

ACT TO SAFEGUARD TOURISTS' LIVES

Proportion of Accidents in United States Is Greater Than Other Countries

WASHINGTON.—(Special)—Citing the fact that the United States has the highest rate of grade crossing fatalities of any country for which reports are available, the American Automobile association today urged a national concerted effort to safeguard the lives of motorists at our thousands of unprotected grade crossings.

With forty-three legislatures scheduled to meet during the coming winter, Thos. P. Henry, president of the A. A. A., asserted that the matter of a constructive program relative to the grade crossing evil should be placed in the foreground as far as safety legislation is concerned.

He pointed out that hitherto the attitude has very much been one of "let George do it" and that this fact is largely responsible for the lack of a national constructive program.

"Of close to 20,000 people who lose their lives in street and highway accidents each year, approximately 10 per cent are caught in the death traps of our grade crossings. This is a far higher ratio than that of any country for which we have records. As compared with it, the figures for Great Britain, for instance, are insignificant. In the latter country, the minister of transport last year investigated 447 serious highway accidents, and of these only 9 occurred at grade crossings."

This disproportion, the A. A. A. executive pointed out, cannot be charged to recklessness of American drivers.

"I am convinced in my own mind," he said, "that we are lagging behind in protective measures necessary to cope with this situation. Let us reflect for a moment that in the period 1917 to 1925 the total number reported grade crossing accidents in the United States was 12,571 killed and 39,148 seriously injured. Men, women and children cannot be valued in dollars and cents, but I believe that the cold figures of an insurance actuary would sustain the position taken by the A. A. A., namely, that it would pay every state in the union to have a program and a budget looking to the ultimate elimination of dangerous grade crossings, even as a measure for saving the wealth of hu-

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CHEVROLET INSTALL NEW PARTS SYSTEM

Company Spends \$1,500,000 for New Repair and Equipment Service

OAKLAND, Calif.—(Special)—F. N. Coats, Pacific Coast Regional sales manager for the Chevrolet Motor company, has just returned from Detroit with news that his company is spending \$1,500,000 for the installation of a new parts replacement system.

According to Coats, this move will assure uniformly prompt service for every Chevrolet owner in the United States.

The plan involves the establishment of six major supply depots throughout the country. In a service way it supplements the greater production capacity which will be available after completion of the \$10,000,000 Chevrolet factory expansion program.

The new supply depots, in which will be stored reserve parts stocks, are to be located at the various Chevrolet manufacturing and assembling plants. There is already a parts station at the company's Pacific Coast factory here but this is to be refitted and enlarged to cope with the heavy demand that will be made under the new system.

Entire facilities of the central parts warehouse at Flint, Mich., which heretofore has been the central shipping point, are to be retained. The new parts depots will serve as safety valves, smoothing out peaks and valleys of demand made on production plants and service stations by parts department.

The whole improved system will perform a two-fold function: First, expedite the delivery of goods; second, create a reservoir that will permit uniform production of parts regardless of variation of demand.

ENJOYS PLEASANT AUTO TRIP TO TEXAS



Furr party enroute in Oldsmobile coach

PEERLESS COMPANY MAKES SPEED TEST

Most Efficient Rate for Running Car Determined by Manufacturers

Covered with the mud of eight states a Peerless Six-80 roadster was hauled in Jacksonville, Florida November 2nd, after having set a new speed record from Cleveland on the Great Lakes to Florida. The trip was made in 39 hours and 34 minutes which beats the best train time by about an hour. The distance is 1178 miles.

The feat of breaking all existing records is acknowledged noteworthy but the drivers are deserving of extra recognition because of the enormous handicaps they overcame. More than half of the route had never been traversed by either of the two drivers. This was from Tennessee to Jacksonville, by far the most difficult to drive. In addition to this a heavy rainstorm was encountered in Georgia and for more than four hours the Peerless was forced to plow doggedly through heavy sticky Georgia red clay.

