

USE CARE IN SELECTING AIR-CLEANER FOR AUTO

Be Sure Factory Approves of Such Device SOME KINDS DETRIMENT

A Cleaner That Will Function Efficiently on One Engine Held Useless on Another

An effective air-cleaner is an excellent thing for an automobile, but a word of caution seems to be necessary for individual owners who are having cleaners installed on cars not equipped by the makers. The manufacturers of Paige and Jewett cars are sending such a warning to all owners, advising them strongly not to use any air-cleaner that has not been approved by the factory, and the same advice is good for owners of other makes as well.

A little thought will show why this advice is good, yet there are indications that may owners are purchasing air-cleaners without considering their adaptability to their particular engines.

A cleaner that will function efficiently on one engine may be either useless or actually detrimental when installed on an engine of different characteristics.

There are two general types of air-cleaners. One filters foreign particles from the air by means of fine-meshed screens—the other separates the solid particles from the air by centrifugal action or by inducing high air-velocity that causes the solid particles to shoot past the inlet because of their momentum.

For any engine, the filter type must have sufficient area of screen to permit enough air to be readily drawn through it for all engine speeds, and this area must not be reduced by the collection of dust and dirt on the screen.

The problem with the centrifugal or velocity type of cleaners is more complex. Their efficiency depends on the speed at which the air passes through the cleaner, and unless the cleaner is designed for use with the particular engine on which it is installed, there is danger that it either will fail to remove the dust particles, or else so restrict the air passages that it will act as a drag on the motor.

Better Without Cleaner Rather than incur the latter danger, it would be better to do without the cleaner. If the cleaner drags on the air intake, the result is just the same as if you run the engine with the choke partly closed. That is, excess fuel will be drawn through the carburetor jet, and raw gasoline will enter the cylinders. This is not only wasteful of fuel, but causes crankcase dilution, faulty lubrication, excess carbon formation, and other troubles.

It will be readily seen, therefore, that a cleaner must be designed to take into account the displacement and the speed of the engine, as these are the factors that determine the quantity of air drawn through the carburetor.

Besides the engine itself, the carburetor must be considered also. A cleaner designed for a carburetor that draws in the air from the front cannot be attached to a carburetor which draws from the front, or vice versa; in either case, the cleaner would be collecting an excess of dust because its intake would be facing the air coming in through the radiator.

Furthermore, some carburetors have several air inlets or ports, and on these an air-cleaner attached to the main inlet would clean only a part of the air taken in.

Before buying an air-cleaner, consult the makers of your car. Every factory should willingly advise an owner who asks for recommendations as to the proper type of cleaner to use with any particular model. In writing, give the engine number so that the factory may know just what type your engine is.

VICTORY FOR THE JEWETT AMERICAN CARS WIN AUSTRALIAN EVENTS

Another victory—or rather a triple victory—for the Jewett in Australia has been reported to the Paige-Detroit Motor Car company by the distributors at Melbourne.

Not only did Jewett win an hour Heidelberg, Victoria, hill-climb, but two other Jewetts won second and third places, making a clean sweep of the event, which was held under the auspices of the Royal Automobile club of Victoria.

The course measures six-tenths of a mile, with a grade of 15.4 per cent. The start was from a standstill, and the winning Jewett did the distance in 22.5 seconds. The next two Jewetts were timed at 57.2-5 and 58.2-5 seconds. The next fastest car over the line, an American car of another make, finished in 51.1-5 seconds.

A Jewett also was victor in the hill-climb at National Park, New South Wales, winning the annual event on Artillery hill.

Don't Abuse Your Brakes

Careful drivers learn to use the brakes of their cars judiciously. One of the first things a good driver will learn about his car is the ease with which it may be stopped and the distance required. This depends on the momentum, which is a combination of weight and speed, and each car has a "feel" of its own. The careful driver will learn this "feel" and know exactly what his car will do before he attempts to drive either in heavy traffic or on dangerous roads.

Brake hands burn out when applied too continuously or too hard. It is much better to discontinue feeding gas a little sooner and let the car decelerate of its own accord than to apply brakes suddenly. When a driver has learned how rapidly his car will stop at most speeds when gas is shut off, he will find it is often unnecessary to apply the brakes at all.

In city traffic it is often necessary to use brakes with great frequency. That is why city-driven cars should have more frequent inspection of brakes than cars driven mainly in the country.

But even in the country there is much unnecessary braking.

More automobiles are stolen in the United States in one year than are owned in all of Spain, Russia, China, Bulgaria and Turkey combined. The annual average of car thefts now is about 100,000; New York City leads with 10,000 a year.

