

PLAN TOURS AHEAD, MOTORISTS ADVISED

Don't Depend on Wayside Information When Starting Out on Long Trip

WASHINGTON, D. C., July 17.

With the roads more crowded than ever before and with seasonal detours and congestion on many of the trunk highways, the National Touring Board of the American Automobile Association broadcast a warning today urging motorists to plan their tours ahead and not to depend on wayside information.

Requests for touring and road information reaching A. A. A. national headquarters and the touring bureaus of the affiliated clubs of the national motoring body, it was pointed out, indicate much more than a normal increase in the number of car owners who will take their vacations on the open road.

Last year the A. A. A. clubs supplied more than three million individuals routings and on the basis of the demands made up to June 1 on touring bureau facilities there is in prospect at least a twenty-five per cent increase in motor travel.

"Because of this increase," declared the National Touring Board, "it is more essential than ever before that the motor tourist should plan his trip ahead of his actual departure. Failure to do so often involves a heavy penalty in the form of delay and discomfort. Thousands of car owners when planning their trips, do not realize that it takes more than good roads attractive scenery and up-to-date accommodations to make a tour pleasant. The most essential of all preparations is a dependable road information service available at all points and on which the motorist can absolutely depend.

"This is one way to tour and it is the right way. The other way is to depend on haphazard roadside information which is often inaccurate and unreliable. This is not a service at all and to depend on it too frequently leads to grief which may be the beginning of a spoilt tour."

Another feature of road information stressed by the A. A. A. National Touring Board referred to the relation of maps, tour books and road logs to motor travel.

"These maps, tour books and logs," said the board, "may be the best in the world but they are not enough in themselves. This is particularly true in the case of the long distance tourist. Roads change to some extent from month and detours spring up over night. Because of this we strongly recommend that in addition to maps and tour books the motorist take advantage this season of the road information service of 210 A. A. A. clubs located in as many towns and cities of the country. Our experience has proven that basing our road service primarily on the clubs, which act as dispatching stations, enormously facilitates travel.

"After the clubs have checked up on the maps as regards their own particular area, the motorist can continue his journey with assurance that he can maintain his schedule and avoid the pitfalls which await the man who picks his information as he gets from chance passers by, garages or roadside stands. Even in the case of A. A. A. maps and tour books, all of which have been brought-up-to-date, this precaution is advised."

"One big improvement has been in road information service this year of which the car owners will get the benefit. Heretofore one of the big problems was to keep up with detours. With the help of the highway departments of the states the A. A. A. will issue at regular intervals during the 1926 touring season a detour map and bulletin which will give up-to-the-minute information of detours and closings on the main traveled roads. This bulletin will be prominently displayed at the touring centers of clubs and motor tourists would do well to consult it.

"In planning the tour, it is advisable also to decide ahead on the stop-overs. Only by so doing can the motorist hope to secure the best hotel or camp accommodations. All this will involve a little trouble at the start but it will certainly add pleasure to the going."

Western Mills Get Huge Lumber Contract

Motorcar Material

As a wit once said: "Lumber is so plentiful on the Pacific coast it grows on trees." That's about



right, but a heavier demand than ever is being made on our timbers since wood is being so widely used in the manufacture of fine en-

closed automobile bodies. Right: A slice of western forest. Center: Loading lumber on a steamer, a familiar sight in any Pacific coast harbor. Left: Cross-section of a Fisher made Chevrolet coach, showing the extensive use of wood throughout the body.

That the huge orders for western lumber now being placed by automobile body building companies will in the near future be heavily increased is indicated by the success of experiments with veneer and plywood for coachwork conducted during the past year.

Already the Fisher Body Corporation in California is using vast quantities of Pacific Coast lumber in the construction of closed Chevrolet models. Floorboard, toeboard and running board materials are being shipped to the Fisher plant at Oakland from lumbering districts throughout this territory.

