

Automobile, Roads
Women's - Radio
Home Building

Morning Register

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TWO CITIES MAKE TRAFFIC STUDIES

Municipalities Lower the Accident Records

First Observed

Fatalities Totals in October Accounted for by Increased Concentration of Cars

Twenty-two cities have fewer fatalities in 1925.

City	1924	1925
Albany, N. Y.	250	245
Albany, N. Y.	148	133
Albany, N. Y.	213	186
Albany, N. Y.	88	75
Albany, N. Y.	72	62
Albany, N. Y.	77	72
Albany, N. Y.	68	61
Albany, N. Y.	70	61
Albany, N. Y.	64	51
Albany, N. Y.	47	39
Albany, N. Y.	47	39
Albany, N. Y.	46	39
Albany, N. Y.	42	31
Albany, N. Y.	45	42
Albany, N. Y.	34	21
Albany, N. Y.	34	21
Albany, N. Y.	17	16
Albany, N. Y.	16	12
Albany, N. Y.	31	30
Albany, N. Y.	22	16
Albany, N. Y.	18	15
Albany, N. Y.	18	15
Albany, N. Y.	19	16

Some of the cities are making comparative studies to get complete data on their traffic situation. A survey by Alvan...

The country is slowly making progress toward more and more "safe" traffic, says Mr. Ma...

Deaths of motor fatalities for the first ten months of this year are a 1 per cent increase over the same period last year, but...

What is Getting Roused? The active forces during the year have assisted in holding back down and bringing improvement in certain...

Police departments have had a constructive attitude toward the problem, working for social enforcement and efficiency.

The national conference on highway safety, called by Secretary Hoover, has united the efforts of all parties concerned with the cause.

Scientific studies by municipalities will have a clearer picture of the exact layout of their streets, the extent and type of their traffic, and their facilities with it.

Value of Scientific Approach Municipalities must deal with this subject on the basis of complete knowledge of the facts.

Every railroad safety engineer knows the extent of wreckage, the volume of lighting, the volume of the grades, the number of crossings, and the other factors which he has to deal with.

Telephone companies are not only of the immediate assistance which they must supply, they likewise attempt to prevent the growth of the cities which they serve, and as far as possible, the direction of that growth, for twenty years ahead.

It is coming to see that municipalities must exhibit the same intelligence in the past there has been insufficient attention to city planning because of the feeling that it was impractical.

A city plan does not appear to meet the needs of the community. Trouble lies in the details of particular projects, which can be modified, and not in the idea of the preparation for the immediate future and years to come.

Twenty-two cities are at present working on definite traffic studies which are correlated with the plan of the future of their communities.

Little Tips for Drivers

Adjusting License Plates. Check the Oil Level. Watch Your Generator. When Compression is Poor.

In a few weeks it will be necessary to replace your license plates. The law requires them to be attached in plain view. To do so it is necessary to install the front plate on the rod between the headlights with a lock by drilling through the rod and using a clamp made for that purpose. When using clamps, see that they fit tight, so as to hold the plate rigid. If it is loose it will swing against the radiator, wearing a hole and causing a leak.

Some drivers do not change the oil in the engine or add it until the pressure gauge indicates a lack of oil. This is a bad practice and has burned out many bearings. Check the oil level at regular intervals and change the oil by draining out the old oil every 150 or 100 miles.

The charging rate of the generator should not be over ten or twelve amperes. A high charging rate will overheat the battery, causing rapid evaporation of the water and bucking the plates. It also puts an overload on the generator.

An engine with good compression should be very freely slipping. If it cranks very freely that condition may be considered an evidence of poor compression, which is usually caused by leaky valves and piston rings.

Some of the causes of a knock in the engine on a hard pull are: Lean mixture, ignition too early, valves set improperly, carbon in the cylinders, poor valve adjustment and loose wrist pin bushings.

Do not slip the clutch excessively. Instead of slipping gears, slipping it makes the clutch do all the work that the transmission was designed to do.

A proper adjustment of the carburetor will be a little help in keeping the gas bill within the bounds of reason. The adjustment should be such as to make the mixture as lean as possible and have it fire readily. One sure indication that the mixture is too rich is the presence of black smoke. One should avoid black smoke as he would a plague.