Proper Attention to the Auto's Elements Means Safe Driving

If you are the right kind of an automobile driver, you should give the proper attention to the elements of the motor car that contribute the most to your safety and to the safety of others.

The headlight law has been long enough in force for the average motorist to become familiar with its provisions and in spite of its many technicalities the fundamental principle of the whole thing is the avoidance of glare and, though not too much, light on the road. This is a matter that may easily be checked by any driver of ordinary intelligence without being versed in the technicalities of lights and reflection.

The horn is another important part of the vehicle which plays a big part in safety. The proper use of the horn is one of the principles of good driving. The brakes on your car should be properly adjusted at all times. A car becomes a menace in traffic when the driver cannot depend upon his brakes. At the first sign of poor adjustment on the part of the brakes, be sure to adjust them yourself or drive into a garage and have them put into proper working order.

It is a good plan to see that the engine is functioning properly before you pull out into the lanes of traffic. A motor that is not properly warmed up may stall at a critical moment and become the cause of accident.

Remember that the ABC of safety is "Always Be Careful."

Forest Road Appropriations for Oregon

Oregon will get the benefit of nearly a million and a quarter dollars of federal money for forest roads and trails during the fiscal year 1926, according to word just received by district forester C. M. Granger, Portland, Oregon.

The total road and trail appropriation amounting to \$1,243,805.68 is divided between four separate funds. This is direct appropriation by congress for Oregon, which with the addition of \$18,925.59 from the 25 per cent road and school fund, makes a grand total in these funds alone of \$1,412,609.88, to be spent in Oregon by the federal forest service, as compared with \$673,216.30 the total amount which the federal government took in last year from the sales of timber, grazing fees,

and other sources from all of the 14 national forests in the state. Two of these funds, the so-called section 5 and forest highway funds, amounting this year to \$718,555, are direct appropriations in the nature of compensation for taxes on national forests. The money is used on roads of primary importance to the state, county or local community.

The 10 per cent fund which this year amounts to \$673,216.38 for Oregon, is also in lieu of taxes. It is made up of one-tenth of all the national forest receipts in the state from sale of timber and other resources. The 10 per cent fund is used for smaller projects of benefit to local forest communities. This is in addition to the 25 per cent fund which returns one-quarter of the national forest receipts directly to the state for roads and schools.

Dealers Restrict Used Car Trades

By the end of 1925 used-car stocks of the majority of automobile dealers will include less than fifteen different makes of automobiles. This is a brief voiced by officials of the National Automobile Dealers association, which arises from surveys conducted this year in which it was found that many dealers already are restricting their purchases of used cars to a very few lines of cars. Dealers generally will not go outside of their own and popular and handled lines.

Careful restriction of the makes of cars that will be accepted by an automobile dealer's used-car stock is one of the prime essentials of building a successful used-car business, according to the national association authorities. It will have the effect of causing the dealer to refuse some deals in

which he would deliver a new car, but it also will enable the dealer thereby to refuse new-car business that he would obtain only at the expense of a large loss on the used car accepted.

One reason for the enormous reduction in used-car losses from \$12,000,000 in 1922 to less than \$40,000,000 in 1924 was the determination on the part of dealers generally to refuse to take unprofitable deals. One big reason why such losses are lower is greater and losses more largely reduced in 1925 is that the dealer has restricted his used-car deals to a certain list of makes which he knows have a resale popularity in his particular territory. The trend toward applying good business principles to used cars has been aided by the public acceptance of the principles.

Then a five hundred dollar flyver five years old lacks a hundred and twenty five dollars of being worth anything.

"Well, sir," said old Ragson Tatters, "I'm more impressed than ever by the selfishness of folk with cars."

"Are, eh?" returned Windy Wolf. "What d'ye want me to do about it?"

"Nothing in the world. I was just telling you, is all. But a spell ago I saw a Ford go past entirely empty except for seven grown folks in it and three or four children."

The Automobile Dodger Judge: What's this man charged with? Officer: Crossing the street without a license.

Many a driver has let go of the wheel to see if he had a flat tire. Time and tide wait for no man. Ditto a Ford or a sneeze.

It's a long way between rolls and coffee and Rolls-Royce. Copyright 1925, Moss Feature Syndicate

Motor Congestion Now Is Very Costly In Major Cities It Costs Not Less than Two Billion Dollars a Year in Loss of Time to Travelers.

Experts from the United States department of commerce have figured out that traffic congestion in the major cities of the United States alone costs not less than two billion dollars a year in loss of time to travelers. This does not include the smaller cities or towns and is very likely a conservative estimate.

Anyone familiar with the traffic conditions in New York city knows that it is much quicker to walk anywhere in the theater district at night than it is to attempt to make a journey by motor car, even if one must travel as much as eight or ten blocks. In other words, our streets have reached the saturation point.

