

THE SUNDAY MOTORIST

An Abridged Magazine for Car Owners
EDITED BY
WILLIAM ULLMAN

People would be careful of their cars if they were presented with a list of parts along with an instruction book.

THE OLD MECHANIC SAYS:

"The thing I notice most about the cars they bring in here is the way the motorist neglects details. A chap just left his car here with an order to give it a complete overhaul, and when I came to look it over I found he needed six new spark plugs and a better adjustment of the carburetor. The car's all ready for him again, but he won't be back for a week. Said he had to go on a business trip and would take the train."

"Even so, he's luckier than the average. When a car fails to receive these details in the way of attention it has to work under a disadvantage, and it sometimes breaks down. You can't drive on a half-dead spark plug forever without 'havin' something serious go wrong. One car in there has a clutch on it that is going to cost the price of a suit of clothes before I get through with it. It's all the result of a pair of worn-out breaker points. Every time the engine started skippin' in traffic the driver tried to calm the car by slippin' the clutch. A new set of points for his car cost but three-fifty installed."

"Good points, clean spark plugs, a logical carburetor adjustment, clean gas line, tight fan belt, fully charged battery and tight connections often mean a lot more in the way of keepin' the car runnin' right than tight bearings, new rings and re-ground valves. But they appear to be details, and the average driver lets them slide. Whenever a chap comes in here with a long tale of woe about the terrible condition of his car, I always look at the details first. I've been around here long enough to know it's a human nature to imagine the worst has happened when a car gives trouble."

WORTH REMEMBERING

Do not accept an engine repair job unless the engine has been run (idling) for several hours. There are ways of overhauling pistons, slapping and other troubles by tightening connecting rod bearings, and though the trouble will eventually come back it will not do so until the engine has run for a while. Be suspicious when told to run an engine very slow at first as "she's pretty stiff." In any good repair shop where legitimate work is done engines are limbered up before turned over to customers.

LEND CAR CAREFULLY

The judiciary committee of the Connecticut legislature is a bit puzzled as to where to place the responsibility for an accident if a motorist lends his car to a reckless or unfortunate party. During

the hearing the house chairman advanced the thought "that an automobile isn't a toy to be passed around to anyone who wants to play with it." This seems to be more or less superfluous, judging from experience. The kind soul who lends his car to the "loved automobile" problem somewhat out of date. Anyone who, for business purposes, finds it necessary to permit others to drive his cars stands in the position of an employer. The drivers are his employees. Anyone who is so super-generous as to loan his car to people who aren't perfectly willing and capable to shoulder all responsibilities ought to be responsible for all injuries or property damage occasioned by the machine while out in his possession. It might teach him a lesson which, fortunately, most car owners have never been willing to learn without taking the expensive detour.

TEST YOUR SPARK

Sometimes the spark adjustment is a little off and the driver doesn't know it. He may be blaming some other unit of the car for what is happening. A brief, but effective, test of the spark is then advisable.

To do this disconnect the high tension cable from the coil. Then with a screwdriver touch the nearest metal part and hold it so that the upper metal part of the screwdriver is about 1/8 inch from the high tension terminal of the coil. Turn on the ignition switch and fully advance the spark control lever on the steering post. When the petcocks are open (to relieve compression) and the engine cranked over by hand slowly a spark will jump from the coil handle to the screwdriver. At the moment of the spark the flywheel will be in a position for advanced spark. This is usually marked on the flywheel, and will be seen just preceding the marks for upper dead center. If the arrival of the spark does not match with the mark on the flywheel the spark is either too late or too early, as the case may be.

DID YOU KNOW

That alcohol sometimes substituted for kerosene in running the daily deposits of carbon? Some mechanics prefer alcohol because it is an aid to starting and does not leak past the piston rings as kerosene does. Kerosene when standing over-night in the cylinders. On the other hand, in the case of an L-head motor, kerosene is an advantage in that its property of working its way into every nook and corner serves to lead it to the valve stems where it is of value in overcoming sticking valves. Putting a little alcohol or kerosene, using them alternately, into the cylinders through the petcocks every night when the engine is hot is often found to be a very effective way to minimize carbon, enjoying the advantages of both, alcohol and kerosene, and minimizing their disadvantages.

