

### VETERAN ON GEARS TEST AT CHEVROLET PLANT HAS RECORD

"Dad" Cutler, who completed on May 30 eight years of "silence testing" at the Chevrolet gear and axle plant in Detroit, has proved during that time more than 1,000,000 axle gear assemblies.

His car has been specially trained to detect noise in the driving gears of the Chevrolet axle.

"Dad," formally known as Joseph N. Cutler, is 60 years old but he has young ideas.

"Not me? Not me? I'm just starting on my second million. Besides I'm getting married in June."

Cutler has been a widower for 18 years. He is a veteran of the western oil fields and was in the Klondike gold rush.

In his "silence test" the gears on the rear end of the drive shaft are clamped into a machine which has two rear wheels, axles and brakes similar to those in the completed car. The forward end of the drive shaft engages an electric motor drive which "Dad" starts with a foot lever. Then he manipulates the brakes so that the gears revolve both forward and backward under all possible driving conditions. As his ear detects any slight irregularity in the purr of the gears, the assembly is rejected.

At adjoining test blocks are other men on the same work whose experience ranges from two to four years. But "Dad" is the dean of the crew.

It requires one year of training before a man's ear is tuned to a point where he can judge the sound of a gear assembly," he said. "I don't hear any other sounds around me. I have learned to ignore them. All I hear is the gear murmur."

"The method is like that of a robin listening for earthworms crawling under the soil. The robin pays no attention to surrounding noise. His interest is centered upon the slight sound of worms crawling under the grass roots. The robin makes his living by hearing those sounds. I make my living by hearing the gear sounds."

### RULES CHANGE FOR OIL ECONOMY TEST

Unanimously favorable comment has been created by the radical changes in the rules for the annual Camp Curry economy run according to J. A. C. Waters, run manager and Southern California representative for the Yosemite park and Curry company.

"Repealing and so-called 'trick-driving' were ruled against last year, of course," says Waters, "but this year the usual slight variation in equipment is also prohibited."

"Under the A. A. A. stock car contest rules each model entered must be exactly according to factory specifications—in other words the same automobile in every way that every car buyer gets."

Naturally the announcement of this change in the famous economy test is making a hit with the motoring public. And the dealers have welcomed it with even greater enthusiasm, as it at last gives them an opportunity to silence with official A. A. A. attested scores the skeptical Thomases that have sometimes doubted the remarkable records made heretofore.

Changing back from the Mojave route, followed in 1924, to the Ridge is also looked upon favorably. The two principal reasons in favor of the Ridge is the highway trail followed by most motorists who visit the Yosemite from south of Tehachapi. The Mojave route, while having fewer grades, added some 40 miles to the customary 360-mile drive to Camp Curry, and thus necessitated too close a schedule to reach the first day's control at Fresno.

Public interest in the new eight-cylinder class is likewise keen. Segregation of contestants according to number of cylinders has been made purposely, Waters says, to satisfy the curiosity of the motor fans as to which motor type is most economical in relation to weight propelled.

While the Deussenberg and Cole, the only rights to compete heretofore, have made excellent showings against competing "fours" and "sixes," the double quartet of cylinders as an automotive feature belongs to 1925, and popular judgment awaits the outcome of this year's run.

Women determine styles of autos

Recently in speaking of woman's demand for automobiles of safe and easy operation, and of woman's influence on the automotive industry, Stewart McDonald, president of the Moon Motor company said: "Women, as motor car owners and drivers, exert a tremendous influence upon the manufacture and marketing of automobiles."

Today, as never before in the history of the automotive industry, the safe and easy operation, the strength, the durability and the body styles of automobiles are largely due to the insistence of women owners and drivers, that the cars they own and drive be dependably safe and easy to operate under all conditions.

Women are stylists in the truest sense of the word. They insist upon smartness in appearance and upon true performance. That automobile body styles are influenced largely by women, the premier stylists, is a foregone conclusion.

