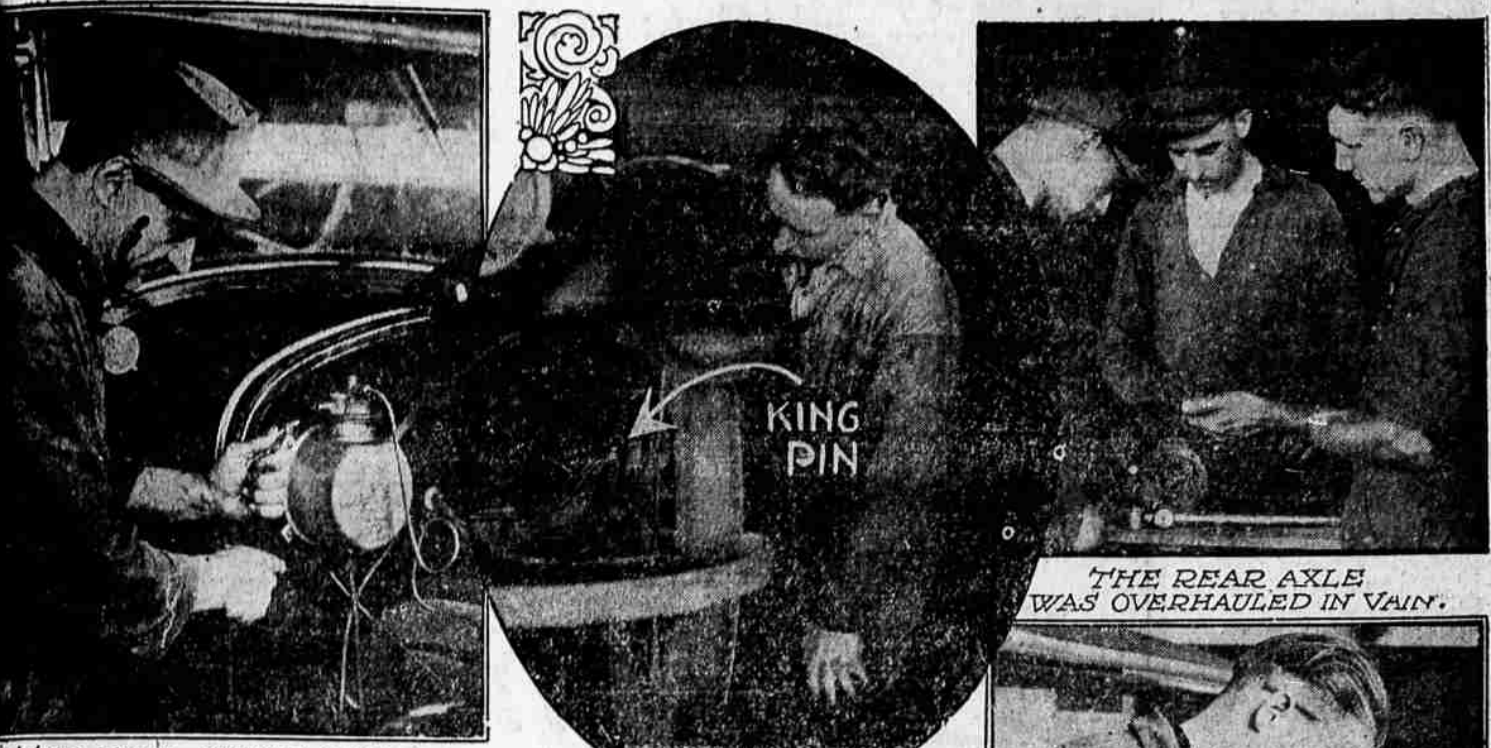


Locating Some Strange Motor Troubles Tests Skill of Shop Mechanics



THE FUEL SYSTEM WAS OVERHAULED.

2-28-26

CURING WHEEL SHIMMY.



THE RINGS WERE OUT OF ROUND.

THE REAR AXLE WAS OVERHAULED IN VAIN.

VALVES WERE GOOD.

By HAROLD F. BLANCHARD
An old car, 1917 edition, was to start. Several mechanics tried, but to no avail. The fuel system was overhauled, but no leak could be found so a new line was installed. Same result. A new gauge was installed. Same result. Finally the gasoline tank pipe assembly group was removed and a very small leak found in this short piece of gauge line. The leak was so small, almost microscopic in size, that it took from ten to twelve hours for the gauge pressure to leak out. A new pipe assembly at the gas tank cured the trouble.

A car had a sharp knock. The owner had been told that it was a wrist pin. After testing pins and rods, they were found to be ok. On going over the motor with a stethoscope it was found that the knock was in the front end of motor; finally tracing it down to the timing gear case and generator. On loosening up the generator the knock stopped. The shop man found that setting generator up too tightly, which was driven by the fan belt, pulled the crankshaft and timing gears out of line.

A man went into a shop with a new car and complained of a rattling noise which was especially noticeable at a speed of 25 or 30 m. p. h. After checking the car all over, the mechanic found that it was caused by the oil pump and the sound was carried through the copper tubing to the oil pressure gauge. The trouble was remedied by sawing the pipe in two and connecting the ends with a piece of heavy rubber tubing. The car has run 3000 miles without any further trouble of this kind.

A certain car would miss terribly above 30 m. p. h., but would run smoothly under 30. The symptoms indicated ignition trouble, so the whole system was checked carefully and found ok. After examining the fuel system and valves it was decided to try a new coil but the miss was still there. A second check up rewarded the mechanic by finding a wire bridged across the resistance unit on the bottom of the coil. Removing this cured the trouble.

