

MOTOR CAR GYPSIES FIND CAMPING JOY

Freedom From Convention Is Real Pleasure.

PROBLEMS ARE BESTED

Sleeping Quarters, Bed and Cook- ing Utensils Principal Prob- lems of Outdoor Life.

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Within the last three or four years there has been growing up among motor car owners what amounts to a cult, which we might call fraternity of the motor car gypsies. This simply means that an increasing number of motorists are discovering the delights of combining motoring with camping. The freedom from convention that such a life brings, the opportunity to travel as far and stay as long as one may happen to desire, satisfies the wanderlust that lies in each of us. But to be comfortable while camping is difficult unless one is an experienced camper, and when the equipment must be carried by motor car additional problems must be solved. A few words on motor camping and the equipment needed may be helpful to those who desire to enjoy this year this most exhilarating of all sports.

The first place camping equipment of all kinds must be carried in the car or on the trailer. There is, therefore, a limit to the weight that can be carried, and the equipment must not be too bulky, as carrying space is definitely limited.

Sleeping Quarters Supercede.

The first consideration will be sleeping quarters and here the manufacturers have done very well by the automobile camper. There is almost no limit to the variety of tents and so forth that are available. There are ordinary tents made of balloon silk, khaki and special fabric, which occupy little space when rolled and may be erected in a very few minutes by means of special frames of steel rods. These will range in price from \$15 to as high as one cares to pay. Special automobile tents designed for attachment to one side of the raised top are on the market. In this way the tent may be erected, the car used as a dressing room after which the tourists step down into the beds.

There are a number of ingenious cots on the market, designed to be stretched from the framework of the cot so that the body of the car is converted into a sleeping apartment. In special instances car owners have had the seats of the vehicle so hinged that they may be opened out to form a very comfortable bed. Trailers are now offered and designed that a tent is erected over the body of this auxiliary vehicle and the sides are let down to form single beds. This trailer equipment has many advantages for the motor camper at a cost running from less than \$100 to several hundred.

With the shelter provided for the next thought will be where to sleep, and a number of solutions of this problem are available. There are the folding camp cots, which are so made as to fold and roll up into small compass. A pneumatic bed is an admirable thing to sleep on. It is simply a rubber mattress which is blown up with the tire pump and is truly more luxurious than your bed at home. The cost is on the average somewhat less than \$25. Special automobile beds utilizing one of the running boards as the head and the head and firmly implanted sticks at the foot are on the market in many varieties. The motor camper may in the event of his bed, be as much of a sybarite as his pocket book may allow.

Cooking in Question.

With sleeping accommodations provided for, the next thought will be the method of providing food and the first question here is cooking it. Camp kitchen kits are available in endless variety. There are stoves made of sheets of cast iron which fold up when not in use into a thin package that takes up little room and weighs less. Yet the most elaborate cooking may be carried out on these camping stoves, even the baking of bread and the making of coffee. It is a good plan to carry in addition to the regular camp stove, which, by the way, burns either kerosene or alcohol in the shape of a spirit or kerosene stove. These latter may be had in a number of varieties and they are extremely practical, especially when appearing on the rainy night when you have to pitch camp without a single stick of wood.

The question of pots and pans with which you prepare the food is solved by ingeniously designed utensils that are made with movable handles, so that they may be nested to take the smallest possible amount of space. A typical cooking kit consists of a small keg, which occupies little space in the car and weighs only ten or 12 pounds. Having provided for the food, the next thing is how to serve it. Camp table kits furnish the answer. These may be had in any degree of elaborateness.

What to Carry in Problem.

They include knives, forks and spoons, plates, cups and saucers, the latter in white enamel ware, with thermos bottles, salt and pepper shakers, etc., and usually they are packed in a hamper, which makes for easier packing when camp is being broken. The prices of these luncheon kits range from \$5 up to almost any figure, according to the number of persons provided for and the material of which the utensils are made.

