

OUT - OF - DOORS SECTION

Automotive Information

The OREGON STATESMAN, Salem, Oregon, Sunday Morning, June 23, 1929

PAGE ELEVEN

Automotive and Building News of Interest Locally

Talk of the Road and News of the Day for Motorists and Outdoors folk

OAKLAND-PONTIAC SALES ARE LARGE

New High Record For Year Foreseen by W. R. Tracy, Sales Head

Sales of new Oakland and Pontiac Sixes for the first five months of this year totaled more than 55 per cent of the entire output during the 12 months of 1928.

As a result of the volume achieved to date, Mr. Tracy stated that every indication points to a new high record for the year, substantially exceeding the previous record of 262,000 units sold during 1928.

Heard Along Auto Row

Roy Peed, general sales manager for the De Soto division of Chrysler Motors, Inc., was in Salem Tuesday, spending several hours with the W. L. Anderson motor company.

Mr. Peed tells an interesting story of his experience in the automobile line. In 1907 he worked with the Maxwell people. A year ago after spending the intervening time in various lines of business he went back to work for the Chrysler Motors.

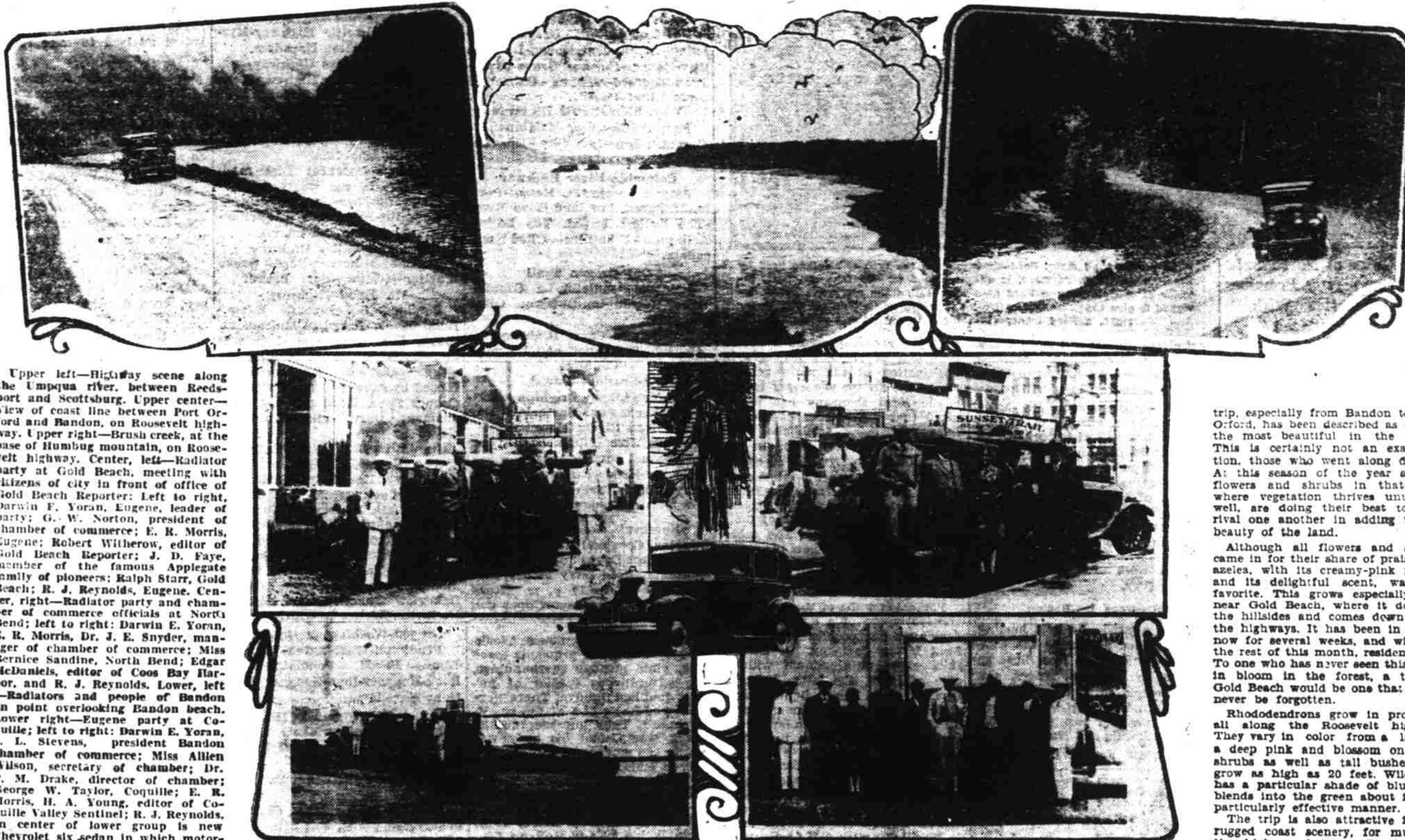
F. A. Little, orange grower of Riverside, California, is spending a few days with Vlek Brothers, while in Salem looking after business interests here.

Just before leaving his home state Little paid a visit to the recently opened government oil field in Cattleman's Hills. Here every day 3,000 barrels of gasoline, pure enough to be used in automobiles flow from the initial well.

M. F. Swift, factory representative of the Willys-Overland company, who makes his home in Salem, spent the week in southern Oregon. The financial conditions there are fine, he says; the largest pear crop with prospects for the best price in years is to be found in the Medford district.

Frank Roseberry of Aurora, is the new bookkeeper at Capital Motors. Mr. Roseberry was (Continued on page 13.)