The woman motorist has a delicately attuned sixth sense which guides her in her choice of one motor car over another. The salient points in a woman's preference for a car are safety, ease of operation and appearance.

The moment a woman steps into a Moon car and wads herself in the driver's seat, she knows instinctively

at the first feel of the wheel under her hands, even before she has put her foot down upon the starter, that she can place her fullest confidence in the steering mechanism of that car.

The immense popularity of balloon tires has made the old style steering gear obsolete and has brought on the necessity of a new type of steering gear of the cam-and-lever type of construction.

Recognizing woman's demand for safe steering and easy operation the Moon Motor Car company has equipped its cars with steering gear of the cam-and-lever type of construction.

Driving, parking, starting, stopping, the guiding "hand" of the car is the steering gear. On the steering mechanism of the car depends the safety and the comfort of the occupants of the car as well as the safety of pedestrians. Safe steering means safe driving.

The cam-and-lever type of steering gear is easily adaptable to the woman drivers every where. Then she can cruise in a sea of traffic minus worry over her car's steering gear. After a strenuous shopping expedition, the woman driver of a Moon car can easily "unpark" her car with just a few twists of the wheel.

In addition to the new type of steering gear the equipment of the 1925 Moon cars includes four-wheel hydraulic brakes and a new device, a light control lever, located on top of the steering wheel, making it unnecessary to remove the hand from the wheel when switching the lights on or off. Balloon tires are standard on all models.

Another way of giving an idea of the large number of motor cars in the state would be to put them end to end in one long line along the Pacific highway. If we average the length of a car as eleven feet, which is a conservative average, we would have a line of cars reaching along the highway from Portland to the southern boundary of the state and seventy-six miles into California or a distance of four hundred and sixteen miles.

As there is a total of 4,450 miles of state highway in Oregon there are approximately forty-four automobiles for every mile of highway in the state. At this rate our roads would be very crowded if all the owners of cars decided to travel at the same time. With these figures in mind, it is little wonder that the residents find a congested condition on our city streets and state highways.

**BATTERIES ALL OVER**

American storage batteries were shipped last year to 69 different countries or sections of the earth. They totaled 228,137 and represented a market value of \$2,800,851.

**UTAH WANTS MORE**

Motorists of Utah may have to pay 2 1/2 cents, rather than the 2 1/2 cents they are now paying, in taxes for each gallon of fuel they buy. The bill for this has passed both houses.

**FOREIGN OUTPUT UP**

Production of automobiles in other countries has been rising. Outside the United States, figures show, 450,000 cars were produced last year, as against 300,000 in 1922.

**TAXES MUCH LOWER**

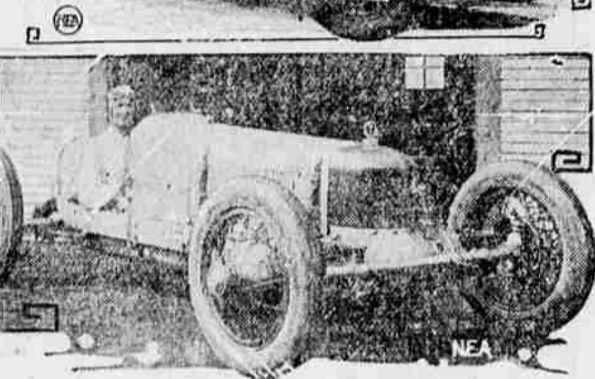
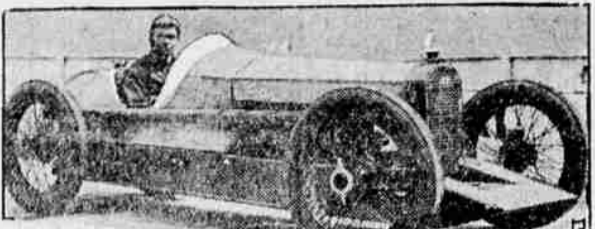
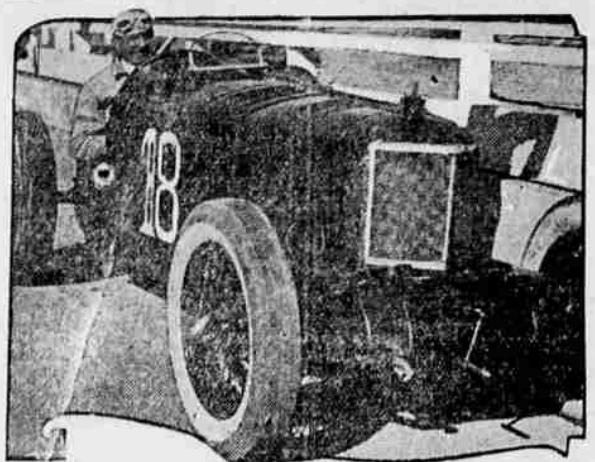
Collections of auto taxes in this country from July 1, 1924, to March 1, 1925, amounted to nearly \$70,500,000.

