

AUTOMOBILES, TRUCKS AND TRACTORS MOTORCYCLES — BICYCLES — ACCESSORIES

BANNER BUGGY TO GARDNER CAR

Car Today Is Rebuilt of 40 Years' Experience in Building Transportation

The Gardner Four is the result of 40 years of experience in the building of personal transportation. Lessons learned by the Gardner Motor company throughout these many years of careful building have been used to the best advantage on the Gardner vehicle of today.

Back in 1882 Russell E. Gardner, a young man then engaged in the manufacture of carriage spokes and wheels, decided to enter the vehicle business, and built the first banner buggy.

Sold at a low price made possible by the best production and merchandising methods, the Banner buggy soon became world famous. From the very first Banner buggies were built with the soundest of material and the best of workmanship.

World's Largest Buggy Builders In spite of the fact that there were already numbers of other manufacturers in the buggy field,



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Gardner soon became leader of them all—the world's largest exclusive vehicle builder. Keen competition forced the Gardner company to devise many shortcuts in production which could be taken without in any way affecting the quality of their product. This quality of finding the best and most economical way of doing everything has characterized the building of Gardner vehicles since the manufacture of the first Banner buggy.

Came the time when the automobile took its place among the leading industries, and a certain well known manufacturer of cars of popular price, desiring distribution in the west and southwest, asked the Gardner company to manufacture and sell their car from St. Louis, using Gardner factory, organization and production methods.

Success From the Start
The success of this project was remarkable from the start. Calls came from dealers all over the country for the St. Louis built car. It was recognized as the most carefully built of this particular make of car.

Not only this, but the Gardner company was producing the car for considerably less money than any other plant making the same automobile.

It was then a very natural step for the Gardner company to turn its splendid organization and equipment to the manufacture of a car bearing the Gardner name.

The success of this enterprise has been phenomenal, and in a few short years Gardner has taken its place as one of the leading manufacturers of popular priced cars.

Dried Fruit Prices Due For Rise, Says Expert

Dried fruit prices have hit the bottom and an upward trend will soon be noted, in the opinion of J. M. Clifford, of the dried fruit department of the Oregon Growers, who has made a study of conditions.

The stock of hold-overs in the larger sizes particularly is nearly depleted, he said. His prediction for the future is based upon the favorable interest manifested by foreign buyers who are reported to be interested, and the quantity of large size prunes in both Oregon and California. The dried product will demand higher prices, he said.

Ray McNamara's More Miles Per Car

SUGGESTIONS ON THE CARE OF THE CLUTCH

Every motorist should form a thorough acquaintance with the operation of clutch mechanism in his car. There is a whole lot more to know than just simply pushing the pedal down to shift gears.

The various clutch designs in different makes of cars have their own peculiarities and characteristics. In each make of car the application and mounting varies slightly or sufficiently so that no one specific set of rules will cover them all. It is therefore necessary that every car owner study the car instruction book on this point during the first 200 miles of service on the new car, and consult the agent's service experts on points that are not clear in the book. By starting out in this way the life of the clutch is very often doubled, while a little neglect or ignorance of correct operation and treatment, good clutches can be destroyed during the first 100 miles of service.

The following points should be remembered at all times:
1. Always make sure that pedal does not make contact with toe-board. The amount of clearance recommended at this point varies slightly, in some makes $\frac{1}{2}$ to 1 inch is called for. This means that the pedal will travel this distance from toe-board before clutch starts to release.

2. Frequently on new cars due to initial wearing in of friction surfaces, the clearance is taken up rapidly in the first few hundred miles, or due to oversight in

adjusting the pedals with proper clearance, the pedal may rest on the floor board. This condition will cause excessive slippage, which in turn will generate heat, outcausing excessive wear. I have known new clutches to be worn out on this account during the first few hundred miles of service, necessitating new friction surfaces and other parts damaged by high temperatures.

