

WINTER MOTORING DRIVER'S PROBLEM

Radio Talk Prepared by Well Known Automotive Writer, Good Advice

By George W. Sutton, Jr.

"Good evening, people. Well, here we are at the beginning of another winter and, as unpleasant as that thought is to most of us, we all have to face it, and those of us who motor have to make certain preparations for the cold spell.

"There has been such a great improvement in American cars during the past couple of years that a number of things we have to do to protect them from damage in winter has been reduced to a minimum. But there are still some things the manufacturer cannot do for us, and if we do not do them for ourselves, we are going to pay hundreds of dollars for the repair of damaged engines and pay possibly a heavier price for the unhealthy thoughts we shall think when our automobiles go wrong, due entirely to our neglect.

"I think the first rule of winter motoring is to go south the first of December and stay there until the first of April, but there are several hundred thousand of us who have to stay up here during the snowstorms that are coming with their zero breezes and their ice and sleet, so we might as well get together right now to work out a little system to get the most out of cars with the least wear and tear on them and on our own dispositions.

"Every autumn for the past 12 or 15 years I have uttered, in print and otherwise, weighty words of advice urging all motorists to put alcohol in their radiators at the first chilly breath of winter. And yet, last year, I delayed this simple matter and one night in November, winter crept upon my beautiful new car while I was enjoying a bridge game at a friend's house for four or five hours. When I came out the car refused to start and I didn't really blame it. While I had been indoors the temperature had gone down something like 38 degrees and the water in my engine was frozen. It cost me \$130 to have 38 inches of electric welding put in the engine where the ice had burst it apart and to get it back into running order, all because I had forgotten to put in a dollar's worth of alcohol. A very good stunt is to fill the radiator at this time with a mixture of 25 per cent alcohol and 75 per cent water and then keep in the garage a 5-gallon can of 50 per cent alcohol and 50 per cent water and, as the mixture in the radiator evaporates, replenish it with the stronger solution. This will protect it from freezing in weather as low as 10 degrees below zero.

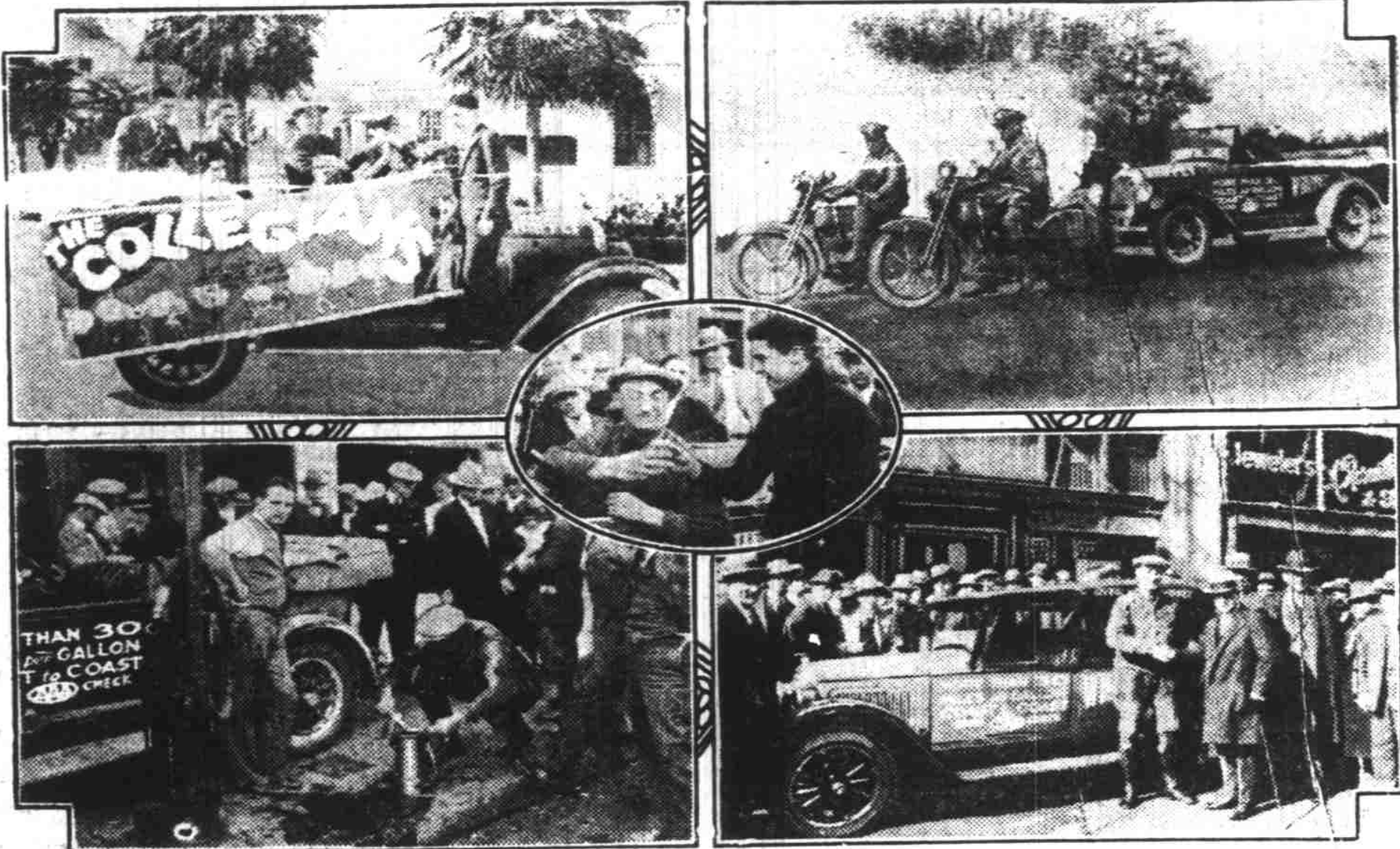
"Last year we began to hear a lot about new anti-freeze material—glycerine. In my automotive work I have to try out a lot of new things so I immediately got some glycerine and used it in the car for the rest of the winter. The results were decidedly satisfactory. I found out that chemically pure glycerine anti-freeze solutions, such as those made by any of the big soap manufacturers, is free from acids and alkalis, will not corrode or eat into rubber or metal, will not evaporate, has a slightly higher boiling point than the plain water so that it will not cause overheating of the engine and that one filling in the proper proportions will last an entire season—or four or five seasons for that matter.