**CARRY A TOW ROPE**

A tow rope should find room in every motorist's equipment. This is especially necessary when you go on a journey through country that is strange to you.

### FRONT DRIVE CARS HAVING TESTS

Two Unique Models Are Racing in Memorial Day Classic; Results Will Determine Qualifications



Three of the front drive cars that are entered today in the 500-mile motor test at Indianapolis. The results of their performance on the track will determine whether they will be a factor in future speed car development in the United States race drivers state.

INDIANAPOLIS, Ind., May 29.—The front wheel drive automobile is having its first real test at the 500-mile Memorial Day race here.

In this event, two models of this unique type are entered. Their achievement will be an important factor in future automobile development.

These two front wheel drive cars are Cliff Durant's "Junior Eight," driven by Dave Lewis, veteran of race paths, and a Miller Special, with Bennett Hill at the wheel.

Durant's car has been at the track for several weeks and has been primed for this event. The late Jimmie Murphy, who was killed in a dirt track race at Syracuse, N. Y., last September, had the car built for him by Harry Miller, famous motor builder of Los Angeles.

**Less Skidding**

After Murphy's death Durant bought the car from Murphy's estate and put Dave Lewis to work on it.

Lewis, who is familiar with all motors since the inception of motoring, is particularly enthusiastic about this type of car. He believes he will be able to drive it through the treacherous turns of the Indianapolis track with less skidding than any of the conventional type of cars.

Freedom from skidding is one of the chief advantages claimed for this type of automobile. In addition its owner claims more efficient application of power and lower center of gravity, permitting the car to stick to the road at high speeds.

**Pull, Not Push**

In this car the differential is on the front axle. The drive shaft is in front of the motor, and steering is accomplished through universal joints.

According to Lewis, there is little or no difference between the steering of this type of car and that of the regular type. In fact, he says it is easier to drive off the front wheels,

than the rear, much as an airplane is pulled rather than pushed.

There is a natural loss of power, he adds, in generating speed in a motor and transferring it to the rear wheels. This, it is believed, the front wheel drive auto eliminates.

**SLOGAN FOR DODGE MOTORS IS ISSUED**

"The slogan 'Better and better' which recently appeared on poster boards and in magazines and newspapers everywhere, following closely the announcement of the purchase of Dodge Brothers by Dillon, Read & Co., has aroused renewed comment regarding one of the outstanding policies of Dodge Brothers, Inc., according to E. M. Hathaway, local Dodge Brothers dealer.

"Constant improvement of a basic design has been the established policy of Dodge Brothers ever since their first car was offered to the public," he said, "and will continue to be under the new ownership."

"Registration figures for the last year show clearly the wide recognition which has been accorded this sound policy. Totals for the United States show that Dodge Brothers made a gain of 25 per cent, against a loss of 11 per cent sustained by the industry as a whole. This year, week after week, all sales for corresponding periods of previous years have been exceeded by as large an amount.