A popular six was brought into a shop one day with the owner complaining of a miss on a hard pull. After checking the spark plugs, breaker points, carburetor, and timing, and installing a new coil the miss was still there. The shop man pulled the wire from the coil to the distributor head out of the metal tube it ran through and hooked it up direct and the miss was gone.

A car had a sort of jolting knock at the rear end, which sounded and felt not unlike a flat tire. The owner had adjusted brake bands, pedal, rods, etc., tested driving gear and axles for excess play—in fact, he went over the whole car. Finding nothing amiss he took it to a garage and was told that the spring shackles were likely to blame. They were tightened, but the trouble was not cured. He tightened the rest of the shackles when he got home. Results ditto. Another shop man found that the cross member of the frame tilted the snubber, preventing it from being held rigid and thus allowed it to bang against the frame. Drilling another hole in the frame and moving the snubber puller forward solved the knock difficulty.

February Surpasses the Greatest January!

What the public thinks of Dodge Brothers Motor Car is impressively reflected in current sales.

January, 1926 was the greatest January in Dodge Brothers history.

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Midsummer business in a month of Winter Storms!

A \$10,000,000 investment in new buildings and equipment has brought new high production records but still there are indications of a serious shortage.

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DODGE BROTHERS MOTOR CARS

gas were added, it would register the amount added. It acted like there was a leak in the gauge line, but no leak could be found so a new line was installed. Same result. A new gauge was installed. Same result. Finally the gasoline tank pipe assembly group was removed and a very small leak found in this short piece of gauge line. The leak was so small, almost microscopic in size, that it took from ten to twelve hours for the gauge pressure to leak out. A new pipe assembly at the gas tank cured the trouble.

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OLD SETS NEW RECORD

NEW SPEED MARK HUNG UP CHICAGO TO DETROIT
Floyd Clymer in Stock Car Beats Time of Crack Michigan Central Train

All previous records of running between Chicago and Detroit were broken this week by a stock Oldsmobile touring car driven by Floyd Clymer of Denver. The 201 miles from the loop in Chicago to the center of Detroit was made by Clymer in five hours and 58 minutes including two stops en route. This is the fastest time ever made between these cities by an automobile and is 16 minutes faster than the

Wolverine, the crack Michigan Central train. The run was officially checked by Western Union. The best previous time made by an automobile between these two cities was over a route 257 miles long and required 6 hours and 5 minutes, or seven minutes longer than the Oldsmobile's time. Clymer, who made the record-breaking trip, just left, lowered the Peaks Peak and Lookout mountain stock car records in an Oldsmobile. He used the same car on his Chicago-Detroit run. It is a stock car with top and front side curtains up. The only changes made in equipment were the addition of two extra spot lights and a muffler cutout.

Clymer was accompanied on the run by his wife, Mrs. Moryle Clymer. This was her first participation in any of the several record breaking trips made by her husband. When the Clymers were met at Dearborn by an escort from the Detroit branch of Olds Motor works and she changed places with a pilot to guide her husband into the center of Detroit, she was asked if the run had frightened her. "Yes," she replied, "I was afraid Floyd wouldn't break the record." Clymer and his Oldsmobile checked out from the Western Union office at Washington and LaSalle streets, in the heart of the loop district, at 12:01 a. m. central time, Thursday. During the first hour, which included miles of driving in Chicago, he registered 47 miles.

When about half way to this city, the Oldsmobile record seeker ran into heavy snow for a distance of 25 miles. This caused the slowest time of the trip—44 miles in an hour. The most miles run in a single hour were fifty-seven.

His Choice
Samba was asked what kind of chickens he preferred. "Well, sah," he replied after a few moments' consideration, "all kinds has dere merits. De white ones is de easiest to find in de dark; but de black ones is de easiest to hitos atah you gots 'em."—The Progressive Goozer.

AUTO HOSTS ONE-SIXTH AS GREAT AS U. S. POPULATION

Comparison of Automobile and Human Population

Year	Total Number of Automobiles in U.S.	Population
1900	12,000	75,000,000
1905	100,000	80,000,000
1910	1,000,000	90,000,000
1915	5,000,000	100,000,000
1920	15,000,000	110,000,000
1925	30,000,000	120,000,000

It's a far cry from the full skirts, wasp waists and leg o' mutton sleeves of twenty-five years ago, but we have traveled also a long way from the two-cylinder gas wagon of 1900 to the high-powered motors speeding over our highways today.

Convalescent
Little Doris had just heard of curing hams. "Oh, mummy," she exclaimed, "how funny it must be to see all the little hams sitting around getting better."

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COACH OR COUPE
\$825
BODIES BY FISHER

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In developing and introducing the new Pontiac Six General Motors has completely shattered the theory that high quality could not be achieved in a low-cost Six.

With the Pontiac Six priced at \$825, it is no longer necessary to accept the limitations of high-priced fours nor those that have hitherto characterized low-priced sixes.

In breath-taking performance, in striking beauty, in luxurious comfort, in staunch construction, the Pontiac Six is the vital embodiment of quality—yet it sells for a price so low that only General Motors could possibly achieve it.

From the day of its public presentation, the Pontiac Six has been making giant strides toward leadership in its field—because it is the living expression of quality in every aspect of motor car value.

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Eugene Motor Company
59 West Fifth Avenue Telephone 51

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When they pain you or feel strained it's a sign that something is wrong with them.

We can tell you if you need glasses and prescribe the correct ones to relieve your eye trouble.

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