45,000,000 People Will Tour the United States This Year; Proper Light Adjustments and Repairs Will Mean Far Fewer Accidents
Salem Is Making Steady Progress as an Automotive Center, With All Lines Nearly as Well Represented as in the Largest Cities

AUTOMOTIVE SECTION

The Oregon Statesman

WAY BETTER THAN LAST YEAR

AUTOMOTIVE SECTION

SEVENTY-EIGHTH YEAR | SALEM, OREGON, SUNDAY MORNING, JUNE 10, 1928 | PRICE FIVE CENTS

SPOT WILL OFFER MOTORING LURES

Automobile Association Declares President Selects Ideal Location

WASHINGTON, D. C., June 9. —(Special)—President Coolidge's selection of the northwestern tip of Wisconsin for his summer vacation will take him into a water-swept, forest-laden plateau section that is known throughout the country as a famous area for motor touring, with excellent highways making it accessible from every part of the United States.

The American Automobile association, anticipating that millions of motorists are interested in the vacation ground selected by the president, today issued a summary of motoring and recreational facilities offered in the territory chosen.

The Chief Executive will spend his vacation on the Henry Clay Pierce estate, which is located six miles south of Brule, and about 35 miles southeast of Superior on United States highway No. 2, which runs from the northeast tip of Michigan across the United States to Washington.

Ideal weather conditions, with delightful days and cool nights; excellent bass and trout fishing, hundreds of lake and shore resorts, smooth paved highways with many direct and optional routes and thriving and attractive cities are among the features that stand out above others in the Presidential vacation land, according to the national motoring body.

The A.A.A. says that Chicago and the twin cities, Minneapolis and St. Paul, will serve as the gateways for motorists en route to Wisconsin, the former from the eastern part of the country and the latter from the west.

"Although the President will find the climate of Wisconsin more moist than the Black Hills of South Dakota," the A. A. A. declares, "he will nevertheless find an excellent climate that has long been known to those who follow the open road in the vacation sea-

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JOKE ABOUT WOMAN DRIVER NOT FUNNY

Exceptions Found to Every Rule; Impatience of Men Responsible

FLINT, Mich., June 10. — Found: a man who says jokes about women drivers aren't funny!

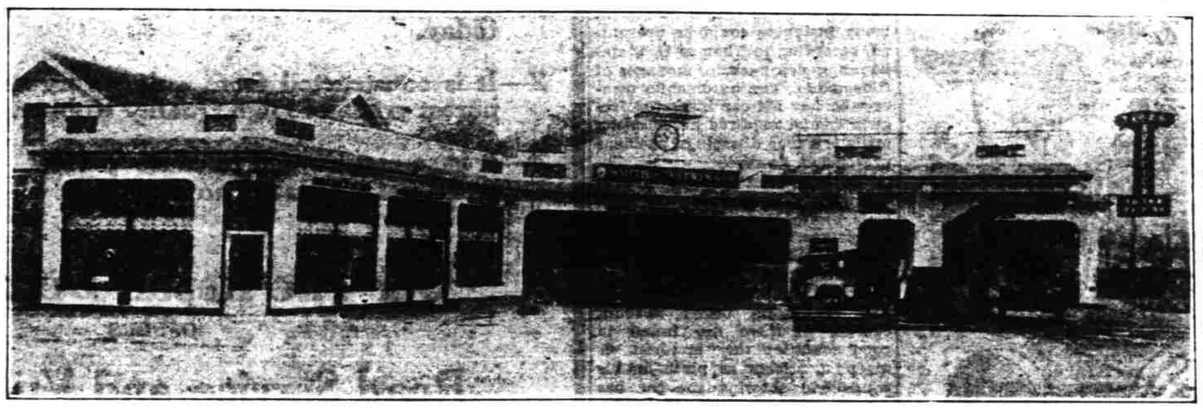
He's in a position to know, too, for he is C. W. Churchill, general sales manager of the Buick Motor company. In Mr. Churchill's opinion, the numerous variations of the yarn based on a woman's probable intentions, when she puts out her hand while driving, are only so many reflections on the male sex itself,—reflections which men themselves should and eventually will resent.

"If men would only stop to analyze the thing," said Mr. Churchill, "they would see that every such joke is a boomerang. If woman's indecisiveness when driving is so pronounced as to inspire joking, men themselves are mostly to blame.

"Men have destroyed women's

(Continued on page 14.)

Smith & Watkins Made Several Additions to Splendid Service Station



Smith & Watkins have added to their service station at the corner of Center and Liberty streets and now are able to offer a complete service to automobile owners.