WHEN YOU DRAIN OIL

Car owners are gradually coming to realize that it doesn't pay to flush out the oiling system with kerosene. In fact, experts are advising against it. If kerosene is used it means that some of it will remain in the troughs and thus dilute the fresh oil that is added. A way to obviate this, and at the same time flush out the system, is to substitute a quart of fresh oil for the kerosene. Unless the engine is in very bad condition this will help to get out every drop of old oil—and some of the dirt which may have accumulated—without the danger of diluting the fresh oil which is later put into the engine to stay for a while.

EXTRA LICENSE PLATE

Why not spare license plates? There are any number of things that can happen to the plates on a car, and the inconvenience occasioned by the loss of one certainly justifies the investment in at least one "spare" plate. The cost is usually about a dollar. Many a driver carries expensive extra tires which he never seems to have need for—but when he does, well that's different!

CAR BUYING TEST

Here is a new test in car buying. When all other points have been considered, it is a good plan to rap the fenders and lamps of the car under consideration. The results are surprising. Some fenders are tiny while others sound heavy and durable. The rapping with a mallet, although they may look to be the same from appearances. A buyer would be no more justified in selecting his car on this basis alone than to choose a car primarily because it is a little more generous in wheelbase. But the "rapping test" has its place, and is often an eye-opener.

OBSERVATIONS

Isn't it about time for a gasoline strike—a something startling put over by the car owners of America? If drivers would simply practice a few of the rudiments of gasoline economy the oil companies would be faced with an enormous surplus of fuel—with lower prices the only way of moving it.

A dealer who yearned for a little newspaper publicity recently rushed to print with the announcement that the public now knew as much about cars as the trade does. One speculator as to how the particular dealer happened to reach this conclusion.

FUMES FROM THE GASOLINE TANK

Warm Days Expected to Increase Auto Demand—"Old Faithful" Gravel Truck Is Wrecked After 12 Years' Service—"See the Proof" Is New Sales Point—Dinner Dingus Is Dandy—Two Cord Tires Good After 42,000 Miles—Cottage Grove Has Real Tire Factory—Snow 25 Feet Deep on McKenzie Pass.

Motor car sales have been heavy during the past week, as shown by dealers' reports, and an even greater demand is anticipated now that warm days are approaching. A cool breeze is blowing, and it is a mighty good selling point, especially when this breeze is only obtainable in the seat of a swift motor car, and many a deal is expected to be closed during the next two months. A motor car is also pictured by many as the ideal vacation, especially if the vacationist is a lover of the out-of-doors, or has the wanderlust germ lurking in his system.

The E. C. Simmons company reports the sale of 23 cars in the past 10 days, among the purchasers naming J. Knight of Eugene; D. C. Lean, Eugene; A. E. Voight, Landau, and Crane company of Portland, Ford coupe; Harold McReady, Eugene, sedan; Mrs. Mae Kinsey, Eugene; G. D. Hogan, Eugene; L. J. Olsen, Walla Walla; Glenn Stafford, Donna; B. A. Hughes, Junction City, Ford touring car; W. W. Head, Construction company, and J. W. Harpole of Eugene, Ford roadsters. B. M. Johns of Eugene and C. Beckley, Alvadore, each bought Fordson tractors.

Bringle and Calkins are planning soon to spring a new one on prospective motor car purchasers, with the Gray car as demonstrator. A gallon jar of gasoline will be displayed in plain sight, and the car will be driven until the last drop is used. Thus the prospect will be able to "see the proof" of the high mileage claims. In addition to being stingy with gas, the Gray motor has established quite a reputation for pulling ability; as those who have used it in motor boats during the past 18 years will testify. They also announce the sale of a new Jewett sedan to Gilbert Tyson of Eugene.

Many a Eugene truck driver will recall that he "broke in" on the old reliable Packard gravel truck bought by A. C. Mathews back in 1911. The faithful old machine also boasts that it was the first truck of its kind in the country, and now what's left of it can claim that it is the first gravel truck of its kind to be wrecked at a regular wrecking house. The Eugene Auto Wrecking company recently bought the remains from Mr. Mathews, and it is stated that the motor, though 12 years old, is still sound and true.

No longer will it be necessary to fumble with dimmer buttons on the dash when meeting another bright head-lighted car—simply press on a little pearl button attached on the steering wheel, and lo, the lights are dimmed! Then when you're past, press it again and flood the road with light. The little dingus works on a magnetic principle and never fails, says "Sailin'" Stewart.

The beautiful appearance and handsome lines of the new Essex and its recognized automotive build for complete won over Jack Ogilby, of Wendling, who purchased an open touring, and Mrs. Nora French of Eugene, who chose the closed model.