"A couple of days after putting the glycerine in a notice that it was leaking out at the rubber valve connections and around the cylinder head. I was stared to death because I thought it was eating its way through. I found out however that a drop of glycerine has not that tough but inevitable skin which surrounds a drop of water and holds it back from going through tiny apertures. Instead, glycerine will sneak through little openings that water would never find. I had new hose connections installed and the whole engine tightened up thoroughly and had no more trouble whatever. All I had to do was add a pint or so of water every two or three weeks.

"Another thing I discovered was that, though the glycerine solution was three or four times as expensive as an equal amount of alcohol, the fact that it doesn't evaporate allowed me to use the original amount for the entire season, thus taking the expense down to only a little above what I would have spent for constant replenishments of alcohol. Another point that pleased me much was that, since glycerine does not evaporate, I was not in constant doubt as to whether or not I had the proper solution in the radiator to prevent its freezing. There are now on the market besides glycerine and alcohol several other excellent anti-freeze solutions which have similar advantages and do no damage to the car. The old days of harmful anti-freeze mixtures are practically over because most of them have been driven from the market through their own inherent weakness.

"Ever since the first man said, 'Let's build an automobile,' thirty-five years ago, it has been the practice of most motorists to start

Whippet Makes Transcontinental Economy Run



Upper left shows Carl Laemmle, Jr., assistant manager of Universal Pictures Corp., starting Cannon Ball Baker on transcontinental economy run in Whippet. Motorcycle escort conveying Baker out of Los Angeles is shown at the upper right. Lower

left, Baker replenishing fuel supply under official observation at Fort Worth, Texas. John N. Willys, president of Willys-Overland, Inc., welcoming Baker in New York City at the end of the economy test, is shown in the lower right. Inset, George Lewis, famous film star of the 'Collegians,' drinking to success of trip.

their engines on cold mornings and race them for a few minutes to get them warm. Very gradually it is dawning upon a few motor car operators that this is probably the worst thing that anybody could do to an automobile short of running it into a telephone pole or off a bridge. When the engine is cold the oil in it is in an almost solid state and the various moving parts are operating without any lubrication. In other words they are practically rubbing themselves to death because there is no protecting film of oil to separate them. Some of the greatest automobile engineers in the country have told me that if all motorists would start their cars slowly and run them slowly for the first fifteen minutes with spark retarded when they are cold the average car would give splendid service for several years longer than is now the case. This is one of the easiest things in the world to do and it means hundreds of dollars saved.