The new addition to the station includes a battery department which will be run by Grant Farris, a well known Salem battery and automobile electrical man. Coffey & Davidson will operate a brake testing and wheel alignment station in connection with genaral automobile repairing in another portion of the new addition. Coffey & Davidson will continue to operate their shop on North Church street. There is a room at the front for another shop of some kind, which probably will be in the nature of a confectionery store as the location is ideal.

The new addition to the Smith & Watkins institution gives their quarters a half block frontage on Center street with 100 feet on Liberty. It also makes this station one of the most up-to-date and complete in Oregon.

The automobile laundry operated in conjunction with the other service departments is so arranged as to permit the completing washing of an automobile in 30 minutes.

Sixteen brands of oil are handled. A most thorough lubrication system has been added with power pressure, while four gas pumps help make greater and better service possible.

Such a station would not be complete without the best of tire service possible and so that has been added by Smith & Watkins. They have a line of new tires and tubes and are equipped to repair tires at any time day or night. They are the distributors for the Kelly-Springfield tires in Marion and Polk counties.

For several weeks the Smith & Watkins Service station have been carrying on na cushion campaign. They were used rapidly and at the present time are all gone, however a new lot will be on hand in a short time.

Equipped to serve in all lines of automobile work, it was realized that the best of service could not be given unless the station was open day and night. Hence a 24 hour service is maintained and the highest class of automobile work done at all times.

PETERS APPOINTED EXPORT SALES MAN

During Past Few Years Entire Time Spent on Automobile Merchandising

KENOSHA, Wis. — Announcement is made by H. M. Salisbury, export sales manager of the Nash Motors company of the appointment of A. C. Peters as export sales promotion manager, effective May 15. Previous to joining the Nash organization, Mr. Peters was associated for thirteen years with Packard; three years as their traveling foreign representative and the last three years as sales advertising manager of the Packard Motors Export Corporation of New York City.

During the last six years Mr. Peters has devoted his entire efforts to automobile merchandising in the export field; his record being one of unusually successful achievement.

His experience is richly diversified and embraces more than 300,000 miles of extensive travel and dealer contact in more than forty-seven countries and includese a thorough first hand knowledge of the problems of automobile dealer organization, gained through practical sales experience for various motor car companies both here and abroad.

The addition of Mr. Peters to the export staff of the Nash Motors company comes at a time when that company is inaugurating a policy of export expansion to eclipse existing selling records which, month after month, have established the greatest export sales in Nash history.

Test cars used in the development of the new Oldsmobile were required to make a minmum of 700 miles each day at the General Motors Proving Ground.

MOTOR BUS, FAST GROWING INDUSTRY

Supplemental Service Supplied to Railroads that is Nation Wide

Washington D. C., June 9. (Special)—Motor bus lines in the U. S. now cover more than twice as many miles of route as steam and electric lines combined, and in addition to supplementing the service of rail lines in metropolitan areas, have developed trade and improved the standards of living in sections not served by railroads.

In fact, it was hardly ten years ago that transportation experts sagely nodded their heads when the future of the motor bus was discussed and firmly asserted that the bus would never be a competitor, much less supplant, the rail lines.

However, in this brief period of time—although not supplanting the railroads—it has provided a supplemental service that is nation-wide, and demanded by every industry; and on short hauls, has proven a quick, economical and effective substitute. Only within the past year the Interstate Commerce Commission has reported to Congress that regulation of interstate bus operation is imperative.

The fact that there are now 635,609 miles of route covered by bus lines as against 297,094 miles of steam and electric lines—a fact not very generally known—shows the extent to which the motor bus is playing its part in the transportation problems of the nation.

The tremendous sum paid in taxes by the motor bus companies and the vast army of passengers carried are testimonials to the fact that the motor bus has assumed a definite place in the transportation world and though it has not revolutionized the industry, it at least has given rise to new problems to be solved by traffic and regulatory experts, and to which Congress is already turning its attention.

It would be no idle dream to predict that within the next ten years the nation will see airplanes furnishing swift service from larger centers and fleets of buses working in conjunction with them at landing fields for the quickest distribution of passengers yet known.

These hitherto little known facts and a host of others which shed surprising light on the extent to which the motor bus has grown in importance are gleaned from the 1928 edition of the annual publication of the Bus Division of the American Automobile Association, "Bus Facts". In this little volume, bristling with astonishing and graphic figures, sallent facts about the motor bus industry are presented in statistical and graphic form readily understandable

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FLORIDA SENDS ROAD THROUGH EVERGLADES TO LINK ITS COASTS

The Tamiami Trail of popular song is ready for dedication in Florida. It traverses the once impenetrable Everglades, linking Tampa and Miami, whence comes its name. Above are swamps of the sort drained to build the road, a finished stretch of which is seen below. Governor John W. Martin will share in celebration April 24 of its completion.

