

FABRIC BREAKS IN CASINGS SHOULD BE WATCHED FOR

Blowouts Do Not Follow Directly After Original Injury but Perhaps Month Afterward.

HOW REPAIRS CAN BE MADE

Instructions Offered Motorists Who Are Caught in Places Where No Shop Is Available.

Have you ever had a blowout when your car was standing still, after coming from a drive on a smooth, level road?

Or have you had the experience of going out to your garage and finding a perfectly flat tire? It was all right when you drove in the evening before. Something had happened to it overnight.

You removed the tire and tube, found the tube torn and a clean break on the inside fabric of the tire.

What caused the fabric break? It is very probable that it was started a week or even a month previous, when you ran over a brick, a rut, or a hole in the street while running at high speed.

Then, again, it may have been caused when, in turning around in the street, you allowed the front or rear wheels of the car to bang into the curbstone. Of course, this is more likely to happen if the brakes are not in good working order.

At first the break may be small, but the broken threads of the fabric at the injury chafe each other while the tire is in use, setting up an internal friction that quickly causes the break to enlarge.

OTHER PLIES BREAK
The other plies soon break, the tube is pinched and a blowout results. Generally this occurs some time after the original break and when circumstances point to no apparent cause.

It is unfortunate that the bruise or fabric break is seldom manifested by any indication on the outside of the tire, for the tough tread rubber stretches when the tire strikes the stone or curb, but the fabric can stretch only a certain limit and when taxed beyond that point will break. Often only the innermost ply is injured.

Consequently it is good practice carefully to examine the inside of your tires for fabric breaks every time they are removed from the rim, or have your service station dealer do it for you whenever he removes your tires.

Sometimes a small fabric break that cannot be found by ordinary examination causes tube puncture. These small breaks may be located in this manner: Mark the position of the valve on the casing before removing the tube, then remove the tube, place the valve at the mark and measure with the tube around the tire. Thus the puncture in the tube locates the break in the fabric.

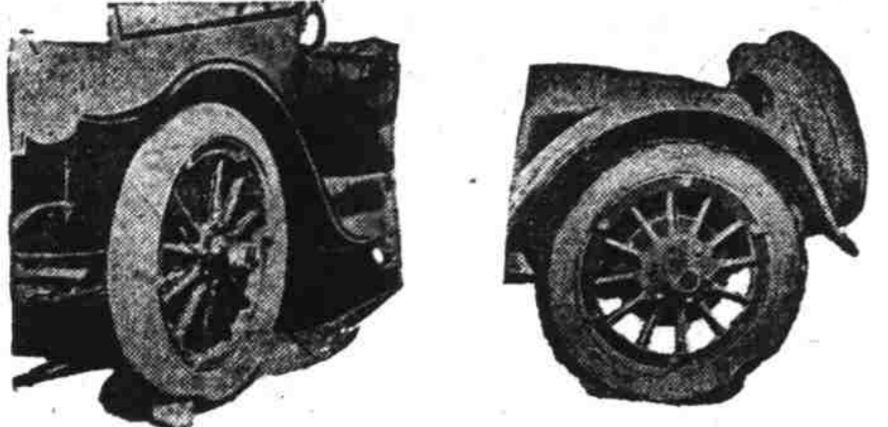
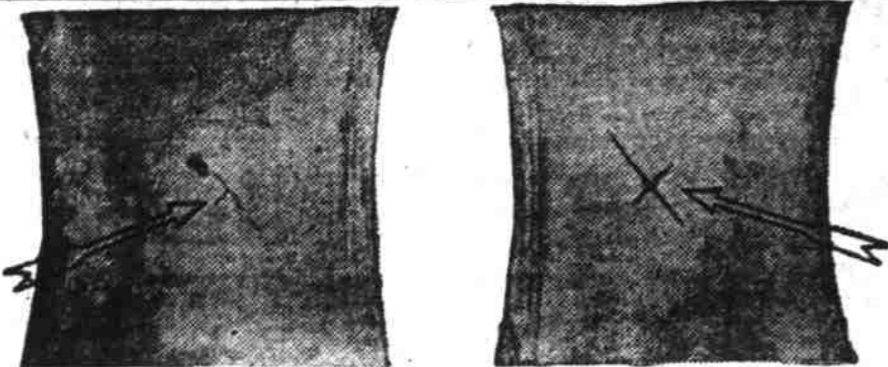
The best way to avoid stone bruises is to avoid hitting the stones, the bumps and the ruts in the road as much as possible.