"As a result of tests made by Fisher experts in their various factories, it is highly probable that fine veneer will be used extensively for seatbacks and other automobile body units where a combination of strength, comfort and artistic finish is required. Veneer came into its own during the war when a scarcity of hardwood set airplane builders casting about for a suitable substitute. It was found that wood in five and seven plies not only served as well as hardwood but actually excelled it in the matter of strength and resiliency. Recently this type of material has spread to many new uses where strength and light weight are essential, such as in aircraft and motor boats.

Laminated tire has an advantage in that it can be trimmed to exact size, eliminating re-cut and reducing waste.

Extensive use of lumber—the west's biggest product—in manufacturing automobiles has a profitable significance out here. It means that a fair share of the vast sums of money expended

yearly for cars by Pacific Coast residents is being returned here in the purchase of body materials.

During 1925 more than 50,000 Chevrolets were sold in the far west, most of them with closed bodies. A half million of this make of automobile were manufactured altogether last year and each of them had its share of wood construction.

It has been discovered by engineers that the proper combination of wood and steel, while originally more costly than either of the two materials used individually, is, in the end, the most economical because it is the most efficient.

The item of comfort in wood-framed seats is not to be ignored. Fisher's construction of automobile seats is patterned along the lines of a fine old chair, solid and inviting with ample surface to which the heavy upholstery may be made secure.

In addition, wood steel bodies are cool during hot weather because the wooden sides and top turn heat rather than absorb it. The pith helmet, official headgear of the tropics, is an example of how wood and fibrous substances act as heat insulator without radiating warmth from the shaded side. The same effect holds true in winter; wood is not susceptible to extreme temperatures.

What perhaps is most important to the average motorist is the absence of rattle and rattle where wood coachwork is employed. Fine trimming, tight connections and close-fitting joints are responsible for the quietness of bodies of this type; squeaks and other offensive noises common where there is a met-

al-to-metal contact are unknown. Additional Body Plants For Pacific Coast Planned

DETROIT—Lumber used annually by the Fisher Body Corporation exceeds 300,000,000 feet or 20,000 carloads. This would provide homes for 100,000 persons.

Additional Fisher plants for the Pacific Coast region are under consideration as the west is the only region in a position to hold the lumber market for any length of time.

Eiker Auto Co., Ferry at Liberty St. Autos stored, and bought and sold. Cars washed day and night. Low prices and service will make long friends.

Only All-Steel Elephant In Captivity

Many interesting and colorful inventions were displayed in a Pageant of Industry, illustrating the march of progress since the Centennial in Philadelphia fifty years ago, one of the feature parades opening the Sesqui-Centennial celebrations in that city recently.

One of the floats which attracted the most attention was "The Only All-Steel Elephant In Captivity." It was a life-size beast moulded to the minutest form just to show how far man's ingenuity can go in the way of moulding tough, resilient steel. So carefully had the engineers observed the living pachyderm that had it not been for the glistening natural steel surface it might easily have been taken for the real thing. By virtue of its steel construction, it had literally the

strength of the jungle elephant. Its "keeper" scrambled over it as do circus trainers over their charges and much to the delight of the small boys balanced himself gracefully on the curling trunk.

The strength of the steel monster was due to the nature of its construction, which carried out the same principles used in the construction of all-steel motor bodies. Many pieces of steel were electrically welded together so that the result was, for all practical purposes, a single unit.

In fact, many sections of the elephant, such as the flanks and rear quarters, were literally parts of standard automobile bodies. They had been stamped out and then slightly altered to meet their new requirements by the Edward G. Budd Manufacturing company.

the makers of all-steel bodies, whose exhibit it was.

Draped over its back was a blanket with the legend, "Good Old Philadelphia, the Home of the All-Steel Auto Body." To give the elephant a modern touch, the ancient howdah of Indian was re-

placed by the modern top of a coupe body. This metal pachyderm was meant to symbolize the strength and malleability of steel, as tough and pliable as the elephant's hide and as strong as his mighty bones. It was drawn by a small tractor driven by a man in full armor. Following were cars equipped with all steel bodies.