"Most automobile buyers today understand how much better it is for the engineering and experimental de-

partments at the factory to concentrate their thoughts and efforts on the betterment of a well tried basic design rather than on the development of next year's model.

"It is also evident that the development of radically different chassis is very costly. This expense, which in modern volume production of motor cars may easily run into the millions of dollars, is, of course, paid for in the final analysis by the car buyer. The great saving made by Dodge Brothers, Inc., as a result of this policy is fairly returned to the value in the car."

**MOTOR FUEL FROM ARTICHOKE TUBERS**

(By NEA Service)

LONDON, May 29.—Artichokes, potatoes and other starchy vegetables may be the salvation of the motor world, when—and if—the gasoline supply runs out.

For from these tubers, it has been found, can be extracted alcohol for use as a power fuel. This discovery has been made by the fuel research board of the British empire.

The most profitable of the tubers, the board finds, would be the Jerusalem artichoke, which, in addition to its tuber below ground, has a plant some eight or ten feet above ground.

The profit in the extraction of power alcohol from the artichoke is seen in the plant's ease of growth in any well-drained soil and under the most difficult conditions. Little labor is needed to cultivate it, and it propagates itself for a number of years.

Experiments are still being conducted on this source to find the best conditions under which the fuel can be extracted.

Potatoes and mangolds are two other sources from which power alcohol has been taken, but at a commercial loss. Germany had been furnishing 95 per cent of its alcohol from potatoes before the war. Now this production has fallen to 15 per cent of its output because of the general opinion that a greater use can be had of potatoes as food rather than as a source of alcohol.

At present wholesale prices for potatoes in Great Britain, they would bring the price of its alcohol to about seven shillings, or \$108.2 gallon. This puts the potato far out of reach for alcohol production.

This is also true of mangolds, although the extraction process is less costly.

The closest to a profitable basis is the artichoke. Experiments are still going on with this plant.

**DRIVERS ARE GIVEN ADVICE ON TOURING**

WASHINGTON, May 30.—Besides the advice and warnings you will get before you start your long-distance trip this summer, here are a few "Don't's" you should keep in mind constantly during the trip:

1. Don't allow the car to be without provisions or food of some sort at all times.

2. Don't fail to have warm clothing in the outfit. The high altitudes in the west are cold and the dry air is penetrating.

3. Don't forget the yellow goggles. In driving west you have to face the sun all afternoon and the glare is hard on the eyes.

4. Don't dive through water without first ascertaining the depth.

5. Don't wait until your gasoline is almost gone before filling up. There might be a delay or it might not be obtained at the next point where a supply station is expected.

6. Don't allow your water canteens to be other than full of fresh water and keep them filled. The burst of a water hose or a sudden leak in your radiator might occur between garages.

### JEWETT SIX COACH SALES HELD HEAVY

Never before in the history of the Paige-Detroit Motor Car company has it experienced such an instantaneous demand as that created by the announcement of the new Jewett six coach, states H. J. Bringle, manager of Paige and Jewett, local distributors.

The new model was announced only a few short weeks ago, yet Mr. Bringle has seen after the factory for an increase in his allotment for the month of May.

"As a result of the demand in the local territory, we sent to the factory for a substantial increase over the allotment made this territory," said Mr. Bringle, but were met with the following statement:

"As a result of the announcement of the new Jewett six coach an avalanche of new dealer contracts has been received. Within the last two weeks more than 200 dealers have been taken into the Paige-Jewett organization throughout the United States.

"This week new dealerships have been announced at Hot Springs, Ark., Rapid City, S. D., Lincoln, Neb., Fort William, Ont., and Breckenridge, Gainsville and Gorman, Tex. Each of these points has a host of sub-dealers, the applications of which have yet to be checked up and finally signed.

"The total of old dealers appointed by old distributors has not yet been made as the applications are coming in so rapidly that it is impossible to check up and send out contracts within such a short space of time to all of them."

"We were assured, however, that all of our immediate demands for Jewett's would be taken care of first so that each buyer will be supplied during May."