LIMIT OF MACHINE ENDURANCE GREAT

Some Automobiles Cover 200,000 Miles and Still Going Strong

The limit of automobile endurance is far greater than most car owners realize. The average motorist drives 8,000 to 10,000 miles a year for two or three years, then trades his car in, although it still may be capable of delivering tens of thousands of miles of satisfactory service.

In Northern California, however, a veteran stage driver who has replaced his mule teams with four Peerless cars has driven each of his automobiles from 200,000 to 300,000 miles and declares they are still going strong.

These cars are owned by John Weist, who, thirty-five years ago, was driving 16-mule teams with a "jerk line" over his present route. Today, each of his cars makes a daily run of 104 miles over the steepest and poorest mountain roads in the state of California, carrying eight to ten passengers, the U. S. mail and two or three trunks thrown in for good measure.

These Peerless cars operate as the Redding-Fall River Stage line and are the only means of public transportation to the back mountain country. To date, they have never missed a scheduled trip.

Heavy chains are an important part of the stage line equipment as they must be put on when the cars hit the snow line to give sufficient traction for the steep grades.

WHIPPET FOUR RUNS WITHOUT ANY STOPS

Stamina of Car Demonstrated in Gruelling Test With Hood Locked

With hood locked and sealed by the Warden of Devonport, a strictly stock Whippet Four recently established what is believed to be a new world's endurance record when it ran continuously without a motor stop for 1,005 hours, or just three hours less than 42 days and nights. This eclipses the former Whippet non-stop engine run of 973 hours.

This new non-stop mark was made in Tasmania, during which time the Whippet covered a total of 10,613 miles. During the many stops made at various points by the Whippet, the engine continued to sing along smoothly but was never permitted to stop.

In addition to sealing the Whippet's hood, an official observer was with the car from the start of the test until the end.

Throughout the remarkable stamina test the Whippet engine functioned perfectly despite the fact that it was put to numerous severe tests as it piled up mile after mile over good roads and almost impassable highways. In the final week of the test the Whippet Four made three trips between Smithton and Hobart, covering 1,800 miles and running most of the time at high speed.

An examination of the Whippet engine after the test was completed showed it to be performing with the same smoothness and

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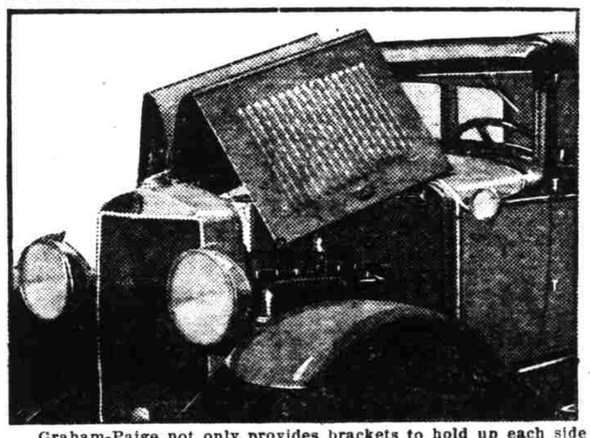
Professor on Tour Of World in Dodge

Around the world in eight months in a Dodge Brothers touring car.

That's the schedule mapped out by Dr. E. D. Eybers, professor of philosophy in the University of South Africa, who is taking his wife and two children, age five and three, on the globe touring expedition. The family recently visited the Dodge Brothers factory in Detroit, and continued to the west coast, they sailed for Tokyo.

The Eybers left Cape Town, South Africa, Nov. 30th, and expect to return there, August 1.

Convenient Hood-Rests on Graham-Paige Cars



Graham-Paige not only provides brackets to hold up each side of the engine hood, but arranges them so that both sides of the hood may be held up at the same time. The brackets prevent the marring of the finish that results in time when one side of the hood is repeatedly laid over the top of the other side. To be able to hold up both sides at once is a great convenience when one is working on the engine. One does not have to raise and lower the hood first on one side and then the other. With both sides raised, better light is given for working, and when the engine is warm, greater comfort is secured by the free circulation of air.

Anyone who has ever raised the hood-rest brackets that are a feature of Graham-Paige cars, instead of the raised half of the hood being let down on the other half, it is held clear from contact. 'To save the surface' is the chief object of this device; it prevents the marring of paint and the scratching of nickel work that results when one side of the hood is repeatedly laid over on the other side.