BUMP CAUTIOUSLY, MOTORIST IS TOLD

Bumpers Protect Automobiles Only at Speeds of Less Than 8 Miles

CHICAGO.—The motorist whose automobile bumpers protect him at a speed of more than eight miles an hour is "just lucky."

Tests made by the Underwriters Laboratories here for companies handling casualty insurance show that no bumpers can be guaranteed to protect a motor car

and its occupants for accidents at a greater speed. Many accidents are prevented by bumpers when cars are travelling faster but the extent of such prevention cannot be calculated.

The laboratories have a heavy steel, bullet shaped ram mounted on wheels on an inclined track. Fastening bumpers submitted for test to a standard motor car frame they let the ram crash into the bumpers at various speeds and for a specified number of times. A calibrated device records the ability of the bumper to withstand the collision.

Experiments have shown that a car travelling more than eight miles an hour may under many circumstances crack off a lamp post or knock down a telephone pole.



Don't leave your car in the sun

We offer Day Storage in Our Fireproof Garage

ONLY 1 1/2 blocks from the heart of the business district. You won't be bothered by the two hour parking limit. Stalls are arranged so that cars can be easily taken out or put in.

CAR WASHING

He have a Hardie steam pressure pump which we use in our car washing department which will remove dirt, grease, oil or road off from your car without damage to the finish.

Pratt's Fireproof Storage Garage
252 South Liberty St.

Now - for America a revolutionary European-type high-speed Light Car

This New Car Offers:

- 30 miles on a gallon of gasoline
- 55 miles an hour—5 to 30 miles in 13 seconds
- 4-wheel brakes—stops in 51 feet from 40 miles an hour
- Turns in 34-foot circle—easiest car in America to park
- 5 feet 8 inches high—lower gravity center—greater safety
- European-type body—more inside room than any other light car

A three-minute study of these remarkable facts may save you from buying an obsolete automobile.

THIS is the announcement of a revolutionary new-type car, different from anything you have ever known before.

A car that combines the advanced engineering practice of Europe with new and improved standards of American performance.

This new car has a low, European-type body. With height and length in true symmetrical proportion.

It is 5 feet 8 inches high . . . not as tall as the average man. Yet it provides more room and comfort than you've ever found in any automobile of this class before.

It has a high-torque, 31 horsepower motor of small bore and long stroke—the same engineering principle used in the fastest racing cars of America and Europe.

It turns in a 34-foot circle . . . that's less than the width of an average city street. You can park in 14 feet . . . which is much less than the space required for the ordinary car.

4-wheel brakes are an integral part of this new car's chassis design . . . a necessity which light car owners have not heretofore enjoyed. Measured tests show that it will stop in 51 feet from a speed of 40 miles an hour.

Its center of gravity is extremely low, with ample road clearance . . . thus giving a sense of security you have never found in any light car. Something you actually feel when you drive this car.

Two engineering ideals combined

The Overland Whippet represents a combination of the most advanced European and American engineering thought.



Compare with old-fashioned, bulky cars the Whippet appears smaller and much more graceful

It is a complete new car . . . designed and built as a unit . . . not an old-fashioned reconstructed chassis.

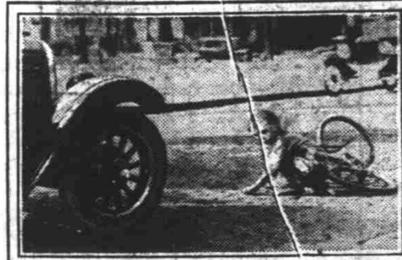
For over three years, Willys-Overland engineers in Europe and America have been developing it. Over 360,000 miles of road tests proved the practical advantages of this car before it was released for production.