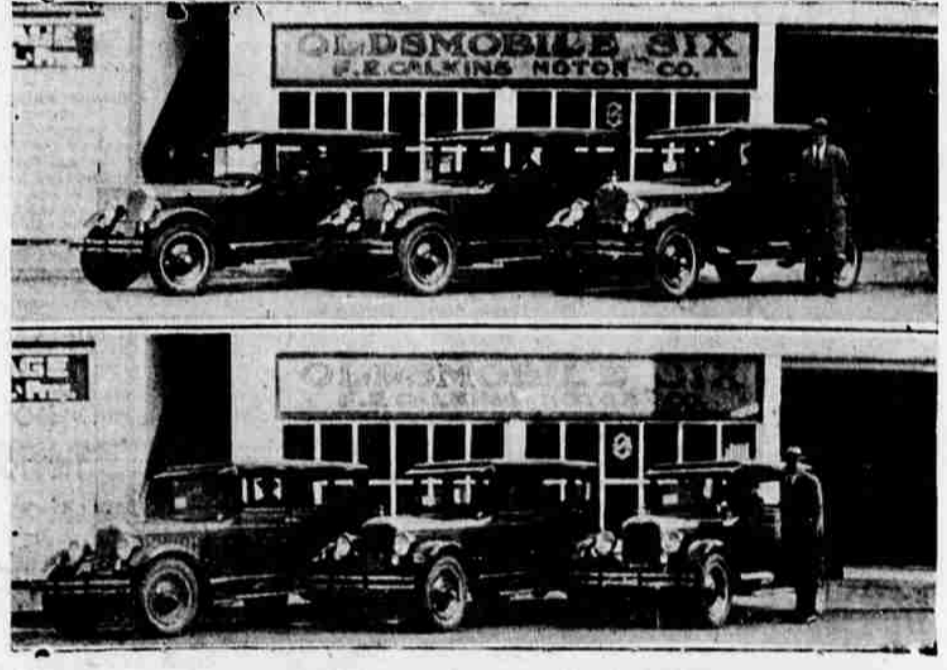
It is time to consider seriously forbidding all parking of any kind, except that of commercial vehicles loading and unloading. We have come to the point where we must decide whether our streets are to be used for traffic or for storage space for automobiles.

There can be but one answer. If every person working in a large office building should go to work in his individual motor car and attempt to park it at the curb, think what would happen; American cities will soon have to prevent parking on busy streets altogether. When they do that, owners of property in business sections will find it profitable to build garages where machines can be parked for short periods of time for a small fee. Any motorist would prefer to pay ten or fifteen cents to park his car in the vicinity of the place he is visiting on business than to look about for an hour or two for a place to park on the street and then walk blocks to get to his destination.

Terrific Responsibility Wife: "Horace, darling, drive carefully, won't you? Remember, we have Fido with us!" It is said an automobile depreciates in value 25 per cent a year.

FLIVVER SAM

Again "OLDSMOBILE SIX" Leads



ABOVE: John Mealy, Westfir; E. H. Peterson, Eugene; Mr. and Mrs. Blais, Eugene; Lloyd Allen, Salesman. BELOW: Ira Baker, Eugene; Mrs. Nina McPherson, Springfield; Mr. and Mrs. W. O. Pellette, Eugene; Larry Roskamp, Salesman.

Six Sales in Six Days

Is the new record of sales and deliveries established by the OLDSMOBILE SIX in Lane County the past week. Motor wise folks and the most critical buyers are demonstrating a decided preference for OLDSMOBILE.

New Car Buyers feel that they have made a rare discovery when they investigate the OLDSMOBILE SIX and actually ride in it and drive it. They find in this car, beauty, quality, smoothness and quietness of performance that they did not dare hope to find in cars selling under \$2000. You are cordially invited to see these cars now on display in our showrooms. Ask for a demonstration. You are entitled to know for yourself, these superior qualities of the late OLDSMOBILE SIX that are responsible for OLDSMOBILE'S OUSTANDING LEADERSHIP.

Arrange Now for Your Delivery Christmas Morning

You can buy your OLDSMOBILE on the new low G. M. A. C. finance plan if you like.

New Low Prices at Eugene

TOURING	\$1060.00	SPORT TOURING	\$1175.00
COUPE	\$1120.00	DELUXE COUPE	\$1220.00
COACH	\$1145.00	DE LUXE COACH	\$1245.00
SEDAN	\$1235.00	DE LUXE SEDAN	\$1335.00

F. E. Calkins Motor Co.

at MONROE GARAGE

837 Pearl St., Eugene, Oregon

Telephone 605