

**GOODYEAR TIRE & RUBBER CO. EXPERT ADVISES CAR OWNERS ON AIR PRESSURE**

Warm Summer Days Cost Motorists a Lot of Money if Tires Are Not Kept at Proper Inflation—Forethought Will Prove Saving.

"These hot summer days are the ones that cost motorists a lot of money," is the declaration of G. E. Brunner, manager service department the Goodyear Tire & Rubber company, Akron, O.

"Most motorists have a wrong impression about the increase of air pressure in tires in warm weather," says Brunner. "In fact, the belief is quite common that on hot days the air pressure may increase to the point of causing a blowout. There really is nothing to this belief, for the heat does not come from the temperature of the air outside, as is commonly supposed, but from the natural flexing of the tire as it rolls over the road or street.

"As this heat is due to the bending of the tire, the same amount of heat is created regardless of the outside temperature. Most tire users believe that to overcome this effect the pressure must be decreased, and the common practice is to run tires at a lower pressure on hot days. But this increases the bending of the tire carcass and the motorist actually aggravates the tire condition that he seeks to relieve, when he decreases

the pressure in his tires.

"It is true that on a very hot day the air pressure in tires that are used continuously increases slightly, but never sufficiently to cause any injury to the tire. Tires are not as fragile as some persons imagine, and are able to stand three and four times the ordinary pressures used.

"There is more danger in decreasing the pressure than in permitting it to increase, for after the tires have rested a while the air pressure will drop, and there is always the danger that the motorist will omit to put in enough air to bring the pressure up to the required point.

"There is no condition in which tires are subjected to greater variations of air pressure than in automobile racing on our speedways. Yet even on the hottest days the terrific grinds of the race tracks, with tires revolving 20 times a second, do not cause them to blow out. And there is certainly no condition in ordinary driving that even approaches those of the speedway.

"There is no question but that motorists will profit greatly by keeping up tire air pressures, no matter what the heat conditions."

**PEACE BRINGS TOURING JUMP**

EVERYONE WILL WANT TO GET OUT—ESTIMATE MADE THAT SIX MILLION CARS WILL BE IN USE DURING SEASON.

Of the hundred million and over of residents of these United States of America, something like twenty million are planning on taking some kind of an automobile trip this summer.

This is a part of the movement to see America first, but the proponents of this propaganda can not prove the fact that all this traveling in automobiles is due to their efforts. A great deal of this desire to travel is due to the ownership of motor cars and the desire to use them, now that the war is over and people can enjoy themselves.

Over six million motor vehicles of all kinds are now in use in this country and before the summer ends it is expected that this amount will be increased to seven million, which is placing a very low estimate.

The agencies that direct automobile travel tell the same tale of multiplying inquiries for information of an interest in motor travel matters beyond anything that they have ever countered at this time of the year.

Touring bureaus in the east and in the west are answering inquiries at the present time in numbers much greater than used to be received during the midsummer season, when presumably all of the world was awheel.

**DEALERS NOT TO BE BLAMED**

CAR MEN TRY HARD TO GET AUTOS.

Higher Standards of Production Exacted by Government Now Being Lived Up to by Manufacturers Slows Production.

Don't blame the automobile dealer for his apparent inability to make immediate delivery on your order for a new car. He is not to blame. He has been using every means within his power to get your order filled. Automobile dealers all over the Pacific coast are facing a car shortage and pressing manufacturers on every side to get their orders.

In a letter to a local automobile distributor, explaining the situation, it is said:

"A decision on the part of automobile manufacturers to hold after-the-war standards for pleasure cars up to the high mark which was demanded of them by the government upon deliveries to the army during the period of the war has slowed up the change to peace-time production to such an extent that production to date has not caught up with the demand.

"In the end the buyer is going to greatly benefit, even though he may have to wait a few months before getting his new machine. The cars which are being turned out now by the larger companies under a rigid system of inspection are immeasurably better than the cars made before the war.

"As a result of the consecration of all equipment and all men on war work the whole manufacturing organization of many automobile concerns has had experience with the exacting requirements of government work and has had an opportunity of

being trained to live up to those requirements. You must know in general how exacting the government is on war work.

"When we swung back to passenger car production we decided, in common with other manufacturers, who had a similar war experience, to take over completely the methods which had produced such high grade work for the government.

Slows Up Output.

"We deliberately slowed up the initial output to make sure of a better car. It was impressed on the men that the after-the-war automobile must be just as strongly built as the army government machine, and that every job they did on the new model passenger cars must be a 100 per cent. quality job. Production was considered secondary to quality.

"Naturally, after the signing of the armistice, those manufacturers who had turned over their entire plants to government production were slower to make the change back to peace conditions than the makers who had devoted only a small part of their facilities to war work. But all manufacturers are speeding up their production every day now.

