

SUCCESSFUL TRIP CAREFUL PLANNING

Many Problems May Be Solved Before Tourist Begins His Journey

The itinerary of a vacation tour should be planned weeks ahead before the trip is begun. Definite plans should be formulated and many problems must be solved: How many are going on the trip? What is to be the aim of the trip? What points of interest are to be seen? How many miles can be comfortably covered in a day's drive? What accommodations are to be had along the way? Where shall we camp each night? These are but few of the problems that will need solutions before you start.

With a good road map, such as may be obtained through any good automobile club or "Western Auto" store, many of your touring problems may be worked out over your library table. This map, together with a list of auto camps will help you in planning your stops each night.

The man who goes wrong on a motor camping trip is usually the fellow who took too much for granted and started out on the trip unprepared.

One fine day he decides to go, throws a few articles of equipment into the car, picks the rest up on his way with little thought of what will actually be needed. Without a doubt, more auto vacations have been ruined through the lack of proper preparation and inexperience than from any other cause. Trips that were intended to bring rest and recreation, brought hard work and discomfort—all due to the lack of proper preparation.

The average amateur auto camper takes too much equipment, and the old-timer often takes too little. A happy medium must be struck between these two extremes. The man who gets the greatest amount of enjoyment out of his trip is the man who takes the least amount of equipment yet has everything that will be needed. The less you have to handle and unpack, the better you will get along.

Compactness and lightness are the true secrets of motor camping trips. Go light, carrying only the equipment that will be needed, and you will eliminate worry, will return hardened and fit, and can truthfully say that you have had a real vacation in every sense of the word.

TAN KAH KEE VERY IMPORTANT TRADER

Chinese Merchant Leader Greatly Interested in Rubber; Pays Money

The following is taken from a bulletin of the General Tire & Rubber Co. to the trade:

Tan Kah Kee is a wise Chinese. Though his name sounds a little like comic opera or a middle western town with an Indian name, he is a real personage, quite universally known in the Far East, where his wisdom has been applied to a great many business deals in Oriental lands, with the result that he has accumulated a vast fortune. In fact it is safe to declare that Tan Kah Kee is quite the most important Chinese merchant and industrial leader in the Far East.

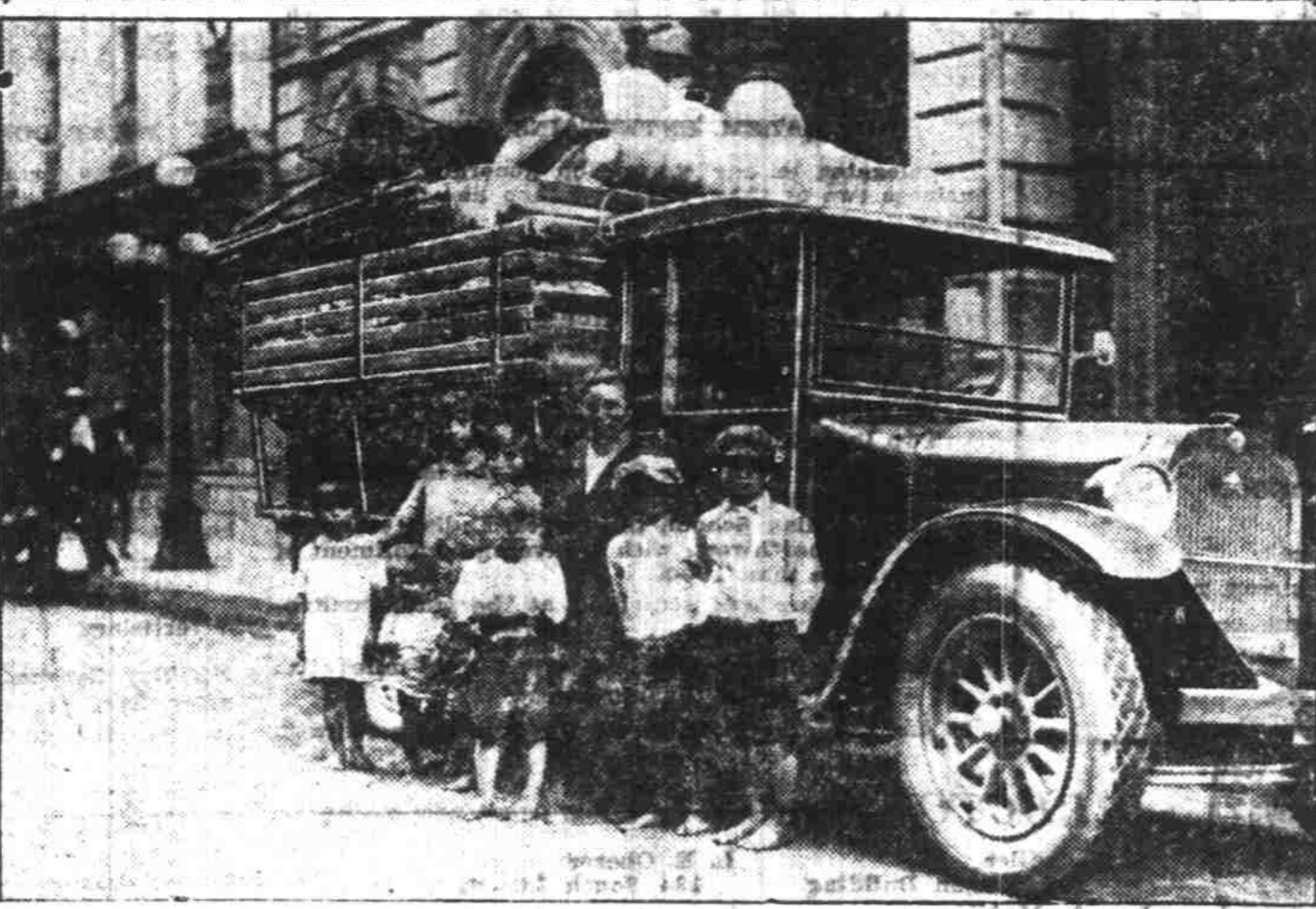
His home is in Ceylon, when he is not in China engaged in the worship of his ancestors, and one of the things he is interested in is rubber. Ceylon, he it known, is a British Crown colony. It is one of the crude rubber producing countries in which the Stevenson Act, restricting the shipping and affecting the price of crude, is operative—so far as other countries are concerned.