The Graham-Paige arrangement has another big advantage, in that it permits both sides of the hood ot be held up at the same time. This is a great help to anyone working about the engine. It gives plenty of light and a free acess to all parts for inspection, lubrication, or adjustment, and in addition, it permits free circulation of air, with a considerable gain in comfort and saving of time when one is working on theengine white it is warm.

Graham Brother Buses Travel 700,000 Miles

Detroit, the nation's motor capital, has developed bus lines to a position where the 200 Graham Brothers motor coaches included in the equipment travel more than 700,000 miles a month, according to figures recently tabulated by officials of the Department of Street Railways.

The oldest Graham Brothers uus in this service has traveled approximately 144,000 miles. Buses are operated for speedy and efficient transportation.

Under the Detroit system, the motor coaches supplement regular street car service on sime thoroughfares, and carry the entire transportation burden on other streets.

GLANCY PROVES HIS OWN MISTAKE

Twenty-Five Years Ago He Wrote Thesis on "Auto Useless Invention"

PONTIAC, Mich.—Back in 1903 two bright young students at Lehigh university collaborated in writing a pessimistic thesis which scornfully criticized the automobile as "a rich man's toy, a useless invention with no future."

Their treatise was based upon personal experience with several popular cars of the day, including the long-forgotten Knox which reared a lone and sizzling cylinder head right up through the floorboards.

The students experimented also with some of the first four-cylinder cars which then were breasting a stream of adverse advertising sponsored by the single cylinder manufacturers who drew discouraging comparisons between the complexity of "handling four small horses instead of one big powerful horse."

But one cylinder or four, the young essayists condemned the entire horseless carriage idea as unsound, impractical and doomed to certain failure.

Today, a quarter of a century later, both of the former Lehigh students are actively refuting their collegiate conclusions. One of them has just placed in operation a $3,000,000 addition to a $25,000,000 group of automobile factories. He is A. R. Glancy, president and general manager of the Oakland Motor Car company. The other is Paul Gerhard, president of Paul Gerhard Motors, Omaha, Neb., who sells the Oakland and Pontiac Sixes which his former college hum manufacturers.

DON'T BEND AXLE; DESIGNED FOR USE

Tampering With Vital Parts of Any Machine May Prove Disastrous

By Erwin Greer

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

The motor car is the product of the greatest industry in the world today and represents the most skilled engineering. Every facility for advancement is employed. Rigid tests are conducted through months under most expert supervision. When a motor car is delivered to the purchaser, it is the embodiment of correctness in every detail.

Special care is given the stress points to which road shocks are transmitted. This applies particularly to the steering gear, the alignment and camber of the wheels. Each angle is worked out to maintain strength and balance.

Because tires wear from other causes — principally under-inflation — there has been an increasing practice urged upon motorists to endeavor to correct tire wear by bending axles. This, motor car engineers point out is not only wrong but dangerous.

The balance of the front end of the car is thrown out by any alteration of the axle or steering gear. This tends to make the car unmanageable. With the tendency of higher speed in the modern motor car and the universal adoption of four-wheel brakes, the front axle and steering gear have received more attention in design and manufacture than any other part of the car. As a matter of fact, practically every manufacturer has redesigned the front axle and steering mechanism to insure greater safety under all driving conditions.

To tamper with this design and balance is, obviously, to destroy all of the engineering advancement that has been built into the cars.

Moreover, the practice of bending axles is deemed so dangerous that they immediately remove the guarantee from any car so treated. Engineers declare that there have been instances of failure in these vital parts that have been tampered with, owing to unintended stresses being thrown upon them.

When it is remembered that motor car engineers build to one-thousandth of an inch and less, it is rediculous to believe that performance could be bettered by methods far removed from factory equipment and experience.

STRAIGHT EIGHTS SWEEP SPEEDWAY

Years of Unbroken Domination at Indianapolis Prove Supremacy

Another entry in the long list of speedway races which have been dominated by straight eight cylinder cars is recorded in the results of the 1928 famous Indianapolis Memorial Day classic, according to DuBois Young, president of the Hupp Motor Car corporation.

"This is the fifth successive year in which every car in the money at Indianapolis has been a straight eight," said Mr. Young. "Not until as far back as 1923 has there been a break in the consecutive clean sweeps of eights. In that year a four cylinder car finished fourth and another four, of European make, was eighth, but in no year since then has anything but a straight eight appeared among the winning cars. It is a remarkable and, in my opinion, a conclusive demonstration of the basic soundness of the straight eight principle."

One ten-thousandth of a mile is six and one-third inches. This wil give some idea of the infinitesimal size of one-thousandth of an inch, which is the limit variation allowed in the size, roundness and straightness of an Oldsmobile piston pin.

"DOWN THE ROAD"

By FRANK BECK

Easier Said Than Done