-211in., black and nickel, without mirror, 214.00  
Model C-212-212in., black and nickel, without mirror, 215.00  
Model C-213-213in., black and nickel, without mirror, 216.00  
Model C-214-214in., black and nickel, without mirror, 217.00  
Model C-215-215in., black and nickel, without mirror, 218.00  
Model C-216-216in., black and nickel, without mirror, 219.00  
Model C-217-217in., black and nickel, without mirror, 220.00  
Model C-218-218in., black and nickel, without mirror, 221.00  
Model C-219-219in., black and nickel, without mirror, 222.00  
Model C-220-220in., black and nickel, without mirror, 223.00  
Model C-221-221in., black and nickel, without mirror, 224.00  
Model C-222-222in., black and nickel, without mirror, 225.00  
Model C-223-223in., black and nickel, without mirror, 226.00  
Model C-224-224in., black and nickel, without mirror, 227.00  
Model C-225-225in., black and nickel, without mirror, 228.00  
Model C-226-226in., black and nickel, without mirror, 229.00  
Model C-227-227in., black and nickel, without mirror, 230.00  
Model C-228-228in., black and nickel, without mirror, 231.00  
Model C-229-229in., black and nickel, without mirror, 232.00  
Model C-230-230in., black and nickel, without mirror, 233