Herbert G. Cooper, traffic officer at Blue Field W. Va., made the drive, assisted by John W. Bear, Jr., road man for the Bluefield Garage. Peerless distributors at Bluefield. The city of Bluefield sponsored the run to bring the new short route from north to south to the attention of the public. This route goes through Martinsburg, Ohio; Parkersburg and Bluefield, W. Va.; Bristol, Tenn.; Asheville, N. C.; Greenville, S. C.; and Macon and Waycross, Georgia. Mr. Cooper selected a Peerless Six-80 for the gruelling after tests to a half a dozen other cars. His first act on reaching Jacksonville despite his exhaustion was to wire the factory that "Peerless Six-80 is most remarkable automobile I have ever driven."

Despite the hard going over mountains and the high speed at which the car traveled, an average of 15.4 miles to the gallon of gasoline was obtained. The average speed was 38.53 miles an hour. But one stop was made on the entire trip and that was to change oil.

The Peerless left Cleveland on Monday November 1st at 4:56 a. m. and arrived in Jacksonville Tuesday at 11:30 a. m. With the exception of two powerful spotlights, an extra gas tank, and a siren it carried no equipment or special devices that are not standard on the Six-80.

"Although it is not the factory's policy to sponsor speed runs, we were naturally pleased when Mr. Cooper told us he had selected a Peerless Six-80 on his own initiative to attempt to set a new record from Cleveland to Jacksonville. We know the car's capabilities at the factory but it was gratifying to us to know that its remarkable performing qualities are so well known as to lead to its selection for a terrific strain of this kind," remarked Charles A. Tucker, general sales manager of the Peerless Motor Car corporation.

"We believe this speaks well for the reputation earned by the Six-80, a car which has been on the market less than a year. It is the lowest priced car we build, yet it has proven that it possesses the qualities of stamina and performance which won the higher priced Peerless models the leadership of the fine car field and have enabled them to hold it for 25 years."

"Biddy" Bishop of the Capitol Motors company recently received a letter from S. J. Furr, who is in Graham, Texas, at the present time. The Furr party left Salem on Friday, September 17 in an Oldsmobile 1926 coach, series E, and made the trip to Amarilla, Texas, in eight days. This is a distance of 2185 miles.

They found all kinds of roads and some were practically impassable, yet the car withstood the trip in excellent condition. He reports one puncture and also that there was no repair work done on the car during the entire trip. "Nothing was changed," says Mr. Furr, "and we had a very pleasant trip. We stood the trip fine owing to the kind of a car we had."

From Portland to Channing Texas, a distance of 1957 miles he reported the use of gas totaling \$33.94 and oil \$6.03. The average, according to Mr. Furr, was 19 miles to the gallon of gas.