"You car owners, ever since you bought it, may have run so perfectly without any attention whatever that you have never realized that somewhere under the seat there is such a thing as a battery. However, if you continue this purely academic interest in that hard-working and much abused accessory during the winter months, you are in for a lot of grief. It would seem the simplest thing in the world to drop in at the battery service station once a month or oftener, but very few motorists can be annoyed to this extent. When you start the car in the winter, the chilly temperature of the engine calls for more battery current than in summer and the shortness of the days causes you to employ the headlights a great deal more. Hence the battery has a very undesirable tendency to lose its wim and wig-or and presently, some cold, blizzard night, you will find that the poor little thing hasn't strength enough left to turn the engine over, and you are left in a profane state of mind far from the nearest garage. There's another little point to be remembered in connection with the battery and that a battery which is almost discharged will freeze, whereas a fully charged battery will not freeze. The simple and easy preventive of all this possible trouble is to keep your battery well charged through a monthly, or oftener, trip to the service station. I could tell you some sad tales of personal experiences which have led to my religious belief in this rule.

"Most of the automobile manufacturers tell us when we buy one of their new cars to change the crankcase oil every 500 miles. In fact, they usually consider it important enough to stick a little plaster on the windshield urging us to do this at least for the first thousand miles of the car's existence. After we've had the car awhile we forget that it has a crankcase and I've known cars to go 10,000 miles without a change of oil. And that's about all they did go instead of the 30, 40 and 50,000 miles that they should have delivered. Oil is cheap if you say it quickly—and automobile machinery is expensive and yet the average owner, if he thinks of it at all, will have his engine oil changed about once every three or four thousand miles. This is an offense which constitutes cruelty to automobiles and pocket-books, especially in winter.

"Some of the makers of new cars, however, have equipped their machines with crankcase ventilators, thermostats and oil purifiers and claim their cars need lubrication only three or four times a year. But this is certainly not the case with the average car.

"When the engine is cold, especially in starting, a great deal

of the gasoline drawn into the cylinders is not burned but passes in a raw state down the cylinder walls into the crankcase where it dilutes the oil to a point where it is unfit for lubrication. This is especially true when starting the engine on a cold day. In a few hundred miles, therefore, the oil becomes a thin, watery mixture, largely composed of gasoline and totally unable to maintain the film which has to exist between the moving parts of the engine. The cure for this is particularly easy and requires no labor on your part. When the little card on the dashboard on which you have put down the speedometer reading the last time you changed oil, is compared with the present speedometer readings, and tells you that you have gone somewhere between three and four hundred miles, simply drive to the nearest garage that handles the particular oil of the manufacturer recommended for your engine, have the crankcase cleaned out and new oil put in. It will cost from 90 cents to \$1.50 and will probably save from \$25 to \$100 worth of wear and tear.

"My fifteen minutes is practically up and I've got a list of other wintering motoring thoughts here half a yard long. One of them refers to the care of tires in winter. You probably know that rubber cuts more readily when it is wet and, on wet days, you will therefore drive much more carefully. Even if I read off the en-

tire list of don'ts it would not add greatly to the safety, comfort and economy of your winter motoring. That is, of course, if you followed the rules. I've mentioned the important things. Put alcohol or glycerine in your car right away to avoid a possible early freeze. Keep the battery fully charged. Change the crankcase oil frequently. Inspect the tires after every trip, stop up small cuts and tears with tire cement so they won't grow larger and remember that wet rubber cuts more easily than dry rubber. Put an automatic or hand operated radiator shutter on your car if it is not already equipped with one. If possible park your car against the wind so that the breezes will not sweep up from the rear over the drip pan and envelop your engine in an icy grip. Those are some of the things that should be done to insure efficient motoring in winter. If you'll do them religiously, your car next summer will probably be ready for many years of good, hard work without complaint. Thank you for listening to me. Good night."

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\$895,000 budget for Oregon forest roads in 1927, \$578,990 is forest fund.

AMERICAN DESIGNER CHANGE CAR SOLONS

Internationalization of Construction Evident in European Autos

Reviews of the Paris Salon, just closed in Paris and of the Olympic Auto Show in London reveal the fact that 148 different makes of automobiles, including those imported from America, are being offered to European buyers in 308 different chassis types.

Marked trends are the steadily increasing turn toward the Knight sleeve-valve motor on the part of European manufacturers of luxury cars and the gradually increasing use of what the Europeans term "side valve" construction in the "poppet-valve" types of motors as compared with the overhead valve construction which has held supremacy in European cars for some time.

Two new Knight motored cars made their appearance at the Paris Salon and some of the older manufacturers of this type of power plant have increased their chassis types to cover wider price ranges.