Tan Kah Kee a few years ago reasoned thus:— Rubber raised and used in Ceylon will be cheaper than rubber shipped half way around the world to America or Europe, subjected to the vagaries of government restriction, made into tires and then sent way back here for sale. Therefore there should result great profit if I establish a tire factory right in Ceylon. I will have the advantage of cheap crude material, cheaper labor than that of the far west (Chinese coolies do most of Ceylon's labor, the Singalese being constitutionally opposed to work) and I can invade the American and European markets with tires that will be cheaper and greatly undersell those of the white man, who will buy them because they cost less money.

Tan Kah Kee apparently reasoned well, and he came to a conclusion that caused him to invest in a great tire factory in Ceylon. And the factory has been functioning after a fashion for several years.

The result is interesting. The Ceylonese tires are not a factor in the world's competitive market. Instead of growing, Tan Kah

HOMELESS But Flood Leaves Thousands Worse Off Than These



ke's business is slipping fast. Though he has cheaper material and cheaper labor, he has already ceased to compete, because his tires simply do not stand up, in actual service.

And in Ceylon itself the tires that are most popular are made right in Akkon, out of rubber and cotton from around the world after being freighted 25,000 or more miles from Ceylon to the American factories and back and after having been fabricated by the highest priced rubber labor in the world—labor that would sniff and reject wages that seem like a fortune to the Chinese coolie, Ceylon, which restricts rubber users tires made of restricted rubber.

The answer is that Akkon is the tire center of the world, where the best tire brains and the best tire hands are assembled—the fountain head of information and progress.

So Tan Kah Kee, while he doubtless understands the Orient, made a serious slip in not understanding Akkon, the tire quality and the intelligence of the Akkon tire makers, and he is paying for that slip in good Chinese money.

AUTO CAMP TODAY GREAT INSTITUTION

Your Own Boss to Come and Go or Stay as Long as You May Please

Autocamping today is not an experimentation. It is a vocational institution that is here to stay. There is no other recreation that offers the same amount of enjoyment, relaxation and complete independence as does auto camping.

You own your own equipment, you are your own boss to come and go as you please and stay as long as you like. You go to bed when you please, get up when you please eat at your leisure and travel as the spirit moves you.

The success of the trip depends entirely upon you. Every trip brings out something new and experience teaches us to disregard the non-essentials that take up valuable room in the car and to carry only the items necessary to make the trip enjoyable. In addition to the complete independence a camping outfit offers, it is an economical means of enjoying the country. Good equipment will last for many years and will pay for itself in money saved on hotel and restaurant bills in a short time.

Loading the car with a tent, cook stove and spring beds did not present a very pleasant picture a few years ago and but a few went camping. Modern camping equipment has so changed the picture that not to go camping, today is more of a novelty than to do. The Pierce Arrow hobnobs with the Ford and their owners talk over the day's trip, swap road information and fishing yarns, while making camp for the night. Camping makes all men members of one great democratic fraternity, sheds them of conventional veneer, and unites them as brothers.