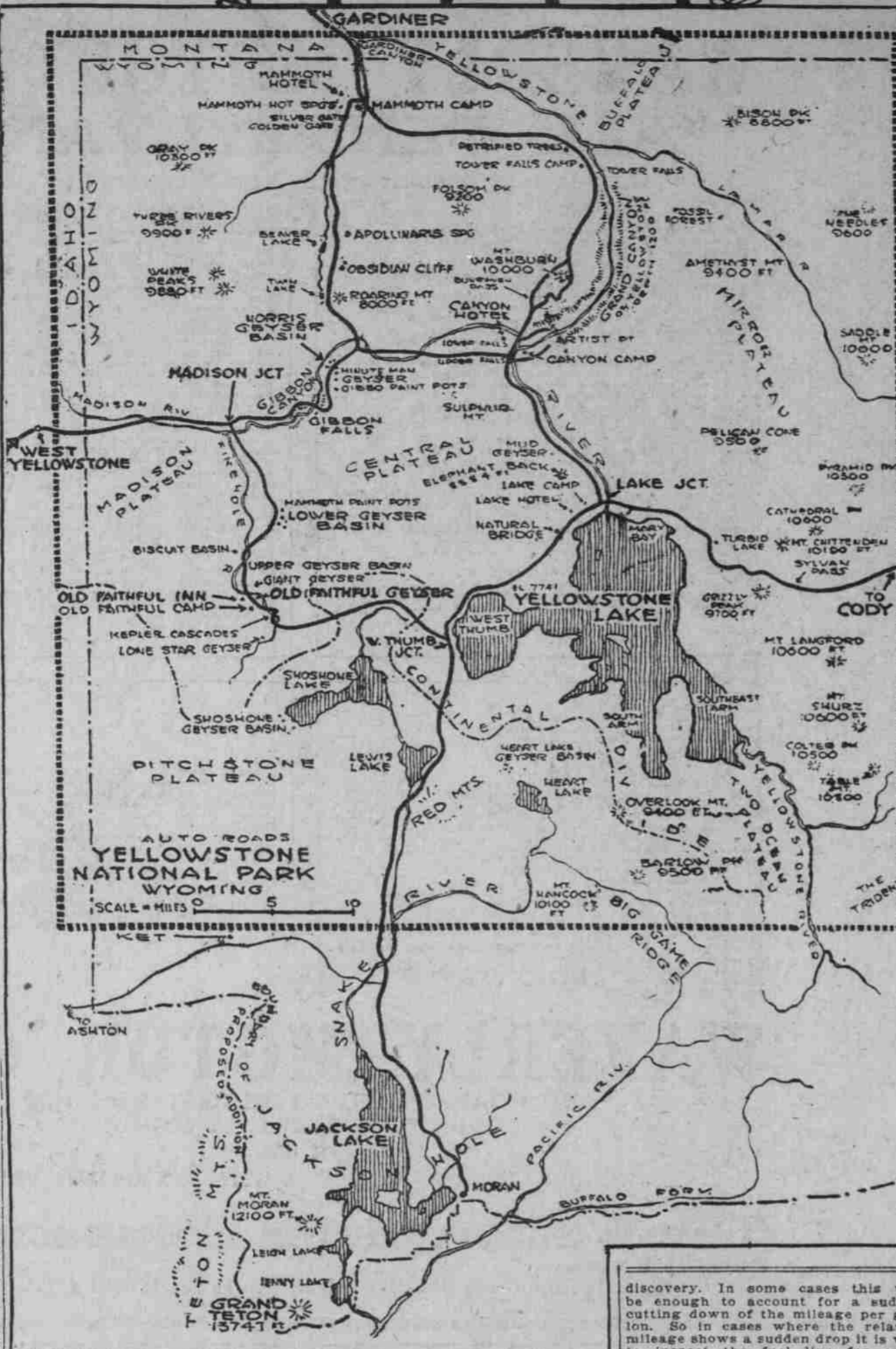
The question of what to carry is one that the newcomer in camping circles finds most perplexing. The temptation is to load the car with provisions and supplies that could really be more advantageously bought en route. The staples, salt, pepper, coffee, tea, packed in glass, with about a pound of butter in a tight jar, are about the only things needed for the ordinary camping tour in thickly settled districts. The ordinary supplies, meat, vegetables, bread, eggs, should be bought from day to day.

This not only saves carrying space which is valuable, but the provisions are fresher when so obtained. Many people make a practice of carrying one or two emergency rations to provide for the unexpected. A little chocolate and a can of condensed milk may prove useful on occasion. But on the whole remember that the experienced camper always travels light.

Hose Protector.

Oil is the deadly enemy of rubber. It is a good plan to protect the inlet hose from the radiator to the pump from the effects of oil by giving it a coat of shellac and then a couple of layers of tape and shellac over that. The shellac prevents the oil soaking through and getting at the rubber.

YELLOWSTONE NATIONAL PARK AND ITS SYSTEM OF AUTOMOBILE ROADS.



Oregon motorists planning the trip to Yellowstone this summer may find the above map handy when they reach the park. A week or more can be profitably spent in driving over the beautiful roads which wind through the National playground and connect the scenic points. The proposed addition to the park is given below.