C. H. Devine, local representative of the Columbia Tire corporation, has equipped his brand new Jewett sport model car with his company's cord tires. The machine, which is one of the handsomest Jewetts made, was sold to him by the local distributors, Bringle and Calkins.

Two Goodrich Silvertown cords, 32x4, which still look as though they had several miles of "go" in them, have been retired for exhibition purposes after serving faithfully for 42,000 miles and are now displayed in the window of the E. C. Simmons company. J. P. Gray, of Portland, traveling man for the Goodrich company, has driven the casings over all kinds of roads all over western Oregon, which makes their unusual service a real feat.

Word has been received here that the Cottage Grove Rubber company is busily engaged in making 30x3 1/2 tires. Only 12 1/2-ounce fabric is used in the cases, and the product is declared to be fully up to standard in every way. The infant industry is headed by W. H. Cochran, of Cottage Grove.

The motorcycle races at Vancouver will attract at least one rider from Eugene. Dale Mack is heralded as one of the fastest two-wheeled men on the coast, and should come home with his share of the trophies. Yale Smith, local Indian dealer, also reports the receipt of a new Indian chief for delivery to Loyal Hough, of Eugene. The machine was shipped by boat from Springfield, Mass.

The E. C. Simmons company, local Ford dealer, is now the proud possessor of a "ford star shield."

award, and is one of the nine agencies in Oregon to be thus honored. In order to win this trophy it was necessary to double the sales of cars, trucks, and tractors during the period of October, 1922, to March, 1923, inclusive, over the corresponding period of the preceding year. That the firm did so is shown by the following table:

1921-22	1922-23
cars	74
trucks	11
tractors	18
Total	103

This remarkable showing is also held to be instrumental in securing the branch factory for Portland, according to local dealers.

Mahlon E. Sweet, of the Sweet-Drain Auto company, returned from Portland Friday with a big six Studebaker coupe for delivery here.

Recent purchasers of Overlands from West and Sons include M. V. Griffin, of Walla, a touring car; E. A. Stewart of Wendling, a touring car; and E. L. Chandler, of Eugene, a touring car. West has been busy all week driving the ordered cars down from Portland.

Dr. Bertha Stuart, of the university is now sliding about in her new Dodge coupe, which was delivered to her this week. The Pacific Auto company, local dealers, also announce that a carload of Dodges was unloaded Friday.

Quite a bit of interest was aroused by the "flier" used by the Hellig Friday and Saturday to advertise an African big game picnic. The car was an exact duplicate of the sturdy vehicle that holds the record for penetrating the dark continent, and which was the victor in many a fray with wild animals. The duplicate was arranged by the E. C. Simmons company, local Ford dealers.

The McKenzie pass trophy, offered by the Eugene Dealers association for the first car to successfully make the mountain trip, is in no danger yet awhile, according to reports sent down by Harry Hays, veteran guide of the upper country. He recently made the trip over to Sisters, and says that the snow in places is still 25 feet deep. This means, say residents of that section, that it will probably be the first of July before a car will be able to negotiate the pass.

Something that comes near striking the happy medium between the automobile and motorcycle is the "Neracar," which already has proven immensely popular in the past and in Europe, according to Davis and Clark, local Harley-Davidson dealers. This neat little rig does not have to be "straddled," although it resembles a motorcycle in many respects. Its speed is said to be 35 miles an hour, and gas mileage is claimed to be 85 to the gallon. Only one model, a demonstrator, has been received here, but more will be coming in later, the dealers announce.

When equipment that has been ordered arrives, the Potter Manufacturing company will increase their output of tire covers to 15 a day. About half that many are now made, in addition to other auto paraphernalia such as tops, cushions, and bags. Only a high grade of enameled drill and duck are used in the construction of these articles, and every operation from cutting to stitching is done by machinery. From four to six persons are employed at present, but this force is expected to be increased with the installation of the new machinery. Harold Potter has recently been placed in charge of the finishing department.

"Cog" Campbell, of the Eugene Auto Wrecking company, is soon to start for a tour of California, where he will make a study of wrecking houses in that state. "Grease" McClain, his partner, will take care of the business in his absence.

A. S. Peterson, Lane county dealer for the new Oakland, says he spent a few hours of "motor-bling" behind the wheel of the demonstrator as he drove from Eugene. Sales of Oakland are expected to be heavy this spring, and Mr. Peterson is firm in his conviction that no buyer will ever think he has made a mistake.