3. Another cause for failures is loose body bolts, or toe-board screws, this condition sometimes causes body or toe-board to shift on frame, thus making contact with pedal holding it out slightly. This trouble develops on long tours sometimes, now with a little knowledge of your clutch operation and pedal adjustments, you can help yourself in a pinch.

4. There are several different types of dry and oil disc clutches and some dry and oil cone clutches. This is another very good reason for knowing what your instruction book recommends about your particular clutch. If your clutch is designed to operate dry, and through misinformation or guess on your part you use oil, you are bound to experience trouble.

5. As a result of wear, or oil leaks from motor, and guess leaks from transmission, dry clutches sometimes develop a chattering or grabby condition. Usually the service station or instruction book recommends a special treatment or wash, to remedy same, or in the case of oil clutches, overolling as result of leakage past rear main motor bearing, or oil too heavy resulting from leaks

from transmission, often causes slippage. Sometimes through clutch oil leaking out of clutch housing, oil clutches chatter and grab. The remedy for this should be sought through experts at service station or consult your instruction book. Treat your clutch always as recommended by service instruction book of car instruction book.

6. Riding with foot on clutch pedal is bad practice except in congested traffic. The main reasons are that this puts a thrust on clutch release bearings all the time. This applies to practically all cars, and in some designs when the clutch is released or held out this puts an end thrust on the main bearings or crankshaft and in the course of time, will develop excessive and play in crankshaft thrust bearings.

7. It is characteristic of some clutches to rattle more than others with motor idling or when clutch is held out. Ordinarily this condition does no harm aside from annoyances. However, can be eliminated in some cases by adjustment.

8. Excessive wear and slippage often develops from continuous starting on high and second gear. In some cars second gear starts are not harmful with light loads on paved roads. However, on hills, in sand, and soft roads or on level paved roads with heavy loads always start on low gear to prolong life of clutch.

9. Back lash noises sometimes develop in clutches at very low speed after a great many miles of service, due to wear of splines and slots incorporated in the mechanism. This condition becomes excessive at times when motors

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40 AND 8 TO HAVE AN ACTIVE WINTER

Visiting and Local Members
Getting Ready for
Things to Come

Visiting and local members of Les Societe des 40 Hommes et 8 Chevaux are getting ready for an active winter, a meeting having been set for Monday night at the armory while tentative plans for a ceremonial to be held in Dallas in about two weeks have been received by Robin Day, chef de gare.

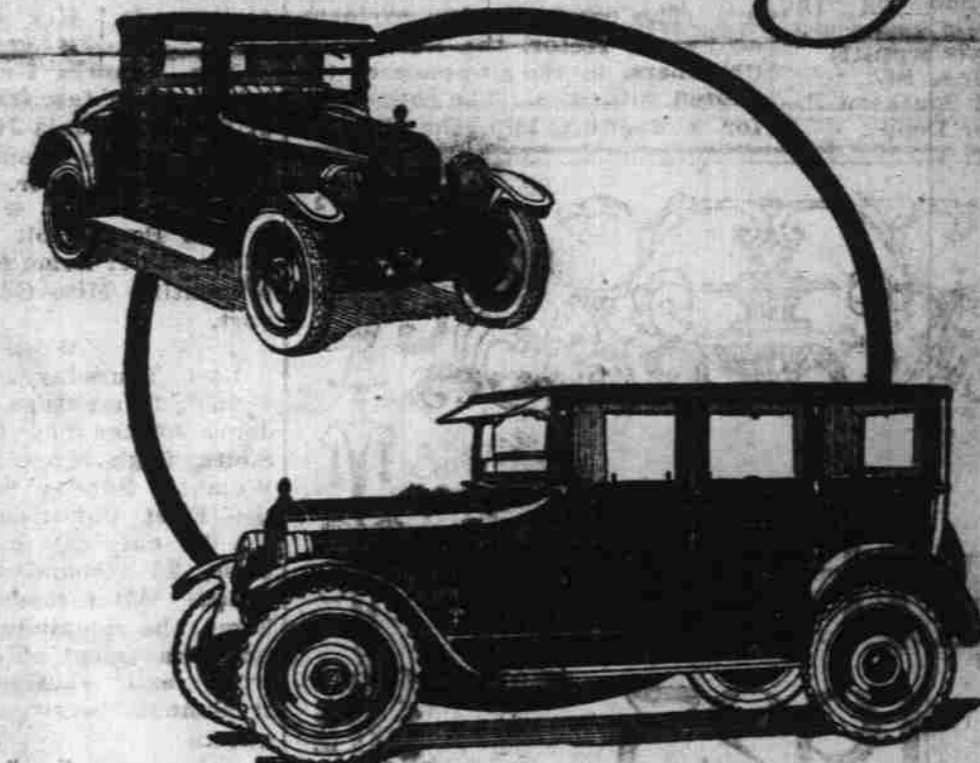
While the "40 & 8" is considered the playground of the American Legion, corresponding greatly to the Mystic Shrine and the Dorkies, still it has its serious side. The "40 & 8" members are selected from those taking an active part and interest in the American Legion and are pledged to attend post meetings. Lack of interest in the legion ultimately results in a member being dropped from the playground order. The order is not a clique nor does it attempt to run or dictate to the legion. It works in the closest harmony with the legion, although the most active members are generally voyageurs in the "40 & 8."