HUDSON DROPS PRICES

THIRD REDUCTION ANNOUNCED BY HUDSON-ESSEX.

News Received Last Week From
the Factory by C. L. Boss,
Local Dealer.

Another drop in prices, the third since last fall, when the decline in automobile prices and in prices of commodities generally began, was made by the Hudson-Essex organization last week, according to word received by C. L. Boss, Automobile Official, company, local distributors, from the Detroit factory. The statement from Detroit was as follows:

"A reduction in prices this week by the producers of Hudson and Essex automobiles puts these well-known models at lower prices than they have ever sold for. Of particular interest is the fact that the Hudson super six is the largest selling fine model at lower prices than they have ever sold for. The new price is \$1895 factory. Essex price last year was \$1795 factory. These prices refer to open touring models. Similar reductions have been made on the other models. Officials of the two companies state that heavy sales during the summer have exhausted old inventories and reduced overhead costs and that they are now able to buy materials at new low costs. This saving is being passed on."

The latest reduction puts the Hudson in the \$2300 field delivered in Portland and marks a drop of nearly \$200 since last fall, said Mr. Boss, in commenting on the new prices. The drop in the Essex during the same period has been proportional, that car now being in the \$1600 field, he declared.

MOTOR CAR NOW NECESSITY

Day of Auto as Luxury Long Past,
Says Peerless-Velle Dealer.

"It is a true enough saying that the luxuries of yesterday are the necessities of today," says W. R. De Lay, president of the W. R. De Lay Motor company, local distributors of Velle and Peerless cars. "The growth of the cities has forced an extension of the population into suburban and rural districts, and it is only possible by the advent of the automobile."

"It does not require a gray beard to remember when the telephone was a luxury, and yet it is such a necessity today that business and our whole community life would be crippled without it. The automobile, whether passenger or commercial car, has become so much a part of daily life that we cannot get along without it. The auto truck is doing work that cannot be performed by horses or by steam. Horses could not move the large loads over so large a territory in so short a time, nor could steam do more than deliver to the nearest sidetrack. Horses are as scarce on the roadways of the country today as automobiles were 20 years ago."

"This is the age of the automobile beyond doubt, and its growth and development still offers a fertile field for American enterprise. Both passenger cars and commercial vehicles

Commutator Trouble.

Grease should not be used for the lubrication of the commutator. Cylinder oil is the proper lubricant and it should be sparingly used. This applies to all commutators or ignition distributors. When grease is used in the commutator it is quite likely to prevent the distributor arm from making contact and an annoying type of ignition trouble ensues.

To Loose Rusted Iron.

Two parts of iron or steel that have become rusted firmly together may be separated by soaking them for several hours in a mixture of one-third lubricating oil and two-thirds kerosene.

Unnoticed Leaks.

In summer time when the heat causes rapid evaporation of gasoline tiny leaks in the fuel line often escape

The Home of Auto Supplies

Where Motorists Come and Motorists Go

The Cause of Much Motor Traffic

Reasonable Prices

Perhaps you have noticed the continual stream of motorists this summer shopping at "The Home of Auto Supplies." Our REASONABLE PRICES have had much to do with this activity. Motorists also find nearly everything they want here.

Mirrors

\$1.00 Every pleasure car is compelled to have a mirror. "Safety First" to wear a mirror and every truck is obliged by state law to wear one. Our prices start at \$1.00.

Trouble Lamps

To help you feel your way around in the dark. A \$2.50 lamp; special \$1.25.

New Repair Parts Dept.

Conducted separately. Complete stock NEW Gears, Axles, Springs, Shafts, etc.

Radiator Caps

Spec. \$2.50

Kaufman Jr. Silverbeam Spotlight

Sold usually at \$6.00; special \$3.95.

DAVID HODES CO.

Broadway at Couch St. Portland, Oregon

WILLAMETTE VALLEY ROADS ARE ROUGHER

Heavy Travel Has Effect on Linn County Highways.

PAVING STILL GOING ON

East Side Route From Salem Through Albany to Eugene Now Is Reported Best.

ALBANY, Or., Aug. 20.—(Special)

—Because of the heavy travel of the past few weeks and the fact that practically no improvement is being made right now on detour or local roads, the roads of this section of the state are not so good as they were two or three weeks ago as a general rule. Harvest work has caused a suspension of local road work and the only improvement in progress is on the Pacific highway, which is not being used because of this work, and on a few market road projects.

The heavy travel has caused some of the roads to become rough. There is comparatively little dust, however, unless the motorist travels roads recently graded and which have not been graveled. Most of the roads are hard and white there is some dust it is very light compared to conditions as they existed even two or three years ago.

