

AUTOMOBILES, TRUCKS AND TRACTORS

MOTORCYCLES — BICYCLES — ACCESSORIES

MOTORING IS ON INCREASE

Figures Covering Use of Cars in Oregon Given Out by Kozer

The increase in license fees received by the motor vehicle division of the secretary of state's office up to and including November 30, as compared with the same period in 1921, amounted to nearly one million dollars, according to Sam A. Kozer, secretary of state.

This year the registrations were 133,816 motor vehicles, 3,203 motorcycles, 541 dealers, 12,115 chauffeurs and 29,952 operators, and the fees received from these sources aggregated \$3,326,110.31. For the same period in 1921 the registrations were 118,169 motor vehicles, 3153 motorcycles, 516 dealers, 8056 chauffeurs and 41,999 operators, while the fees amounted to \$2,331,326.75.

November Proportionate During the month of November

ber proportionate increases were shown. Registrations for the month were 1872 motor vehicles, 25 motorcycles, five dealers, 260 chauffeurs, and 1749 operators, and fees amounted to \$16,559.19. During the same month in 1921 were registered 1155 motor vehicles, 41 motorcycles, one dealer, 865 chauffeurs and 1847 operators, from which the fees totaled \$8756.75. This increase in fees Secretary Kozer attributes to the fact that in November 1922 more than 700 more motor vehicles were registered than in November, 1921, and also the fact that the schedule of license fees is higher for 1922 than for the previous year.

Transfers Numerous

"In addition to the foregoing transactions for the month of November there were 1807 transfers of automobiles and 21 transfers of motorcycles, 93 duplicate motor vehicle license plates were issued, and 378 duplicate operators' licenses, on account of the latter being lost, mutilated or stolen," said Mr. Kozer.

"The foregoing figures indicate that the demand of the people for automobiles has not been less for the year 1922 than for the year 1921. Going back over a period of years, we find that in the year 1917 there was a total of 48,632 motor vehicles registered. During the year 1918 this number

QUESTIONS AND ANSWERS OF INTEREST TO AUTO OWNERS

(By LEE EYERLY)

(Q) What is a good nonfreezing solution for winter use in car radiators, and is it harmful to the car? C. L.

(A) The most common nonfreezing solution is a mixture of alcohol and water, the colder the weather the greater the proportion of alcohol. For this country about one part alcohol to two parts water will be about right. However, there are a number of different solutions on the market, most common of which is put up by the Standard Oil company. All have a more or less harmful effect on the rubber hose connections, necessitating renewing the same in the spring.

(Q) It seems to me I hear of far fewer springs being broken nowadays than even three years ago. Is it due to the better quality of spring steel, or to the generally better roads, or to the more general use of shock absorbers installed? C. L.

(A) It is true that here in this country we do not break as many springs as we did three years ago, but we have far better roads now than we did then. This mainly accounts for fewer broken springs. However, the manufacturers are putting out a better spring than formerly which accounts somewhat for the lack of spring sales.

There seems to be very little abatement if any, in spring sales in eastern Oregon, according to W. H. Burtis, representative of Marshall Wells company.

I fall to see where shock absorbers have anything to do with the prolonged life of a spring, but can heartily recommend a good absorber as it not only enhances the riding qualities but lengthens the life of the whole car by absorbing jolts and jars that otherwise would be transmitted to the body proper.

(Q) I have been urged to buy one of the so-called "dry batteries" for my car. Will they stand up as well as the wet batteries, and operate as surely? Do they suffer through freezing?

(A) Will answer by letter.

(Q) Why do some motors pump oil when the piston clearance and ring fit is perfect? J. M.

(A) They don't unless you are carrying your oil level way too high.

(Q) What causes them to leak compression past the rings when all kinds of rings have been tried and carefully fitted? The leaks do not seem to affect the power, but they can be heard when driving the car. J. M.

(A) Should say that a leak which could be heard with the engine pulling is a very serious one and shows that the rings are not well fitted. This would also account for the excessive oil pumping. Possibly your cylinders are worn out of round or have bad scores in them.

(Q) I have been told that taping my springs will make the car ride harder. Is this true? What are the advantages to taping? J. M.

(A) The reason we have the laminated spring is to make it more flexible and to be flexible they must slide freely over each lamination or leaf. We cannot too highly recommend taping springs as it not only keeps the dirt and grit out from between the leaves but keeps the oil or other lubricant in, allowing a freer motion and less friction between the leaves. Binding the springs with tape also acts as a rebound snubber which improves the riding qualities considerably.

things easy in driving, whether in a crowd or out of a crowd. Fast driving between short city blocks, followed by a sudden jamming on of the brakes, gains little time and is expensive, both in the wear and tear on the tires, the burning out of the brake lining and injury to the brakes and other mechanical parts of the car. Never put more pressure on the brakes than is absolutely necessary to stop at the point you wish.

"In going down hill, take your foot off the accelerator, and the motor set at a safe pace will hold the car back. If the grade is very steep shift to second or first speed as the grade may require, before starting.