An outstanding Knight motored car of the Paris Salon was the Daimler double-six, a 12 cylindered car for which remarkable power performance is claimed.

The American invasion of the European market is commented upon by nearly every reviewer who covered the Salon and is viewed as a mass attack which is forcing the use of certain American features of design on the part of the European builders.

French-built motor cars in particular, show the effect of Americanization.

The European designers were also quick to notice the European features which the leading builders in this country are now including in their design.

A notable feature of the Paris Salon was the increase in number among six-cylinder cars, apparently forced by the invasion of American-built sixes.

Four-wheel brakes were standard equipment on all but 36 of the 308 chassis and of these 36, there were 9 American-built cars and the general comment of the European press is that four-wheel brakes must become standard on all chassis which are to find a ready reception.

That the European driver is finding traffic conditions similar to those encountered here is expressed in the statement of a writer who terms himself "Runabout" in which he says that the light car, compact in design, flexible in operation and easy to handle is the car of the future.

The consensus of opinion is that the Whippet, the new light car produced by Willys-Overland, which was shown both in Paris and in London represents the closest approach to complete internationalization in design but that it shares this distinction with the

two Willys-Knight models, a product of the same company, which share with the other Knight motored cars, a prominent place in European interest.

The large number of manufacturers who are contending for business in the European field is in marked contrast to the number who are prominent in this country, the reason being that the European manufacturer contents himself with small volume and is able to command what we would term an exorbitantly high price.

The newer European body creations are characterized by low roof lines and the double drop frame is in evidence in the finer productions.

Outstanding in the Knight sleeve-valve field, in addition to the Daimler, were the new Belgian Imperia and the new Panhard-Levassor Six which rounds out a complete line of Four, Six and Eight-cylindered Knight motors in this make.

O. J. Hull Auto Top & Paint Co., Radiator, fender and body repairing. Artistic painting adds 100% to the appearance of your auto. 267 S. Com'l. (*)

G. W. Day, tires, tubes and accessories; has the Goodyear tires, the standard of the world. Mr. Day can give you more mileage. Corner Com'l and Chemeketa. (*)

CHRYSLER SEVENTY BRITISH FAVORITE

(Continued from page 1) hydraulic four-wheel brakes are very powerful. Steering ease is excellent and the car holds the road at any speed.

"I am not, as a rule, an advocate of American cars, and I am entirely disinterested in the Chrysler, but I have had one now for a year and I must admit it is an

exception. It has done 12,000 miles and I have not had to spend anything on repairs, but for being decarbonized once, it has never been touched, and runs as smoothly as ever. There is no question, I think, but that these cars are really good and will last forever." J. R. McGiloway in the same issue of "Motor" declared: "Taking all the requirements into consideration, I should say that the Chrysler would be the best choice, since it has those exceptionally good brakes and acceleration."

As evidenced at the Olympia show, recently concluded in London, British manufacturers are attempting to stem the trend of popular favor toward American-made cars with six new models displayed at the show which are to compete directly with automobiles made in the United States. This policy of urging British people to buy British-made goods is being pressed through newspapers, magazines, and by the use of special stamps on mailing pieces. Despite this propaganda urging the use of British-made goods, Chrysler continues to be the most popular American-made car in England where it is said to represent the ideal conception of quality, comfort, and fine appearance at low price.

For "Her" may we suggest a most beautiful toilet set in the color of your choice as a gift that would be sure to please her. Tyler's drug store, 157 S. Com'l. (*)

Capital Bargain House, Capital Tire Mfg. Co., Mike's Auto Wrecking. Three in one. Bargain center of Salem. Thousands of bargains. H. Steinbock, 215 Center. (*)

Tyler's Big Z Cold Capsules will cure your cold. If you don't believe it, try it for yourself. Tyler's is the only place to get them, 157 S. Commercial. (*)

WHIPPET SHINES IN PEAK CLIMBING

(Continued from page 1)

System with direct leads to the main bearings of the crankshaft and with the hollow crankshaft construction carrying the oil from the main bearings directly to the connecting rod bearings under heavy pressure.

"The Whippet is an unusual car in the light car field. It is rated at only 15.2 horsepower but it actually develops 30.5 horsepower.

"Its advertised speed is 55 miles per hour but it has traveled better than 65 miles an hour. All the way through it has been built to give more than is expected to give and I suppose this is true of the cooling efficiency as it is of the power and speed development of the motor."

Dyer declares that he expects the feat of the Whippet in climbing to the top of Pike's Peak without stopping to take water will remain a record for light cars for some time to come.

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