The rocking of the Pacific highway between Shedd and Halsey preparatory to paving and grading work on other portions of the highway has caused the closing of the highway through Linn county south of Albany except to local traffic. The road is not actually closed, but highway department requests through traffic to follow a detour beginning just south of Albany and continuing to Harborside. This is the same detour which has been used the past few weeks.

The roads which this detour route follows are in fair shape. They are rougher than they were earlier in the summer but are hard and good time can be made. Until recently some work was being done on this detour route and motorists complained over the presence of fresh gravel, but no work is in progress now and the traffic has beaten down the gravel recently placed. No more work will be done on this route until fall, except possibly some bridge construction or bridge repair work.

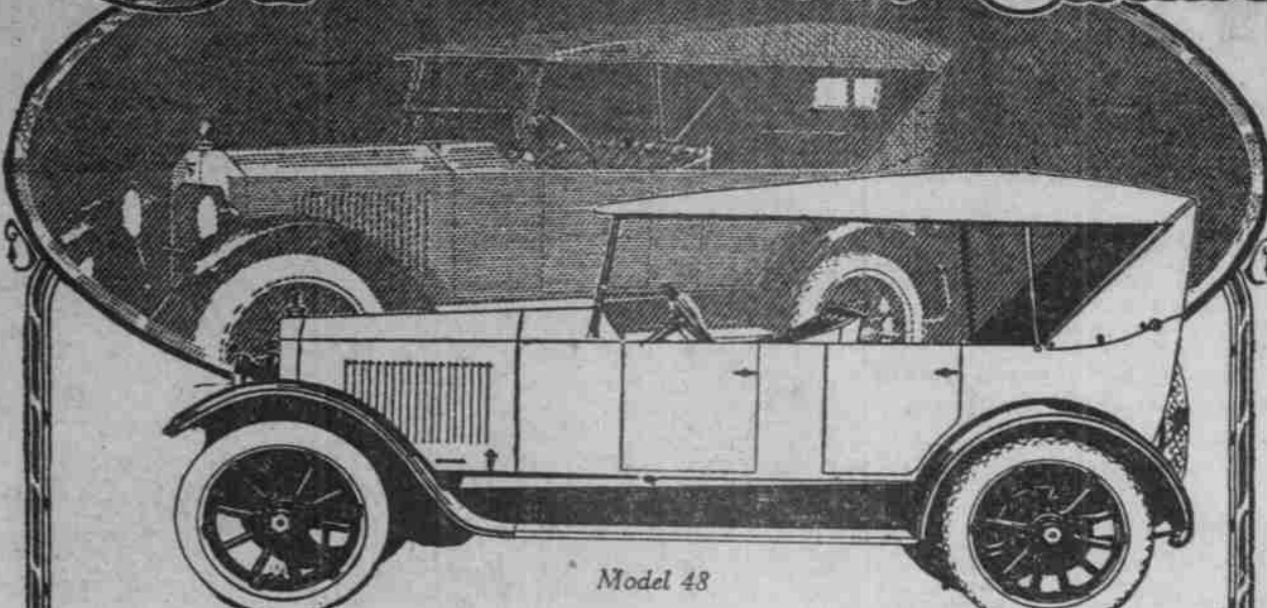
The highway north of Albany is paved to the line between Linn and Marion counties at the Santiam river at Jefferson. Some motorists traveling south of Albany take the highway detour through Linn county and others go the west side route through Corvallis and Marion to Junction City. Before construction work began the west side route was considered the better, but now considering the detours on the two routes the east side route from Albany to Junction City, where the two routes unite, is shorter and better.

The road between Albany and Newport is reported fair now. It is not in ideal condition by any means, but is in shape for good traveling most of the way. The road through Corvallis, Philomath and Alesia to the coast at Waldport, reported good as far as Alesia and a little beyond that city. Some rough traveling is encountered. It is said, between Alesia and Waldport.

The road from Albany through Lebanon up the south Santiam valley into the Cascades mountains, which is the route to the leading mountain resorts of Linn county, remains somewhat rough, but cars of all kinds are negotiating it readily and easily. It simply requires slow driving after the mountains are reached, though the auto can make good time if he wants to stand rough traveling.

Roads between Albany and Lebanon and Albany and Scio are excellent. The roads between this city and Brownsville are not so good though extensive repairs are being made in the main road between these two cities this summer.