MOTOR ILLS DIAGNOSED

A. A. A. MAKES STUDY OF COMMON AILMENTS

Calls for Service Show 922 Due to Tire Trouble, 912 Caused by Battery Fault

One of the most interesting studies ever made by the American Automobile Association is a diagnosis of auto ailments. It was made in response to thousands of emergency queries. "What is wrong with my car?" The A. A. A. diagnosis is based on the records of hundreds of its clubs which maintain emergency, free mechanical road service.

EASTERN BUNK REFUTED

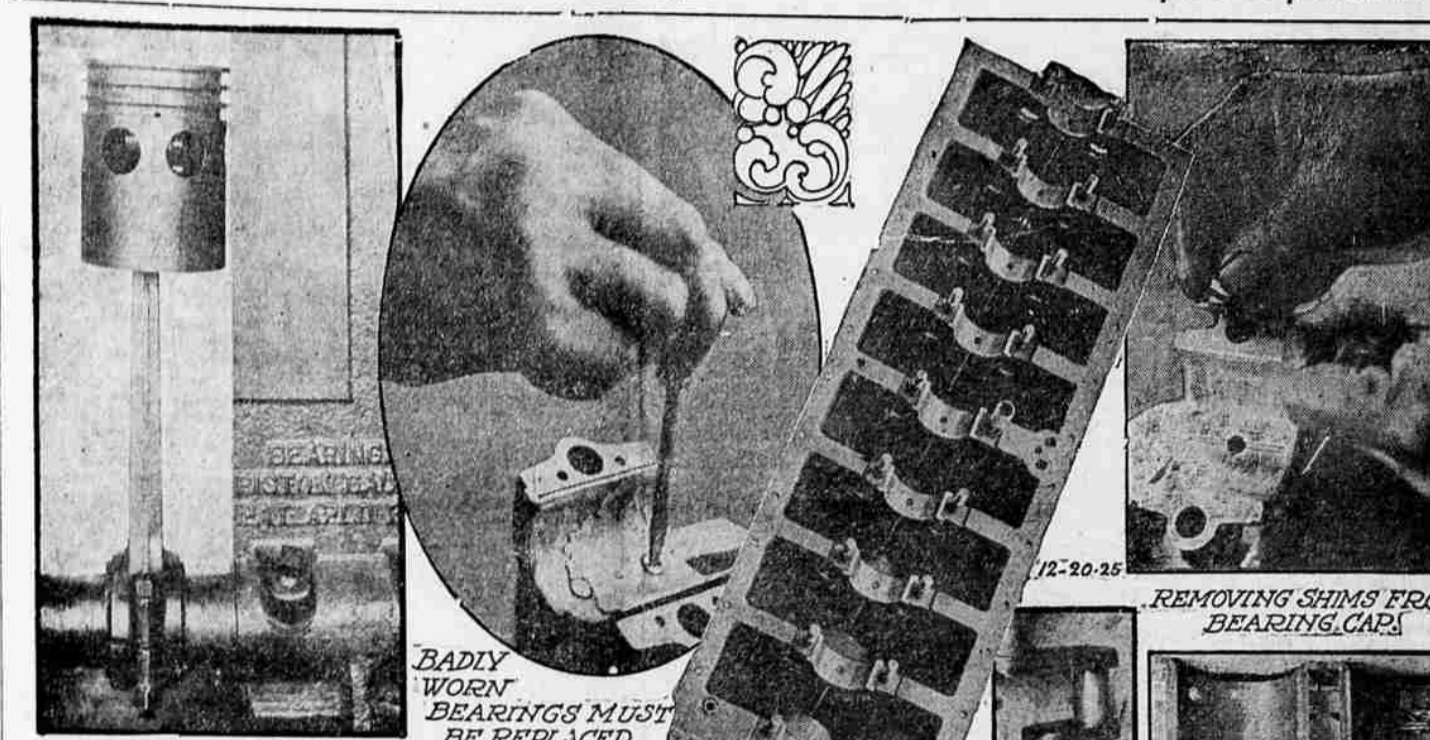
ENTIRE NATION IS PAYING FOR FEDERAL AID

At a recent meeting in Detroit, Thos. P. Henry, president of the American Automobile Association, gave a body blow to a carefully cultivated myth to the effect that the eastern states and eastern corporations are paying the money for the government's expenditure on the federal aid. Mr. Henry showed that these so-called eastern corporations are in reality nationally owned.

"United States steel," he said, "paid an income tax of \$16,000,000 in New York in 1923. But of the 153,350 stockholders, only 32,000 resided in New York."