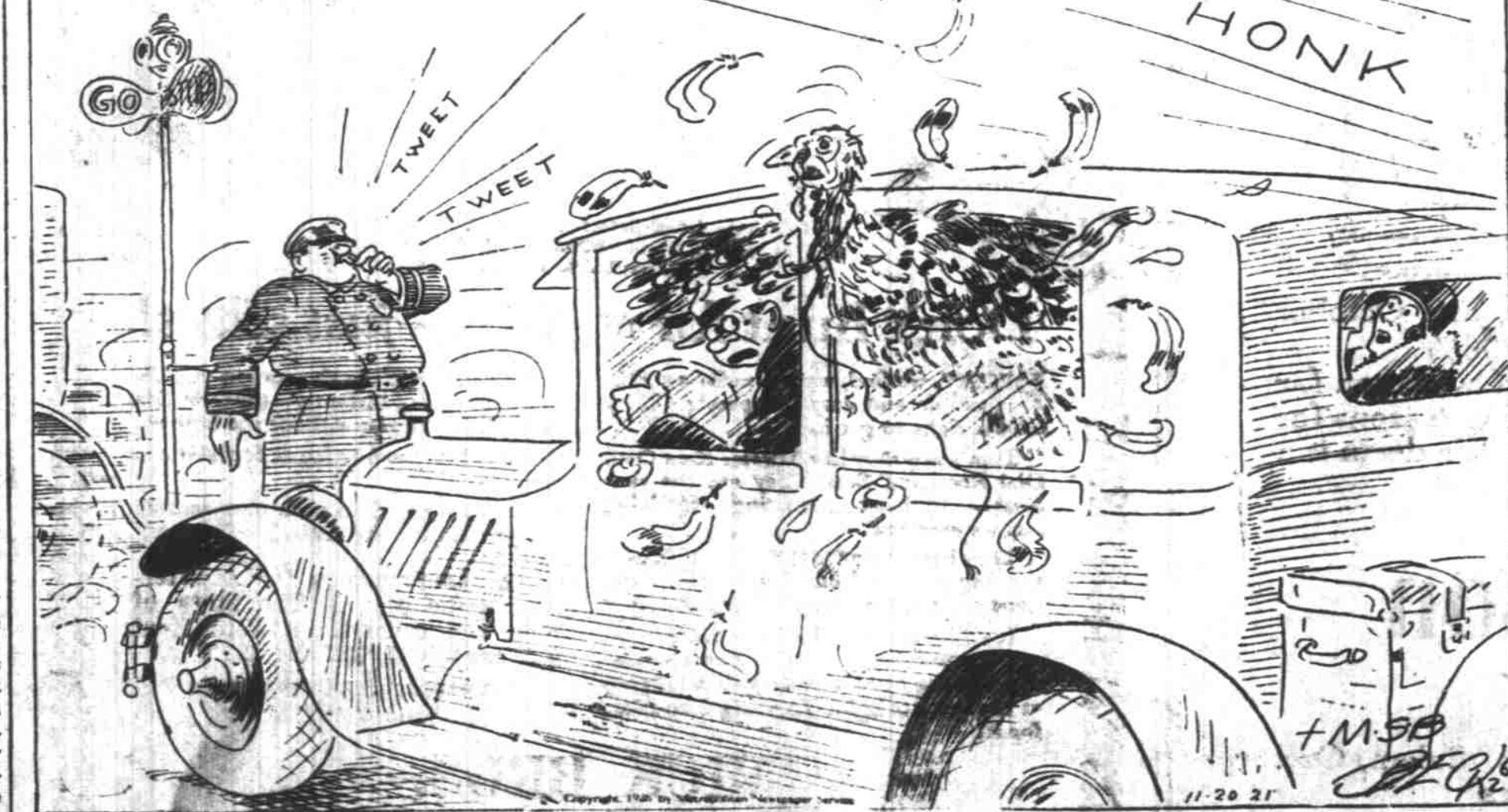
The trip was made up the Columbia River highway, through American Falls, Salt Lake City, Fruita, Colo., Canyon City, Pueblo, Clayton to Channing. At one point they went over a pass about 10,000 feet high. The trip was taken slowly as Mr. Furr would not drive the car over 25 miles an hour for the first 500 miles and after that he held it down until it was thoroughly broken in.

TUBE DRAINS GAS TANK

If a gasoline tank is not equipped with a drain cock, the following idea is of value when gasoline is wanted for priming or other purposes. Get a piece of metal tubing, a few inches longer than the diameter of the tank. Insert the tube in the tank with thumb held securely over the outer end of tube. Withdraw the tube and the gas which has entered it will be withdrawn.

DOWN THE ROAD—

JUST AS YOU GET THE SIGNAL TO GO, YOUR THANKSGIVING GOBBLER GETS THE URGE TO DO LIKEWISE.



Embarrassing Moments of a Motorist

THOUSANDS SPENT ON SHOW CHASSIS

Skilled Workers Create Dozen Show Chassis for Paige Display

DETROIT.—(Special)—If you imagine a small boy's delight in visiting Santa Claus' workshop, you can picture an automobile fan's pleasure in a visit to the special department of the Paige factory where its most skilled workers are creating a dozen show chassis—those mechanical masterpieces, resplendent in nickel, lacquer, color and mirror-like surfaces, that become centers of interest at auto shows.

To a show crowd, a show chassis is simply a chassis; the visitors probably never think of the labor and expense involved in preparing these elaborate exhibits. Yet each chassis represents an expenditure of more than \$3000, not counting the cost of the chassis itself, and it is the result of months of painstaking labor.