The PATTERN CAR

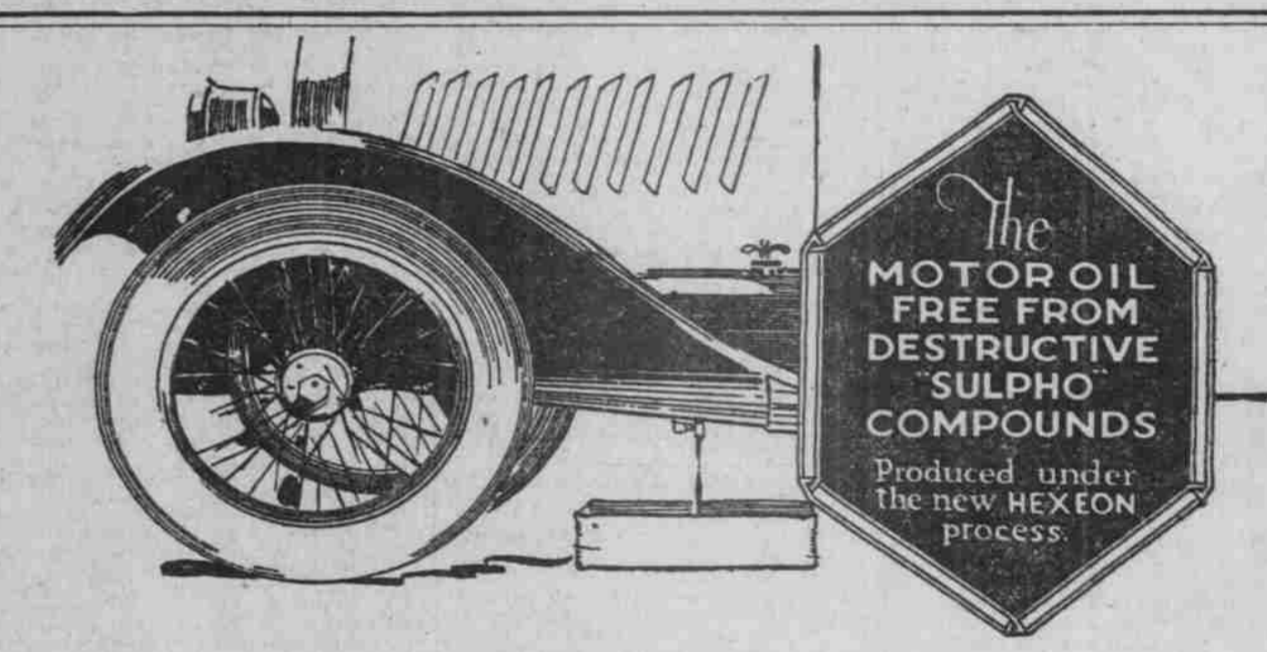


THE BEST BUY ON THE MARKET

Velle Six model 48 is the lowest-priced six in the world equipped with 7-R Continental Motor and Timken Axles. Every part of Velle 48 is of like grade. There is no car on the market duplicating Velle 48 specifications regardless of price. First prize winner at style shows. Famous for its miles per gallon. The ultimate in riding comfort. Eight Velle Sixes, open and closed, all at reduced prices. Call or phone for demonstration.

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Distributors
58-60 North Twenty-third Street Phone Main 780
Dealers—If your territory is still open—wire or write at once.

Velle



Thinned-out Oil Means Power Loss

Every motorist is careful to buy oil of the correct "body" for his engine. But unless the oil has a high degree of stability its body is rapidly altered under engine heat. A "heavy" oil may become as thin as a "light" oil after a few hours operation. Thinned-out oil causes loss of power and excessive consumption, impairs the lubricating film and leads to rapid wear.

For many years lubricating scientists have sought to increase the stability of motor oils. This problem was solved by the new Hexeon Process used only in making Cylcol Motor Oil. The Hexeon Process gives Cylcol greater stability by removing destructive "sulpho" compounds.

Cylcol maintains its "body" under severe operating conditions—reduces power loss and evaporation of oil—maintains the essential lubricating film between moving parts. By keeping the piston oil seal intact Cylcol decreases leakage of gases and excessive dilution of oil in the crank case.

Consult the Cylcol Recommendation Chart for the correct "body", or grade, of Cylcol to use in your engine. This chart is based on scientific tests in our special motor laboratory. Cylcol-ize your motor. Have the crank case cleaned—not with kerosene—and refilled with the correct grade of Cylcol. The price of Cylcol is 25c to 35c a quart according to grade.

ASSOCIATED OIL COMPANY, San Francisco

CYCOL

MOTOR OIL

FREE FROM DESTRUCTIVE "SULPHO" COMPOUNDS