"The Union Pacific railroad paid \$4,000,000 in New York in 1923, but this route does not operate a line east of Omaha and Kansas City."

Adjustment of Pistons and Bearings Should Be Left to an Expert Repairman



METHOD OF TESTING PISTON AND CONNECTING ROD ALIGNMENT.

By HAROLD P. BLANCHARD
Repairs on pistons, bearings and other parts should be left to an expert repairman who has adequate equipment. Repairing on these parts is beyond the skill of most motorists, even assuming that they need no special equipment or have the equipment required.

The main purpose of this article is to aid automobile owners in determining when repairs to these parts are necessary. Usually it is not necessary to renew piston rings until oil consumption is excessive or a pronounced loss of power or lack of compression due to leakage past the pistons is noted.

Pistons need not be renewed until they slip objectionably. If all pistons slip the engine will sound decidedly hoarse while if just one piston is at fault the sound may be confused with a valve in need of adjustment. Piston slap grows less noticeable as the engine warms up, especially if it has aluminum pistons.

Whether the cylinders should be refinished or not, when new pistons are installed, depends on the condition of the cylinder bores. If cylinders are reasonably round and straight and suitable oversize pistons are available, cylinder refishing may not be required, although in most cases a much better job is secured by refishing the cylinders before fitting new pistons.

A wristpin knock sounds much like a valve tap but will disappear when the spark plug to this cylinder is short circuited. It is usually heard with engine idling or pulling tightly. A wristpin knock, unless it becomes extremely loud, may be ignored until it is convenient to have it repaired.

A connecting rod knock is heard usually when the engine is idling or decelerating and is a sharp, clear sound as though the crankshaft were being struck with a hammer, whereas a loose main bearing is a dull thud frequently only heard when the engine is running with spark advanced and throttle wide open above twenty-five or thirty miles per hour.

If the bearing knock develops very slowly, it may be ignored for a time. But if it develops rapidly as when due to lack of oil it is highly advisable to run the car no further, as continued operation after the knock becomes excessively loud may result in the poking of a connecting-rod through the crankcase, the springing or breaking of the crankshaft, etc. When the knock is due to sudden lack of oil it may only be a few seconds from the time the knock is first heard until the crankcase or crankshaft are damaged.

Connecting-rod and main bearings are usually adjustable, although if very badly worn replacement may be required, and if no provision for adjustment is made, replacement is required in any case. The first step is to locate the loose bearing. If a connecting-rod, short circuit one spark plug after another with engine idling until the knock disappears. If a main bearing, short circuit one

BADLY WORN BEARINGS MUST BE REPLACED.

CONNECTING RODS, SHOWING BEARINGS.

MAIN BEARINGS WITH CAPS REMOVED. THIS IS A STRAIGHT 8" WITH 9 BEARINGS.

REMOVING SHIMS FROM BEARING CAPS.

BADLY WORN BEARINGS.

SCORED CRANKSHAFT, NECESSITATING RE-GRINDING.

Rhyme of the Road

The Christmas Car
Tis the week before Christmas, and all through the house,
Is a spirit that drives me to start on a sojourn,
For the family's trying to drive me too far;
They vow that this Christmas must bring a new car.

"What's wrong?" I inquire, "with our good sedan?"
My wife sniffs and answers: "That rattling tin can!"
"It's good for two years yet," I mutter, and she replies: "You can keep it. A new car for me!"

"I want a neat roadster, a fast one," says Jack;
"A snappy performer, a seat in the back."
Then Mabel, my daughter, declares: "Let me say
There's nothing so nice as a cozy coupe."

The youngsters declare for a car that holds seven,
For fishing and camping-out tours are their heaven.
While my wife puts her foot down;
A closed car for five
Is simply the only machine she will drive.

This sharp disagreement has proved quite annoying,
And yet, after all, it may save me much coin.
"I can't buy them all," I'll protest, "so I'll wait
Until you have settled your little debate!"

These suits of armor in the antique shops look a bit cumbersome, but they'd be mighty fine to wear in crossing a street these days.

"Dad, the man next door wants to borrow your auto jack and a monkey wrench."
"Tell him I'm not at home. I don't approve of car repairing on Sunday, and besides, I'm going to use them myself."

A thought that's very pleasant
As Christmas day draws closer;
Our chauffeur gets no present;
We have no chauffeur. No sir!