### ONE PERSON IN FIVE HAS CAR IN OREGON

If the number of automobiles owned in the state is any criterion, Oregon is a very prosperous state. Last year there were approximately 290,000 motor cars in the state and this year, although the Secretary of State reports only 180,000 licenses sold, it is expected that the number will amount to more than last year's total as soon as the July permits are applied for. This will make an average of less than five people for every car in the state. The car population could ride at one time in the cars owned in Oregon and no one would be crowded.

Another way of giving an idea of the large number of motor cars in the state would be to put them end to end in one long line along the Pacific highway. If we average the length of a car as eleven feet, which is a conservative average, we would have a line of cars reaching along the highway from Portland to the southern boundary of the state and seventy-six miles into California or a distance of four hundred and sixteen miles.

As there is a total of 4,450 miles of state highway in Oregon there are approximately forty-four automobiles for every mile of highway in the state. At this rate our roads would be very crowded if all the owners of cars decided to travel at the same time. With these figures in mind, it is little wonder that the residents find a congested condition on our city streets and state highways.

### ENGINEERS STRESS IMPROVED TRAFFIC

NEW YORK, May 30.—The end of the international town, city and regional planning conference held here saw the adoption of the following suggestions for the improvement of traffic conditions:

1. Have a comprehensive traffic program which recognizes that rail, electric and motor traffic are all engaged in the same job and must be considered jointly.
2. Route commercial vehicles away from avenues used chiefly by passenger cars.
3. Keep records on incoming and outgoing travel so that some of the burden can be lessened by routing along designated avenues.
4. Have by-pass thoroughfares so that transient traffic or others not desiring to go through the city can conveniently take a belt-line route.
5. Do away with draw bridges which tie up traffic at important points.
6. Plan for future growth of the city providing adequate streets.
7. Decentralize, through zoning and by street development the activities of a city can frequently be guided so as to reduce the travel needs.
8. Widen the bottle necks. Many

### DO YOU KNOW THAT

**The Square Deal Repair Shop**

CAN SOLVE YOUR AUTO REPAIR PROBLEMS? YEARS OF EXPERIENCE STAND BACK OF OUR WORK. WE DO ALL KINDS OF REPAIR JOBS.

**SQUARE DEAL REPAIR SHOP**

Phone 1174 OILING AND GREASING 208 Lawrence St.

### Leadership - and why

Graham Brothers impressive advance to first position in the 1 1/2 ton truck field, and second in the 1 ton and the 1 1/2 ton fields combined—during the first quarter of 1925—is explained by four vital reasons:

1. Distinct price advantage.
2. Pronounced quality advantage.
3. Dodge Brothers engine.
4. Substantial character of Dodge Brothers dealer organization.

Ordinary logic demands that these facts receive your immediate consideration if you have any need whatever for a truck.

### Hathaway Motor Co. Eugene, Oregon

### GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

**Our Measurements Are Exact**

In making or repairing a gear or other vital part of a machine, we take measurements down to the merest fraction of an inch. This same scrupulous care extends throughout all our work. Let us do your machining.

**Eugene Foundry and Machine Company**  
518 East 8th Avenue Phone 1054

**Announcement**

About 1 1/2 years ago we introduced the first BALLOON TIRES in Eugene. Today we are installing the first Balloon Tire Vulcanizing plant, built especially for Balloon Tires by the Moll Manufacturing Co. All work guaranteed.

W. F. DAVIS J. A. CLEAVES

**TIRES & TUBES—VULCANIZING AN DREPAIRING**

**The B. & M. TIRE CO.**

845 Olive Street Phone 810

**Oldsmobile SIX**

GENERAL MOTORS LATEST ACHIEVEMENT

**See It--Ride In It--Drive It**

A SURPRISE AWAITS YOU

LET US HELP YOU TO ARRANGE FOR DEMONSTRATION

**F. E. Calkins Motor Co.**

HOME OF OLDSMOBILE.

837 PEARL ST. PHONE 605