INSTRUCTIONS GIVEN
But there is always the probability that you may be placed in circumstances that practically compel you to repair the tire yourself. For instance, you may be running without spare tires and far from a service station, therefore, when the bruise or blowout comes, a repair is necessary.

After a blowout comes, do not run the tire a foot farther than is necessary, but immediately put in a temporary repair or change tires, and as soon as possible take the injured tire to the vulcanizer for a permanent repair.

For an emergency repair on the road,

RESULTS OF BLOWOUT SHOWN



Fabric Breaks

use a rimcut patch. It should be applied without cement so that it can be removed later under less stressful conditions, and a permanent vulcanized repair made.

If the tire is too old to be worth vulcanizing, a permanent repair can be made that will allow the tire to be used many more miles by using the rimcut patch and cementing it in with patching cement.

To do this, follow these directions: First, be sure the fabric at the break is dry, then clean the inside of the tire thoroughly at the break with gasoline for a space slightly larger than the patch, after it is dry apply two coats of patching cement, allowing time for each coat to dry and become tacky.

Give the outside of the patch the same number of coats and after this cement is dried, insert the patch by seating the toe of the tire head in the crease in the patch wing. Now work the patch down all the way across the tire, pressing it down firmly and smoothly, and then adjust the other head.

A repair of this nature is often the means of enabling you to use the tire immediately, of securing many hundreds of additional miles, or the tire may be carried as a spare.

If in repairing the inside of the casing in the above way it is noticed that the tread also has been injured, this, too, should be repaired by using tire putty and patching cement. Of course, if the tread injury is large, it should be repaired by an expert tire repair man.

ROAD PARTLY GOOD; SCENERY IS SUPREME

(Continued From Page One)

of spring. And to the eye of the uninformed observer, the activity in evidence seems to bear out the statement.

Clatskanie is the next town to be entered, and the road for the ten miles after the end of the paving, presents an ever-changing appearance, a short rough stretch straining the driver's patience to the breaking point, only to give way to some smooth macadam that saves him before he becomes a complete wreck. One may feel that the macadam will last for the rest of the trip, and then one slips off the edge of the carefully groomed road onto some more of the

first vintage. There is absolutely no chance to go to sleep along here, and if variety is the spice of life, Oregon can make a fortune out of spice for mince pies for next Thanksgiving. There is enough there to supply all the housewives in the Union.

SHEEP LACK ANY SENSE

For the route to Clatskanie there is nothing to give but praise, but when it comes to the discussion of the intelligence of the stock, and the sheep in particular, along this section of the route, the historian must pause and consider the case as one for a little well-meant censure. The sheep are ignorant, and that word is a mild one. As the car turned a curve and bore down upon the suburbs of the town of Clatskanie, there appeared in the road ahead a sheep of rather large proportions. The mere fact that the sheep is large is of no great importance, but the fact that the animal remained in the exact center of the road, and gave no hint as to whether it might move, or if it did, the direction the move would take. The driver was at a loss. Since the sheep would not move and yet made no attempt to pull wool over the eyes of the party, as it were, by an exhibition of foot work or strategic tactics, the car was steered to the right. The sheep moved in the same direction. It seemed to be the intention of the quadruped to memorize the license number of the car. Bailey seemed to be afraid it might be a country speed cop in disguise, and was in favor of treating the chance acquaintance with all respect. A switch to the left finally solved the difficulty, for the sheep was finally passed, and went on up the road in search, it might be supposed, of little Boo Peep.