A 45 per cent increase in taxes paid in Southern California on tires and accessories over 1922, was reported by the revenue office April 31. This represented sales of \$1,159,900.

Kansas loses from \$300,000 to \$400,000 a year from motorists who refuse to obtain state license plates or who obtain fake license plates.

Overland first at Tahoe. Overland first to Lake Tahoe for the season of 1923. That is the news that was flashed over the

Gray

5 Models

Every requirement of the business man or the family is met by the complete Gray line.

The Gray chassis has proven its economy, its strength and its ease of riding and handling. It holds a World's Record for economy and has also established remarkable performance records in the hands of thousands of Gray owners.

Come in and see for yourself how good-looking these cars are, how responsive the motor is and how smoothly they ride.

BRINGLE & CALKINS

— HOWARD AUTO CO. —
Cor. 9th and Olive Phone 672

wires from a lake resort recently, to L. M. Stewart, manager of the Willys-Overland Pacific company's branch at Los Angeles.

The sturdy Overland fought its way through deep snow drifts at the Placerville summit, slid down the steep grade to Myers, and to Lake Tahoe, and won the honor of being the first at the Lake.

Try Register Classified Ads.

Cars Leave Central Stage Terminal—Eugene			
Daily	Ex-Sun.	Daily	Sat-Only
Eugene	10:00 a.m.	4:00 p.m.	Oakridge
Goshen	10:20 a.m.	4:20 p.m.	Reserve
Placerville Hill	10:45 a.m.	4:45 p.m.	Landau
Trent	11:00 a.m.	5:00 p.m.	Lowell
Dexter	11:20 a.m.	5:10 p.m.	Dexter
Lowell	11:22 a.m.	5:20 p.m.	Trent
Landau			Placerville Hill
Reserve			Goshen
Arr. Oakridge			Arr. Eugene

Schedule to Landau, Reserve and Oakridge later.
Connecting with Stages North and South Out of Eugene

C-T-C

C-T-C Tires Conserve The Car

Examine C-T-C Cords

Then Make Your Own Driving Tests

THE beautiful, custom-made appearance of C-T-C Cords immediately appeals to the experienced motorist. Superior quality is apparent from the heavily fashioned bead down the specially constructed sidewalls to the powerful, clean-cut, heavily buttressed tread.

And behind that appearance is a quality in materials and hand-workmanship never before seen in tire building.

Then drive C-T-C Cords—using 30% less than the usually prescribed air pressure for cords, if you care to make riding more comfortable and to keep down car upkeep expense, and measure mile for mile the long-distance performance they will deliver.

Rough roads, steep hills and slippery pavements hold no terrors for C-T-C Cords. Traction and cushion are both built in with the specially compounded road-gripping rubber in that massive tread.

C-T-C Cords 30x3 1/2 to 35x5; Fabrics 30x3 and 30x3 1/2 only. C-T-C Inner Tubes are the heaviest, strongest standard tubes on the market.

CHAS. H. DEVINE, BRANCH MANAGER
45 West 9th Ave. Eugene, Oregon
Dealers Throughout the County

Columbia Tire Corporation

PORTLAND, OREGON.

General Sales Offices: Broadway and Burnside.
Factory: Columbia Blvd. and Mississippi Ave.

Men Must See

Clearly in order to work accurately!

Hand and brain are guided by the eye—and good vision necessarily means better work, more quickly and more easily done.

The method of testing the eyes is the most accurate and scientific known. It enables a guarantee of perfect vision.

The Right Way Is Our Way

Dr. Sherman W. Moody

OPHTHALMIC SPECIALIST
EUGENE, OREGON

For Every One

You need no special invitation to visit our shop. We keep open house every day. Drop in and see us any hour of the day or night.

Williams Bakery

Makers of Butter Krust Bread
Where Cleanliness and Sanitation Prevail

1760 East 13th

AIRPLANE MAKES FLIGHT WITHOUT PILOT

Experiments with an automatic airplane, directed by wireless control, have been made with complete success at Ville Sauvage, near Paris. The airplane had been made almost completely automatic, a control button on the ground directing it by wireless to ascend, descend and turn. Stability, which is automatic, was controlled by gyroscopes, connected with auxiliary motors. In landing the machine, when about 10 feet above the ground, righted itself and automatically shut off the motor. The motor again is automatically started as the plane, taxied along the ground to its hangar. No man's hand touched it during the flight.