"The men in the shops which have adopted the government system of inspections have been taught to apply their war-time exactness to their peace-time work, and every day are becoming more expert, each in his particular job, so that production is now increasing every day. It is still hard work to be patient and see possible safes slip by through inability to make deliveries, but there is some consolation in knowing that every day a better automobile is being turned out."

**MANNER OF SHIFTING GEARS**

Rasping Usually Is Caused by Inequality Between the Engine and the Clutch Speed.

If the owner cannot shift from high to second without grasping the gears he should accelerate his engine slightly at the time of shifting. The rasping usually is caused by an inequality in speed between the engine and the clutch. The latter, however, may drag and cause hard shifting.

**With The Spark Plugs**

What is probably the most notable tire record of the year came yesterday to the Deschutes garage. An advertisement of the Oregon Vulcanizing company, of Portland, Oregon, distributors for Federal tires. On one of the stages plying out of Redlands, California, a Federal cord tire has traveled 45,620 miles. This is held to be one of the biggest records in tire history.

R. S. McClure, of Walther-Williams company, this week delivered the following Dodge cars to Central Oregon purchasers: Arthur Wurzweller, J. Upton, and Dean Huston of Prineville; to J. W. Cornett of Prineville, a commercial car for stage purposes; to E. A. Griffin and H. J. Sottong, touring cars. Mr. McClure expects regular delivery of Dodges by August 1.

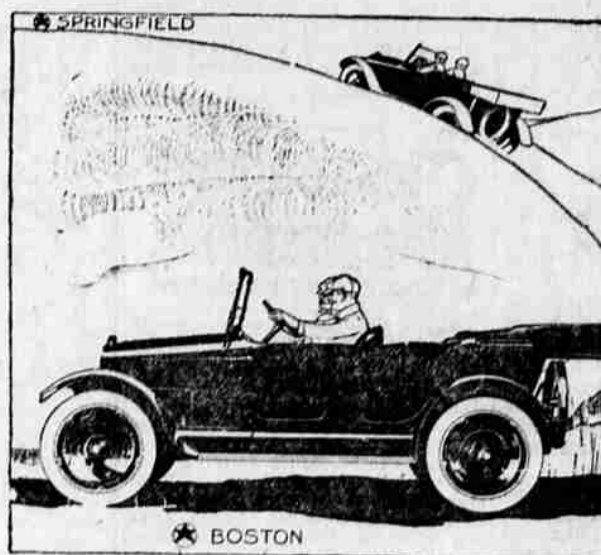
The Pioneer expects several deliveries on its recent order for 15 Crow-Elkhart touring cars. Two cars will be in Bend early next week.

The tourist trade, according to Walter Coombs of the Bend Garage, is daily becoming heavier. There have been many large cars through this week for Crater Lake, now that the road is open.

The Bend garage delivered a 1919 model, seven passenger Chandler Six, to Mike Callahan, a well known stockman of Powell Butte.

Sixty-five Ford cars have been delivered to Central Oregon purchasers this year, according to E. P. Jech of the Cent.-Ore. Motor company, and

in addition it has 25 orders for future delivery. During the last two weeks delivery of touring cars were made to W. A. Bean, M. L. Job, The Shevlin-Hixon Company, Vernon Finley, R. J. McCann, J. P. Hennessey, O. A. Myer. The new 1919 Sedans were delivered to Mrs. E. P. Jech, H. N. Moore and J. H.



**Still Another Endurance Record**

More than 3852 miles in 168 hours of continuous running, at an average speed of 25 miles an hour, without a stop of the motor or variation in the fixed schedule.

That is what two stock Model 90 cars did in 7 days and 7 nights non-stop run between Boston and Springfield recently.

Every stock Model 90 is capable of the same high degree of performance. Let us show you an exact duplicate of these record makers.

**PIONEER GARAGE COMPANY**  
PHONE 221 BEND, OREGON

Overland Model Ninety Five Passenger Touring Car, 3965 L. & L. Toledo

**CHEVROLET**

For Economical Transportation

A Chevrolet "Four-Ninety" Touring Car is a profitable investment for it yields substantial dividends in efficient service.

It is a safe investment for the excellence of its construction protects its utility.

It is an attractive investment for the body has a beauty and richness of finish quite unusual with cars of its price.

It is an economical investment for its first cost is modest and its upkeep low.

Why we are the Leading Automobile Agency in Central Oregon---because we carry

Hupmobile--Buick--Chandler--Oakland and Chevrolet Automobiles

Goodyear and United States Tires. Complete line of high grade accessories. All repair work guaranteed.

**Bend Garage**

**DYNAMOS STOLEN BY THE GERMANS AND RECOVERED**



Here is a view of a vast haul made by the Germans. Thousands of dynamos which they had stolen from Belgian and French factories were recovered by the allies. They were taken from various places where the Germans had stored them, hoping to be able to get them into Germany, and deposited in this dump in Belgium to be identified and returned to their rightful owners.