Work on the twelve Paige and Jewett show chassis began early in September and will continue right up to show time. Their planning, finishing and assembling are the work of a highly specialized department employing 48 workers, each one picked as the most skillful in his respective branch of manufacture.

A standard chassis, all painted and polished, does not make a show chassis, for the show visitor wants to see inside every unit of the car. To plan the "cuts" that will open up the units and yet leave all in working order is one of the most difficult feats required of the designers. Then the actual cutting of the odd shaped bushings and bearing, brings up more difficult problems.

After this special work is completed, all the parts of the chassis are individually prepared for exhibition.

Every bolt and nut, even every cotter pin, is nickel-plated. The

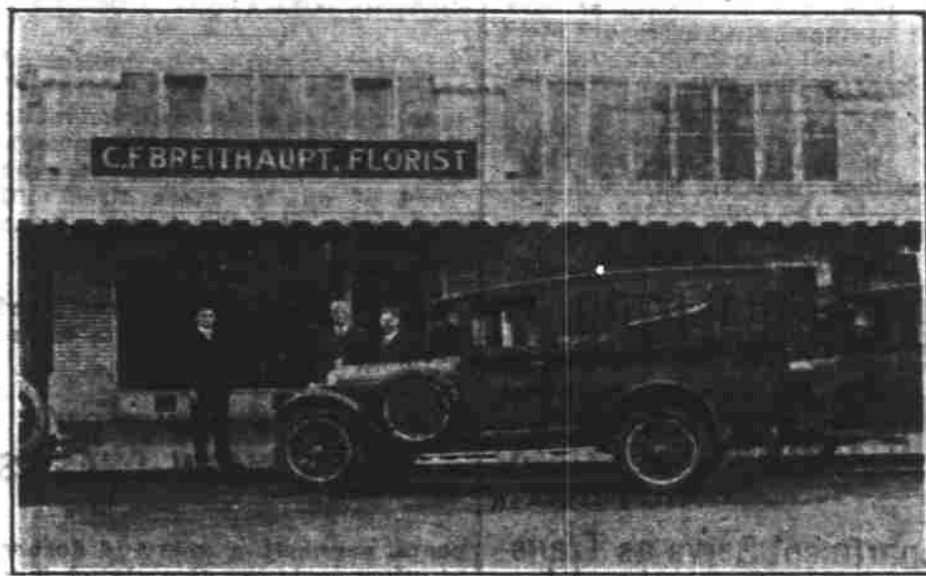
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Sand Cloth Strip Used to Clean Commutators

When the commutator becomes worn and dirty, it may be smoothed by taking a strip of fine sand cloth, same width as commutator. Place this strip directly under the brush (not to one side), make it encircle the commutator as far as possible, and then pull it back and forth until the commutator is clean and smooth. It must be held firmly. Don't try to hold the sand cloth with finger or with a block of wood while the armature is rotated; this will cause an uneven surface, and the brushes will not fit properly.

After sanding, carefully clean off all grit and dust, being sure to clean very thoroughly between the copper segments, then drop a small quantity of oil on a cheese cloth and polish.

Delivery Car for Florist



C. F. Breithaupt, O. D. Olson, store manager, and O. L. Jissick, salesman.

One of the latest and most up-to-date delivery cars in the country and the only one of its kind in Salem is the new Pontiac six-cylinder enclosed delivery car obtained by C. F. Breithaupt's florist shop from Vick Brothers, local Pontiac and Oakland dealers. The car has a standard Pontiac chassis and motor, the same kind that is used on Pontiac sedans and coaches, and has a well finished and beautifully appointed body.

The body is entirely enclosed, glass doors making the front end have the appearance of a first-class closed car. The front seats are separate, similar to the front

seats of many touring cars, and are beautifully upholstered in leather.

The top slopes in a graceful arc from the rear up to the middle and down again towards the front, extending out over the windshield in front to form a sun visor. The doors are strong and heavily paneled, while the sides of the body are finished in beautiful lines.

The car has only recently been introduced to the market, and is already finding wide popularity. It is one of the highest quality delivery cars that can be bought today, having beauty, usefulness, and great strength of motor and construction.