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VISITORS WONDER AT ROAD BUILDING

Understanding Comes With Realization of 23 Million in United States

"Foreign visitors have frankly expressed themselves as being astounded at the tremendous road building programs of the United States. These programs in every instance far surpass the rosiest expectations and plans of their home country.

They marvel at the progressiveness shown in road construction. Their marvel is changed to understanding when they become aware of the fact that there are over 23,000,000 motor cars in the United States and these motor cars are owned and driven in a country which has a population of only 116,000,000.

"The economical life of the average citizen is so controlled by the use of the motor car that the construction of the best of roads is a necessity rather than a luxury.

The development of the automobile on the highway has annihilated distance and has made neighbors of communities which were formerly many miles apart. Distance is no longer measured in miles, rather in minutes, and a community which was formerly ten miles distant is now only twenty minutes from its neighbor. This has built up a better understanding and a great coincidence between various towns and districts and has worked to the benefit of the country as a whole."

The above quotation is from an address delivered by Joseph E. Dunne, president of the Oregon State Motor association, on the occasion of the breaking of the ground for the new building at the Multnomah county fair grounds.

Mr. Dunne continued, drawing attention to the fact that the motor car had changed entirely the disposition habits of the nation and that the recreational facilities of the country were made available by the motor club in no other way. Mr. Dunne also stated that the motor car was the greatest single influence in the development of the northwest country as a recreational center.

PAIGE FOUR SPEED SETS NEW RECORDS

Dick Marmon Cuts Fifty-nine Minutes From Record Oklahoma Run

OKLAHOMA CITY, Okla.—(Special)—At 5 o'clock on a recent morning, with the shadows of night still hanging over the city, a long, graceful coupe sped away from the office of the West-

ern Union in the direction of Tulsa.

A score of people stood about on the curb to watch the big car hit 72 miles per hour in third at the end of two blocks and then go into high fourth speed.

Naturally it was a Paige Eight, the only car in America with two high speeds.

At the wheel was Dick Marmon, veteran race-track driver, and with him was Jack Vanhousen, mechanic. Both were determined to establish a new speed record between the oil capital and the state capital.

They did!

In spite of being delayed five minutes by a car stalled on a bridge between Sand Springs and Keystone and losing speed on a 20-mile stretch of mud between Perkins and Coyle, they checked into the Western Union at Tulsa at exactly 7:20 a. m., having completed the 141.5 miles in 140 minutes. The average was 60.8 miles per hour.

Four hours is considered very good time for the trip because of the many turns and the loose gravel roads. Marmon also had the mud to contend with.

Withal, he and the Paige established a new record. Marmon's maximum speed was 82 miles an hour. With better road conditions he said that undoubtedly the same car would cover the distance in 2 hours flat and would reach a maximum speed of 85 miles an hour.

According to W. J. Thompson, Paige distributor in Tulsa, the previous record for the run was 3 hours, 19 minutes.

"If any better time ever was made it was not publicly announced," he said.

Marmon, upon returning here, again broke the old record. He said the Paige was perfectly cool at the conclusion of both runs and that it could have continued almost any distance at the same rate of speed.

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SMARTEST DRIVERS USE ELBOW GREASE

Careful Attention Nips in Bud Many Troubles for Car Owners

By Erwin Greer

There are a great many car owners who delight in patting their Sunday mornings in touching up the car from one end to the other in order to keep it in the best possible condition. These men are rewarded by cars which run season after season without trouble and with very small repair bills. The reason for this is that troubles which would have appeared have been nipped in the bud by careful attention and those which would have been developed from carelessness and lack of lubrication never get a chance to start.

It is not difficult for a motorist even though he be unskilled in the use of tools, to grind in his own valves. The exact method of procedure varies with the different engines in as far as reaching the valves and putting them in condition to grind is concerned; but once the proper steps are taken to reach the valve seat the process is about the same.

Another important step to take in the conditioning of the car is to clean out the gasoline line. In the commercial gasoline bought from the average curb pumping station there is always a certain amount of sediment and dirt. If your car has a strainer in the gasoline line this strainer should be taken out and cleaned, also. The contents of the float bowl should be removed and all parts of the gasoline line from the tank to the carburetor put in thoroughly clean condition in order that there will be no obstructions.

A point which is neglected very frequently is to put a drop or two of oil at the proper points in the generator and starting motor, also in the ignition system.

The brakes should be adjusted, if necessary, and if the adjustments have been carried as far as they can be carried it is advisable to have the brakes retined.

Unless the owner is too dignified, or perhaps too stout, he should sacrifice his pride for the time being and get beneath his car and remove the dirt from the working parts, particularly around the universal joints and the transmission. This dirt accumulates and is by no means beneficial to the car, but quite the contrary. The cleaner the car the better running it will be and the longer it will last.