A little tab, worn beneath the legion emblem, with a "40" above a figure "8," appearing as a fraction, is the insignia of the organization. French overseas caps, a bluish-gray in color, are worn at all called meetings and ceremonies.

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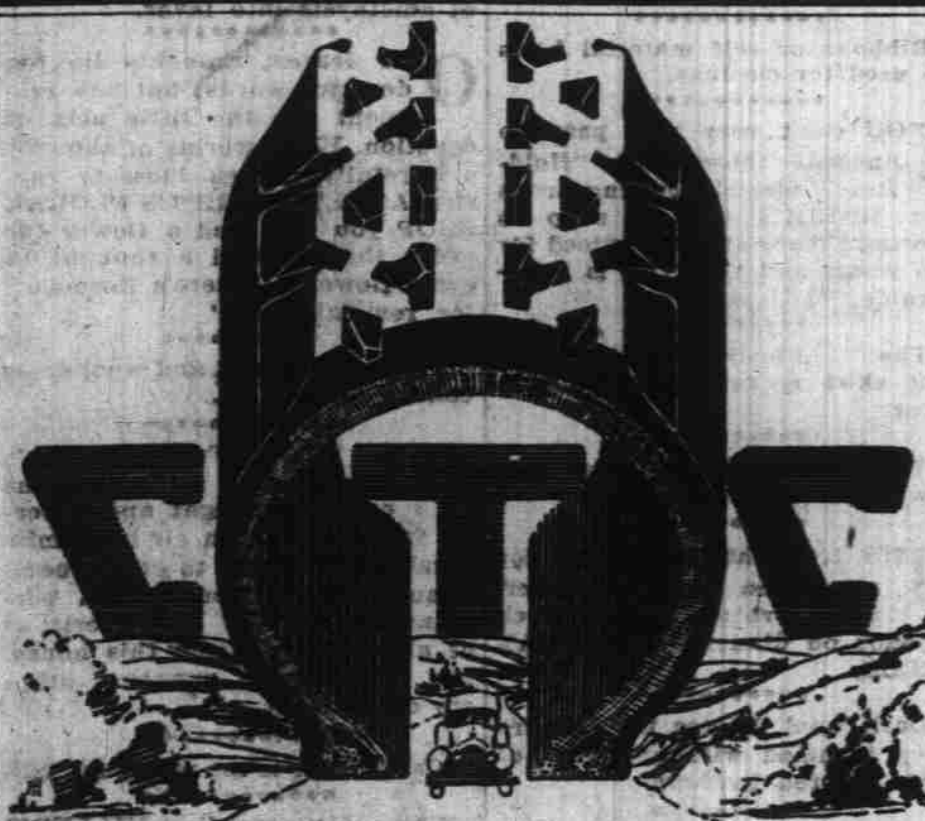
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