REGULAR BOVINE SEA

Clatskanie is entered at 67.1, and beyond the town a turn is made to the right, and the way continues to be the father of all surprise packages, though never being in poor enough condition to oppose a good rate of speed. The way all along is fitted for good, comfortable driving and no motorist should feel that the trip is one that will require a great deal of preparation for hardship. Excellent time may be made at practically every point on the whole route, the rough places being comparatively few. Kerry comes into view at 75.4 and the way is good to the Clatsop-Columbia county line at 76.3, and on beyond, and it here is taken in driving through drives of cows that may be on the road, no slackening of speed is necessary. The party last Saturday had quite an ex-

iting time navigating the Moon through a bovine sea, where the waves, to carry out the simile, did not roar, but did low in a most disconcerting manner. Rather a low trick to play, the party thought.

And so goes the trip, now pausing to admire the view, now sitting back to enjoy the rush of air when the Moon did its little speed act on one of the long, smooth bits of road, and anon discussing the possibilities of refreshment that may be found in the next town.

WILL BE IDEAL TRIP

Soon Astoria, the "City by the Sea," is seen below the car, where it lies among the hills along the lower course of the Columbia. There is some paving before the town is reached, and a turn to the right at 105.0 will put the motorist on the right road for the center of the town, a road that bears all the marks of being cared for by excellent supervision.

From Astoria the run to Seaside, 20.4 miles further down the shore, may be made, and the night spent at that popular resort. When the paving is all completed, the run to Seaside will be one of the most pleasant Sunday jaunts at the doors of Portland, and one that will be popular with tourists as well as the natives of our Rose City. At the present rate of road improvement, that will be possible early next spring.

It is plain to see that the upper Columbia highway will soon have a scenic rival in the lower.

LOG OF TRIP

The log of the trip follows:

- 6.0 Journal building, North on Broadway to Washington. Out Washington to Twenty-third, North on Twenty-third to Thurman and out to Limnton road. Pavement to 21.3.
- 21.3 Sappone. Turn right. Rough macadam road.
- 26.3 Warren. Road becomes more smooth from here.
- 28.3 Turn left. Road good to 29.5.
- 29.5 Houlton. Pavement for short distance.
- 30.3 Turn left.
- 31.4 Short rough stretch.
- 31.6 Road construction going on here. Dirt road and muddy.
- 32.2 Turn right around Columbia City.
- 33.9 Pavement begins.
- 35.2 Deer Island.
- 38.2 End of pavement.
- 38.4 Short detour. Bridge out.
- 40.3 Road work here. Some loose rock.
- 40.4 Pavement begins again.
- 41.3 Cross railroad and more pavement.
- 42.5 Goble. Pavement continues to 49.3.
- 49.3 Rainier.
- 49.8 Turn right.
- 50.5 More pavement.
- 56.0 Paving ends. More road work here, crew laying hot stuff.
- 67.1 Clatskanie.

DEPARTMENT STORE PURCHASES NEW TRUCK



New one-ton G. M. C. truck, with full Goodyear pneumatic tire equipment, recently purchased by Meier & Frank company from Wentworth & Irwin.

School for Coaching Automobile Drivers Is Opened to Public

That automobile owners who can afford chauffeurs are insisting that the men they hire know how to drive economically; and that women who enjoy driving their own cars are no longer content to pull a lever or press a button without knowing what takes place under the cowl, are considerations which have prompted the Colt-Stratton company, Dodge Brothers dealer in New York city, to open a "School for Drivers" in their sales building.

The school opened March 17, with four classes a week, one devoted exclusively to coaching of chauffeurs and drivers in the economics of operation and maintenance expense, the other three for the general public. Among the 130 already enrolled are two men sent in by John D. Rockefeller and two by his son, John D. Rockefeller, Jr. Both the Rockefeller's own Dodge Brothers motor cars.

The course as outlined this year is unusually comprehensive. It not only covers the practical and theoretical operation of motor vehicles, but includes lectures on roads, traffic regulations, tires, storage batteries, etc., as well. The department of instruction for women is conducted by an expert who is familiar with women's needs and interests along this line, and unlike many similar courses, the instructor has succeeded in adjusting his lessons to the lay mind, and does not assume mechanical knowledge on the part of his class.