Uncle Ed, He Says
While quite a number of crossing smash-ups have occurred in the past year, it seems that in

MOTOR BUSINESS SHOWS NEW 11 MONTHS' RECORD

Total for November 379,300 Cars and Trucks

A new November record was established by the automobile industry during the past month when 379,300 cars and trucks were manufactured, this being the total estimated from shipping reports filed at the directors' meeting of the national automobile chamber of commerce in New York today.

The total for the eleven months in 1925, 3,924,125, exceeding the record total of 11 months in 1923 by 5.6 per cent and insuring that the total for the complete year of 1925 will be the largest in the history of the business. The total to date is 16 1/2 per cent higher than the similar period in 1924 which was the second largest year in the business.

LEARN FROM RAILROADS

LONG SAYS CITIES IN NEED OF TRAFFIC DIRECTORS

"Every city needs a traffic director," said John C. Long, secretary of the traffic planning and safety committee of the national automobile chamber of commerce, speaking before the society of engineers of eastern New York, at Troy, N. Y.

"Municipal authorities can profit by the example of the railroads, which have accomplished remarkable results in accident reduction by study and systematization of their dispatching system. A small city may not be able to afford a full-time man on this job, but in such a case can make the work part of the duties of some official. An advisory board of citizens can assist him. Motor traffic has reached such volume in all communities that it requires intelligent study, direction and planning for the future under the authority of a responsible head."

ROAD AID IS CONTINUED

MESSAGE OF PRESIDENT IS SURPRISE TO SKEPTICS

The president's message in relation to federal aid generally and federal aid for highways, in particular, is pleasantly surprising because wiseacres foretold a recommendation for the curtailment of this phase of government expenditure, according to Ben Blow, field secretary of the National Automobile Club.

The president's message in effect says that the development of this country is dependent upon development of its highways, especially with relation to agriculture, and that this phase of government expenditure and government effect will be advanced in the future as it has been carried forward in the past.

Federal aid for roads will continue to be part of this nation's program.

Highway in Excellent Condition

Although the Pacific highway is in excellent condition for this season of the year, motorists traveling over the route should drive carefully through the Siskiyou mountains in Northern California and Southern Oregon. Due to alignment of the road in this section, and freezing weather which prevails at this time of the year there are many treacherous curves.

added COMFORT

People who look for and appreciate comfort in a motor car are invited to try the added comfort in the Better Buick.

B. F. Goodpasture

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COR. 7th AND OLIVE PHONE 1207

Better Buick Six Cylinder Valve-in-Head motor cars range in price from \$1345 to \$2300 Delivered in Eugene. Among the Buick open and closed models there is one that will meet your desires exactly.

the Better BUICK

LATEST PROCESS MAY RESTORE USE OF OLD OIL

Lubricant From Crankcase Salvaged By Method

LUBRICANTS LAUNDERED

This Oil Found Unfit by Contamination With Other Substances Removed by Process

(Correspondence of the Associated Press)
AUBURN—Demonstrations here indicate that old crankcase oil of automobiles which has been regarded fit for nothing may be reclaimed and used again.

Dr. C. D. Miller, who is engaged in research work in the department of agricultural engineering of the agricultural college of the Alabama polytechnic institute, has succeeded in working out a method for reclaiming or laundering old oil at a cost estimated by him at less than five cents a gallon.

In studying the problem, Dr. Miller found that oil does not "wear out" by use in a crankcase, and neither does it change its composition. Some losses occur mechanically and by oxidation, but the oil itself remains substantially the same as it was before used. It is rendered unfit for service by contamination with other substances, such as carbon and other solids, and certain constituents of gasoline.

The removal of these substances is all that is required for its successful reclamation. This can be done by pouring the oil into a tank, adding a washing powder, blowing steam through it for about three hours, allowing it to settle, and then drawing off the oil from the top, leaving the foreign substances, both solid and liquid, in the bottom.

When treated this way the steam is partly condensed, dissolving the washing powder, which has the property of loading down the carbon and other solid particles in the oil with a film of the solution, causing them to coagulate somewhat as casein coagulates in milk when it curdles. This causes the solid particles to settle to the bottom of the container, forming a layer of sludge or muck between the oil and the solution. The uncondensed portion of the steam carries the gasoline away with it as vapor.

On the efficiency of this method Dr. Miller says that four quarts of oil as it is drawn ordinarily from a crankcase should return three quarts of oil as good as new.

While the practical use of this discovery remains to be determined, Dr. Miller predicts that many garages and service stations will take advantage of it.