The distinctive body lines of the Overland Whippet frankly resemble the smartest automobiles of America and Continental Europe. Stand in front of this car and you can imagine yourself on the boulevards of France.

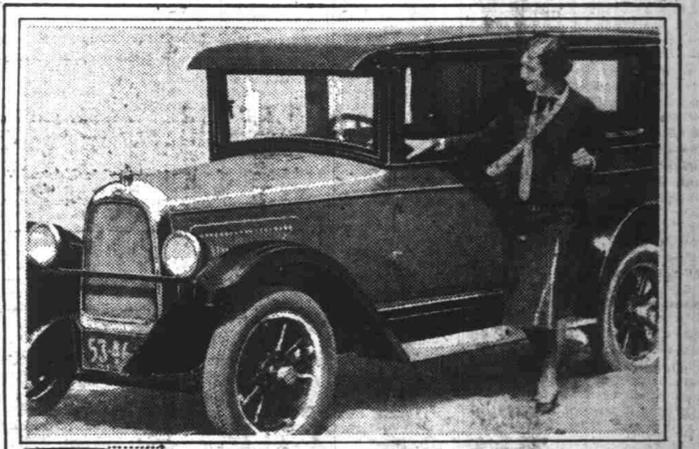
Low-slung . . . rakish . . . graceful as a whippet . . . that's the only way to describe it.

Complete symmetry of design has been achieved with compact external dimensions.

Compared with contemporary big, bulky cars the Overland Whippet ap-



11-inch 4-wheel brakes enable this car to stop in 51 feet from a speed of 40 miles per hour



One of the first Whippets being inspected by Miss Lois Wilson at her New York motion picture studio

pears smarter and much more graceful! That's because height and length are in true artistic proportion.

In the Overland Whippet you have the feeling of riding closer to the ground . . . with the resultant sense of solidity and absence of that sideway so noticeable in the conventional type of car. That high-up-in-the-air feeling is gone . . . here is a new kind of riding comfort. Step into this car and you will be surprised to find so much spacious room.

You can compare the Overland Whippet with all other American light cars on the basis of price alone. But from the standpoint of engineering, performance, comfort and quality, it has established an entirely new criterion by which all other light cars must be judged.

The Overland Whippet is furnished in three body styles . . . Sedan, Touring and Coupe.

See this new-type car

You have never seen a car like this before. With the introduction of the Overland Whippet, it is not sound judgment today to consider the purchase of a less modern car.

A new trend of automobile design is dawning in America. Other light cars of this design will follow this one.

But today Overland . . . and Overland alone . . . offers you these unique engineering attainments.

In fairness to yourself, see this wonderful new-type car.

Willys-Overland, Inc., Toledo, Ohio.

OVERLAND Whippet

America's New-Type Light Car

MACDONALD AUTO COMPANY

CORNER OF FERRY AND COTTAGE OPEN EVENINGS

TELEPHONE 409

Rickenbacker

A CAR WORTHY OF ITS NAME

The Essence of Excellence

The question was asked the other day, "What can this Rickenbacker 8 do?"

Answer—"what can't it do"!!

For this year this great Rickenbacker 8 established a much envied record of high speed, cross country runs in all parts of America.

One demonstration will eloquently explain the superb superiority of this great 8.

The Rickenbacker 8 is the very essence of excellence. Drive it and see.

A Few of the many Rickenbacker Engineering Refinements

6 The finest 4-Wheel Brakes
Perforated Air Cleaner
Sturdy Double Depth Frame
Tandem Fly Wheels

Ball Bearing Steering
Oil Purifier
Low center of gravity
Cradle Springs

Prices on Rickenbacker "Sedan" range from \$1495 to \$2195 and on "Light" from \$2095 to \$2595—f. o. b. factory, plus tax.

F. W. PETTYJOHN CO.

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universal safety THROUGH EDUCATION

Drawn by John Harvey Gandy, Central High School, Tulsa, Okla., Winner of Second Prize in National Drawing Contest, 1925