CAMPAIGN AIMED AT THEFTS STARTS

Conference Held in New York Will Advocate Uniform Laws in All States.

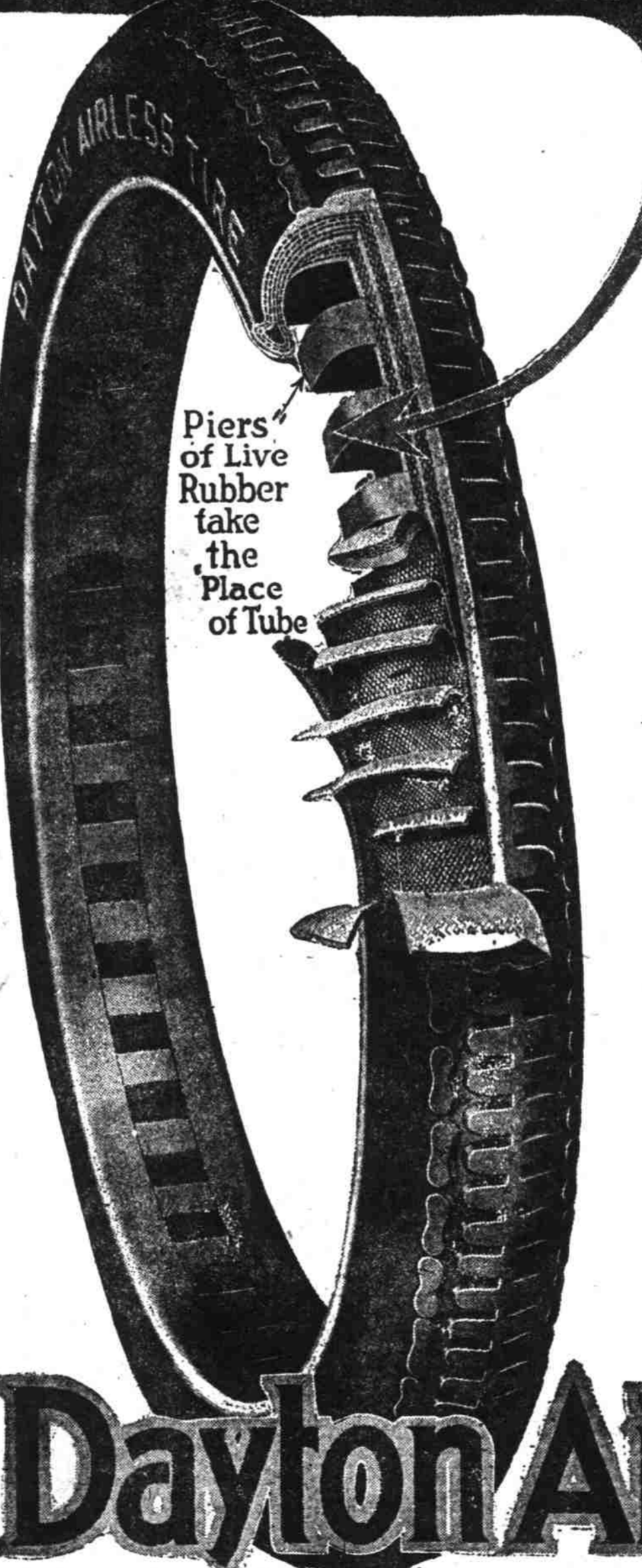
Concerted action directed toward the abatement of automobile stealing and the improvement of highways will be taken by the national associations representing owners, dealers and manufacturers, as the result of a conference held September 9 at the offices of the National Automobile Chamber of Commerce in New York city.

To curb car stealing they will ask for legislation in all states to protect car users and will urge that the Dyer bill be passed by congress, making it a felony to take a stolen car from one state to another, punishable by imprisonment of not less than two years nor more than 10. In the direction of obtaining better roads they will endorse the Townsend bill and encourage everywhere permanent types of highways for motor vehicle use.