WHIPPET MACHINE HAS RACING POWER

Small Piston Displacement Proves Aid for Attaining Greater Speeds

With the general tendency among American motor car manufacturers to reduce piston displacement, and with the Whippet motor, the power plant of the European type light car now being produced by Willys-Overland, having but 134 cubic inches displacement which is the smallest ever offered in any stock production light car in this country, there is considerable interest in what the speed ability of these motors really is.

In a recent road test at Boulogne, France, in which the competing cars were handicapped in proportion to their piston displacement, it was definitely proved that the small displacement motor asks and requires no favors.

The race was won by Andre Lagache driving a Chenard Walcker car with a piston displacement of 67 cu. in. of just half the

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By FRANK BECK

DRIVE WAGED UPON NEEDLESS NOISES

Giving of Signals Produce Noise, Other Noises Might Be Eliminated

WASHINGTON.—(Special)—Elimination of needless noises is sought in an appeal to motorists issued here today by the American Automobile association which points out that the motor car has brought "an approximation of bedlam" in hundreds of communities throughout the country.

"It is inevitable that the use of signal devices on automobiles will produce some noise," says the statement of the A. A. A., "but there is much that is unnecessary in motordom that can be eliminated to the advantage of everyone. Signals must be given on the streets and highways, but there is an intelligent standard in signaling that every motorist should try to attain."

While the giving of signals produces the greatest volume and variety of sound from America's 20,000,000 automobiles, officials of the A. A. A. point out that other noises are issuing from cars that well might be eliminated. Among these are listed those produced by defective and poorly adjusted muffler and exhaust equipment and the dozens of rattles and jangling sounds issuing from parts of the machine that could be eliminated by the more tightening of a few screws and bolts.

"Primarily, elimination of unnecessary automobile noises is a matter of putting genuine efficiency into one's use of the horn," the statement from national headquarters says.

"It is illegal not to sound the horn under some circumstances. Thousands of motorists, however, overdo the thing. Informed that they must give a warning when passing another vehicle, rounding a curve or going over the crest of a hill, they regard the regulation as giving them carte blanche to descend upon the horn button with the vigor and stentorianness of the megalomaniac driver applying his brakes in a reckless traffic situation.

"Some cities require the use of the horn at every street intersection. In these places, an approximation of bedlam is achieved during the rush hours of traffic."

Excessive use of the horn is the reason for many traffic accidents, A. A. A. officials believe. Citing the case of the driver who uses his horn too much when at-

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CHOOSE YOUR OWN AUTO TRAFFIC LANE

Slow Traffic Caused by Driver's Own Negligence; Way to Help Told

By Erwin Greer
(President Greer College of Automotive and Electrical Trades, Chicago, Ill.)

You cuss when traffic isn't speeded up along the particular streets you have chosen to get home. That is yours and the fault of the other fellow. If you, and the other fellow would only figure out the following as logic why traffic wouldn't be a job forever.

Here is a way to cut delay at the psychological point where all traffic trouble starts—corners. Pick your lane. Let every driver on the street decide well back in the middle of the block what he is going to do at the next corner. If he is going to go straight, let him place himself in the middle of the street. If he is going to turn right, let him get over to the right. If he is going to turn left let him move over to the left. Thousands of hours every day are lost by the corner tieups and tangles which result from foolish thoughtfulness. Mr. Driver who leaves the corner wants to turn to the left and suddenly wakes up to the fact that he has placed himself way over at the right, must see-saw right across the face of all the traffic moving in the same direction he has come from, slow it all up, slow up himself, cause sudden jamming of the brakes, much loss of time, and temper. When traffic is stopped the right lane nearest the curb should always be kept open for cars wishing to come through and turn to the right—turning into traffic that is moving in the other direction. The driver who, desiring to go straight, places himself

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BACK OUT OF RUTS

Attempting to drive out of a deep rut places a severe strain on the parts of the front axle assembly. But if the car is brought to a complete stop, the wheels are turned to one side as far as possible, and the car backed, the wheels will easily mount the sides of the ruts without the least strain.