"Under no circumstances is it advisable to throw the clutch out when actually driving down hill. To do so may mean absolute loss of control. It is not good driving, either, to shut off the spark completely. It is a safe practice to have the motor running in order to have power on tap in case of emergency.

"There is no question at all that brakes are extremely important for the purpose for which they are built but simply because they are efficient, reliable, and the easy way to drive is no reason for their abuse—abuse which results in damage to other parts of the car as well."

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Japanese Theatres Adopt New York Safety Rules

TOKIO, Dec. 1.—New York safety regulations are to be adopted for Japanese theaters and moving picture halls. Under the new regulations no moving picture hall will be built in Tokio that does not provide ample exit accommodations, with straight stairways, aisles broad and unencumbered, exit doors opening outwards to prevent possible jams and with projection boxes absolutely fireproof.

"Brethren," said the preacher, "let us pray for a five-dollar collection." They prayed. The plates were passed and the contributions counted.

"Oh, Lord," said the preacher, "we thank Thee for two dollars and forty-eight cents."

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 - 1920 Patterson 7-Pass. Wire wheels, 7-W Cont. motor, B & B clutch, etc. \$550
 - 1921 Hupmobile Touring Demonstrator, like brand new \$890

- Ford Truck, 1 ton
 - Jumbo 2 1/2 ton
 - Maxwell 1 1/2 ton
 - Overland Touring
- And many other mighty good bargains.
- See These Before You Buy
- O.B. GINGRICH MOTOR CO.**
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BRAKES ABUSED SAYS MANAGER

George Hannum of Oakland Company Declares Needless Money is Spent

The greatest fault with American drivers today is that they drive with their brakes, according to George H. Hannum, president and general manager of the Oakland Motor Car company Pontiac, Mich.

"It may be due to the fact that life in America is speeded up to a dizzying pace," explains Mr. Hannum, "that our great cities are congested with automobile traffic; and that the brakes are actually built so mechanically sound that even in spite of the abuse they are subjected to they stand up under the strain.

"Every time you hear a traffic officer's whistle in a large city, you almost immediately hear a crunching of brakes and scraping of dry tires on the pavement.

"And even in long cross-country drives, where hilly country is encountered, some drivers constantly jam on their brakes when slowing down, instead of allowing their cars to slow down before the brakes are applied. Every tire mark on the pavement costs some automobilist money, sooner or later.

"The motorist should take

STAR AUTOS TO COME JANUARY 1

Marion Automobile Company to Receive Shipment of Beauty Models

Definite information given the Marion Automobile company concerning the coming of the new Star automobiles by Mr. Foster of the Star factory, leads them to believe that they will have the first shipment of the Star cars about January 1.

The plan of the Star company is to start the distribution in the larger cities and work toward the

smaller ones. Los Angeles received their first cars for distribution about November 1; Seattle on November 15, and on December 15 Portland distributors will have a full line to show to the public. The sales for this new light car have been the most remarkable in automobile history. In both Los Angeles and Seattle over 100 cars were sold from the floor during the first opening day, for future deliveries.

Local dealers feel that there is no doubt as to the success of the new car as it is built of standard units of the type, such as Continental Red Seal motor, Timken axles, auto-light ignition and starting system, standard gear shift, disc clutch, rear gas tank with vacuum system and numerous other features which are going to make it one of the most popular cars on the market.

Good morning, ladies, have you arranged for a fall costume of crispellini or duvappelle material? They are the latest and all we girls are ordering them.—Exchange.

Democrats are in luck this fall. They have carried Poland in the recent elections.

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There Is No Substitute for Quality

When you buy a house you make sure that the foundation, the walls and the roof are constructed for permanence. Buy a motor car in the same way.

The sturdy body of the Studebaker Light-Six Sedan is an admirable example of substantial body-building. It is constructed of the finest materials and with a high degree of craftsmanship to give years of satisfactory service—no makeshift construction merely to meet a price.

Eight stout ash pillars, from floor to roof, insure permanent strength and rigidity. The four wide-opening doors are a real convenience in getting in and out. Broad windows provide clear vision in every direction.

Seats are of generous proportions with deep springs to give lasting comfort. The upholstery is of mohair velvet plush, as durable as it is attractive. The heater will give warmth and comfort on cold days.

The Light-Six has proved its reliability on the highways of the world. The ample power, quietness and remarkable flexibility of its motor are a source of continuous satisfaction. It is easy to handle in traffic. Constant gear shifting is unnecessary because it throttles down to a walking pace in high gear. Vibration, which is so annoying in closed cars, is virtually eliminated.

The low price is due to complete manufacture by Studebaker in one of the most modern and complete automobile plants in the world. Middlemen's profits are eliminated and the savings are passed on to the buyer.

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| Touring \$1190 | Touring \$1825 | Touring \$2040 |
| Roadster (3 Pass.) ... 1190 | Roadster (2 Pass.) ... 1495 | Speedster (4 Pass.) ... 2190 |
| Coupe Roadster (4 Pass.) ... 1450 | Roadster (4 Pass.) ... 1525 | Coupe (4 Pass.) 2780 |
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