Development of Cars Approach Perfection

All new cars behave so beautifully by contrast with the more or less disordered machines with which the average consumer is familiar that he is apt to be entirely captivated by the first demonstration he happens to receive.

says Automobile Topics. Their almost silent performance is remarkable, their riding qualities literally amazing. But of all the attributes of the modern car of the four kind there is nothing

more clearly expressive of real achievement than the subtle impression that somehow in their design the forces of inertia have been entirely cancelled out. So rapid and yet so gentle are both increases and decreases of speed that the layman somehow gathers that there is no longer such a quantity as momentum.—Motor Chat.

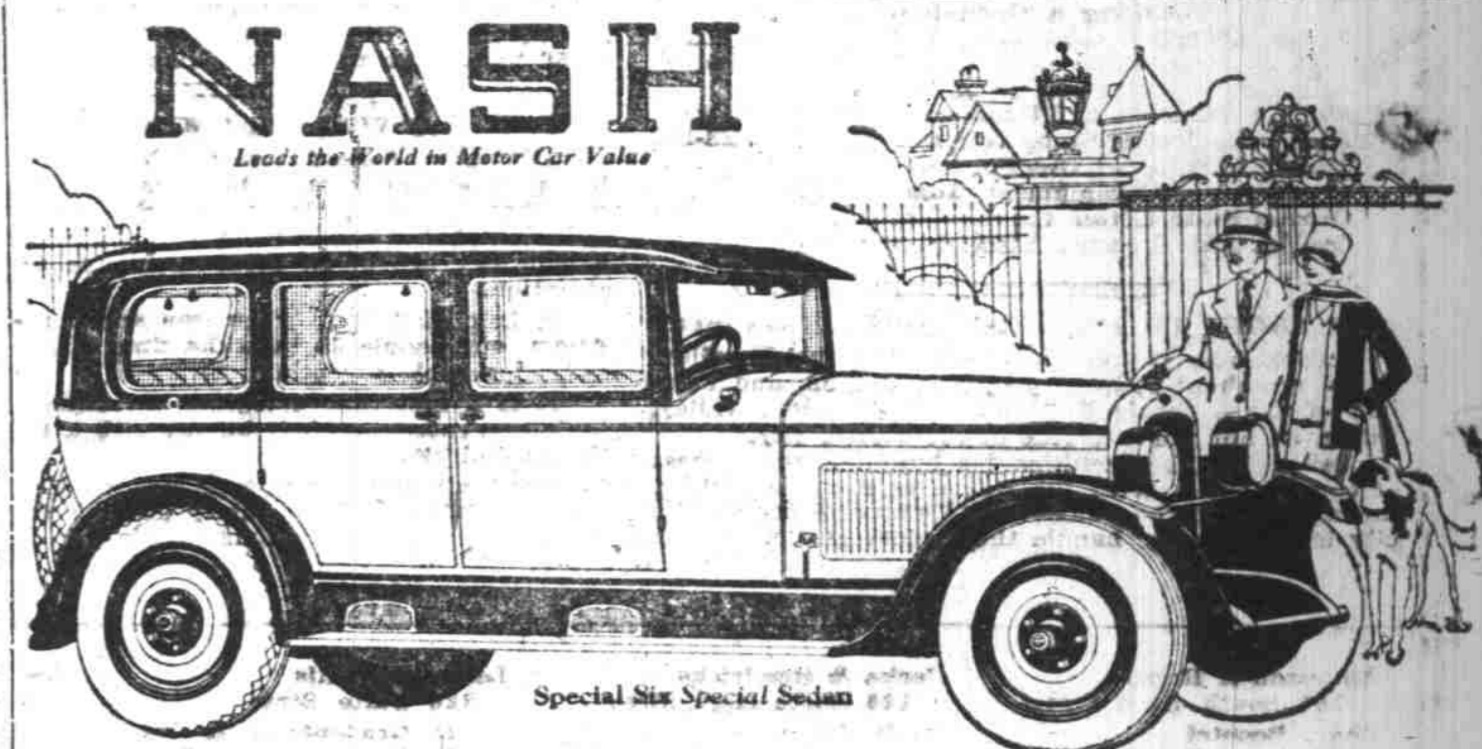
Pendleton—Farming conditions are better than for several years.

Parts Makers Cooperate With Builders of Autos

In a special bulletin of the Motor and Accessory Manufacturers' association M. L. Hemingway says the parts makers, specialists in mass product and design of their individual units have worked hand in hand with the car builders during the past year in developing better cars at lower prices. Paints and varnishes that permit sticking

decorative effects, rubber cushioning features, gas, air and oil cleaning devices that relieve the motorist of many formerly necessary attentions to his vehicle, air balloon tires and shock absorber developments eliminating the shocks of the road have all had successful attention.—Motor Chat.

Woodburn—Ray-Brown company will build cannery this year to employ 800 people.



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