Another bill that will have their support will be the Volstead bill, a prohibition measure which, through the efforts of the National Automobile Dealers' association, has been amended so as to protect dealers who hold mortgages on automobiles confiscated for carrying liquor.

The contemplated coordination of effort was brought about by the growing insistence of automobile users everywhere for more uniform and effective legislation bearing on the needs mentioned. It was recognized by all present that duplication of effort could be avoided and the facts presented more clearly to the public through cooperation than through independent effort. It was also felt that in this manner legislators could be supplied with basic information which they desire now but which has not been readily available in the past as to the best means of procedure to gain the desired ends.

No Punctures-No Blowouts Easy Riding as a Pneumatic



Record-unparalleled in Tire History proves Dayton Airless 99% Perfect.

Our fiscal year has just ended. A new page of tire history has been written.

An amazing record of uninterrupted, air-free, care-free trouble-proof, delay proof mileage has been made that revolutionizes all standards of tire service.

- Dayton Airless have seen service that would wreck ordinary tires,
- on passenger cars and trucks,
- through the muddy roads of the middle west,
- over the rocky trails of the mountains,
- through the alleys of cities,
- over icy streets and frozen roads,
- across burning desert sands.

They have faithfully served stores, families, farms and factories,

- without one minute's delay for repairs,
- without back-breaking pumping,
- without tedious patching,
- without vexing changes of tires.

And with all this wearing, tearing service only 4/10ths of one per cent of thousands and thousands and thousands bought by owners of Fords, Maxwells and Chevrolets have come back for adjustment.

Now, Dayton Airless are guaranteed 8000 miles.

Records have shown 2, 3 and 4 times that mileage.

If you would spend your money wisely, buy Dayton Airless. It's true economy.

You'll save tire-repair bills, for there will be no repairs.

You'll save time, for there will be no delays.

You'll save energy, for there will be no tires to change. **Investigate.**

Ruts and stones could not break them.

Tacks, nails and broken glass could not stop them.

They have made a surpassing score on Fords, overloaded with passengers; they have carried oil in Oklahoma, groceries in Chicago, dry goods in New York, paint in Baltimore, lumber in Michigan.

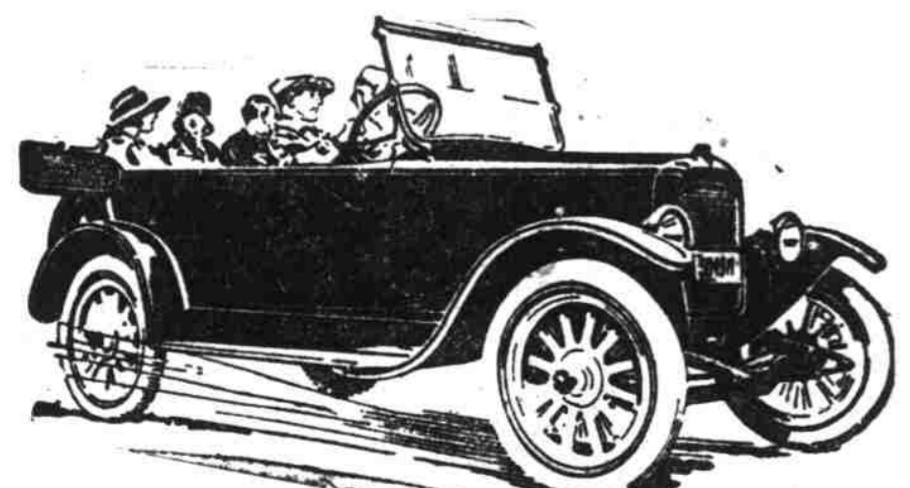
Ira L. Gross
Distributor
226 Stark St., Portland, Or.

Dayton Airless

30x3, 30x3½ and 31x4 for Ford, Maxwell and Chevrolet

BRISCOE

IMMEDIATE DELIVERY



The Sturdy Light Car That Gets You There and Gets You Back

For hard, long, faithful service it stands without an equal.

W. H. WALLINGFORD CO.
522 Alder St. Phone Broadway 2492
707 Washington Street, Vancouver, Wash.