EUGENE RADIATOR PARTY, ADVERTISING SUNSET TRAIL PAGEANT, LOGS ROUTE TO GOLD BEACH



Upper left—Highway scene along the Tappan river, between Reedport and Scottsburg. Upper center—View of coast line between Port Orford and Bandon, on Roosevelt highway. Upper right—Brush creek, at the base of Humburg mountain, on Roosevelt highway. Center, left—Radiator party at Gold Beach, meeting with citizens of city in front of office of Gold Beach Repairer. Left to right, Darwin F. Yoran, Eugene, leader of party; G. W. Norton, president of chamber of commerce; E. R. Morris, Eugene; Robert Withers, editor of Gold Beach Reporter; J. D. Faye, member of the famous Applegate family of pioneers; Ralph Starr, Gold Beach; R. J. Reynolds, Eugene. Center, right—Radiator party and chamber of commerce officials at North Bend; left to right: Darwin F. Yoran, E. R. Morris, Dr. J. E. Snyder, manager of chamber of commerce; Miss Bernice Sandline, North Bend; Edgar McDaniel, editor of Coos Bay Harbor, and R. J. Reynolds. Lower, left—Radiators and people of Bandon on point overlooking Bandon beach. Lower right—Eugene party at Coquille; left to right: Darwin F. Yoran, J. E. Stevens, president Bandon chamber of commerce; Miss Allen Wilson, secretary of chamber; Dr. P. M. Drake, director of chamber; George W. Taylor, Coquille; E. R. Morris, H. A. Young, editor of Coquille Valley Sentinel; R. J. Reynolds. In center of lower group is new Chevrolet six sedan in which motor-log of radiator party trip was made. E. R. Morris, of the Morris Chevrolet company, was pilot for the journey.

for the sheer beauty of this scenic coast country just about crowds out any other thoughts or ideas that may be in one's head.

However, after complimenting the natives on the gorgeous beauty of the rhododendrons that are now in full bloom along the highway and on every slope, after examining the delicate colors and exquisite fragrance of the azaleas that are found in wondrous profusion, and after dwelling at length on the sheer enjoyment of such sights as acres of

blue-tinted wild lilac, hills dotted with brilliant orange "Indian paint brush," the Radiators would get in a word or two about the coming Eugene pageant, pioneer and industrial parades and air circus.

On the trip, led by Darwin F. Yoran, Eugene postmaster, were Mrs. Yoran, Mr. and Mrs. R. J. Reynolds, E. R. Morris of the Morris Chevrolet company and Mrs. Morris, and Mr. and Mrs. George E. Godfrey. Cities visited included Gold Beach, Port Orford, Coquille, Myrtle Point, Bandon, Marshfield, North Bend, Reedport, Scottsburg and Elkton.

trip, especially from Bandon to Port Orford, has been described as one of the most beautiful in the world. This is certainly not an exaggeration, those who went along declare. At this season of the year all the flowers and shrubs in that area, where vegetation thrives unusually well, are doing their best to out- rival one another in adding to the beauty of the land.

Although all flowers and shrubs came in for their share of praise, the azalea, with its creamy-pink flower, and its delightful scent, was the favorite. This grows especially well near Gold Beach, where it dots all the hillsides and comes down along the highways. It has been in bloom now for several weeks, and will last the rest of this month, residents say. To one who has never seen this plant in bloom in the forest, a trip to Gold Beach would be one that would never be forgotten.

Whew! Needles Warm Spot; Thermometer Stands at 115 Degrees, Stewarts Discover

For several weeks readers of The Statesman have followed Mr. and Mrs. Alvin B. Stewart as they made their way east in a Nash sedan. This week's account of their trip takes the reader through Arizona and into the district of the Grand Canyon.

Beautifully bright and cool, this Sunday morning finds us saying good-bye to the desert as we travel eastward from the city of Daggett, California, in our Nash "400" Special Six Sedan. The country through which we're now traveling is sparsely settled. There are great expanses where signs of human habitation are few and although we are supposed to have left the desert behind us, it is awful dry, growing hotter and drinking water is scarce.

The roads are not good, certainly nothing to compare with the excellent roads we know so well in Oregon. Road building however, is in progress here and today being Sunday, tourists are permitted to use portions of the new highway or we would otherwise be obliged to drive over the old "Wash Board Roads" for miles and miles. The heat is increasing as we near the city of Needles, where we pause briefly in the shade. Soon we are at the Colorado river which we cross at "Topack," the hottest place we have ever been, the thermometer registering 115 degrees in shaded places.

This surely must be the "furnace room in Hades" much hotter than in Death Valley because there is positively not a breath of air stirring in this inferno. Our

GRAHAM PAIGE HAS LOW PRICED AUTO

The lowest-priced Graham-Paige ever built has been received by Loder Brothers, Graham-Paige dealers for Marion and Polk counties. The new model is a two-door sedan and completes a full line

of Graham-Paige motor cars in different price groups.

An individual feature of this new sedan is the system of adjusting the front seats which gives it much of the desirability of a four-door model. By this system it is unnecessary for the occupants of the seats to rise to allow those who ride in the rear to mount use of the doors. By merely turning a knob located at the bottom of the seat a spring is released which pushes seat, occupant and all, forward.

To push the seat back to its normal position one presses on the floor with the feet and ceases to press when a comfortable position has been reached; the spring locks and the seat is in a solid position.

The model on display in Loder Brothers' show room is in slate-green with matching mohair upholstery.

More than 7,000 people lost to the train at grade crossings in 1928, railroad statistics show.

Skidding tires are costly to the motorist. Tests have indicated that main-traveled pavements after a few years of use become about 8 per cent rubber.

From 25 to 30 per cent more mileage may be obtained by keeping tires inflated to the pressure recommended by manufacturers, tests have shown.

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