

BETTER AUTOS MAKE TOURING MORE POPULAR

The mechanical reliability of the present day automobile is an important factor in the growing popularity of motor touring as a summer diversion.

Not many years ago, the motorist seldom dared to venture far from town. If he did, he would be reasonably sure of spending the night in a farm house.

But times have changed. The motor car no longer is a mechanical question mark. It has gained in speed, comfort and above all in reliability. A thousand mile tour offers no greater mechanical hazard than a drive around the block. This, of course, is due to the untiring efforts of automotive engineers. Recently seeking that elusive "something better," they have engineered the uncertainty out of the automobile.

No small part of this work has been done by the engineers of the Oakland Motor Car company. Working in conjunction with the General Motors engineers, they have pioneered countless improvements which enable the tourist to start out, confident in the knowledge that he will return intact and under his own power.

For instance, if the reader recalls the early days of mountain touring, he will remember at least two reasons for frequent roadside halts—the boiling radiator and the difficulty in feeding his engine sufficient gasoline on a long up-grade pull.

Today, in his Oakland or Pontiac six, he negotiates these same grades with ease. The cross-flow radiator, exclusive feature of the Oakland and Pontiac, is so designed that loss of water by evaporation is practically nil. Water that does vaporize in the engine is condensed and put back to work without being allowed to escape from the radiator cap.

Another feature is the fact that both cars are equipped with a positive feed fuel pump. Geared to the engine, this pump ignores the decreasing atmospheric pressure encountered at the higher altitudes and provides exactly the right amount of gasoline.

The GMR cylinder head, standard on both Oakland and Pontiac, gives further assurance of uninterrupted touring pressure. On the road, one frequently must buy any brand of gasoline that may be available. But gas is gas to the GMR head. It has no preferred brand. And it drinks in moderation.

These are some of the major reasons why the Oakland and Pontiac sixes are popular among tourists. The excess power and ease of handling permit sustained travel of 50 to 60 miles per day without fatigue, and the car's mechanism, combining with their long springs, Lovejoy shock absorbers and luxuriously cushioned interiors, make touring a comfortable delight instead of a hardy adventure.

LACQUER FINISH USED ON DURANTS

The motor car industry is all but unique in the speed with which it adapts itself to changing conditions and takes advantage of new discoveries. In these respects, it has probably no parallel except that of the manufacture of dress fabrics and styles, says Norman De Vaux, general manager of the western Durant factory.

Illustrative of this quality of our industry is the car finish, points out De Vaux. "A few years ago, old-fashioned paints and varnishes with linseed base were used almost exclusively for producing the many colored coats of the automotive Joseph," he said yesterday. "Today, the manufacturers of even the highest priced cars use practically nothing except nitro-cellulose lacquer in finishing the bodies of their cars."

"The saving of time made possible by the use of this new-day lacquer is chiefly responsible for the change from paints and varnishes of yesterday. Formerly, upward of three weeks was required for a first-class finishing job, while lacquer spraying allows the work now to be done in one or two days. This is equally true of original jobs and of refinishing."

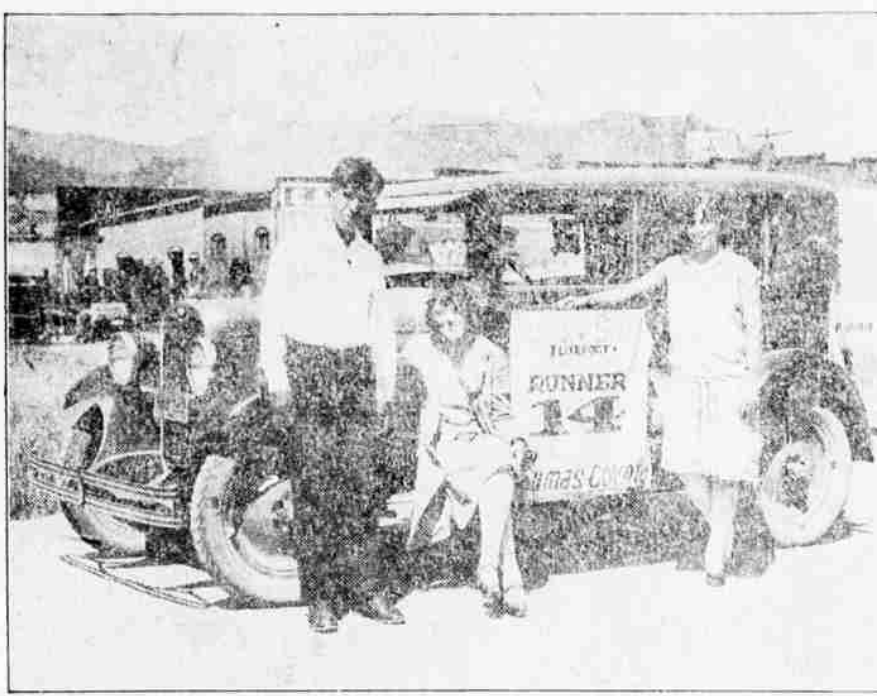
"Naturally, this means a twofold economy. The vehicle now occupies paint-room space for one-fifteenth or one-twentieth the time formerly required, and the job of course is charged with a correspondingly decreased 'rental' charge. Again, the actual labor on the car is cut down in similar proportion, and the saving in wages is a further benefit to the consumer."

"While economy is one of the big advantages of nitro-cellulose lacquers, it is not the greatest. We find that lacquer surfaces on Durant motor cars are easy to maintain in good-looking condition and, furthermore, they have provided the possibility of more vivid colors and color combinations than were within the average car buyer's range in the days of old-fashioned painting."

Hand Outboard Motor PARIS—A hand-operated outboard motor for small boats has been placed on the market here. It is known as "The Fish's Tail" and is in reality a double-acting rudder which forces the water backward at each stroke of the tiller.

Plan Hat Cartel BERNE—Swiss hat manufacturers have been invited to join a proposed European hat cartel, or trust. Negotiations also are under way with hat makers of Czechoslovakia, Germany, Italy, Hungary and Austria.

A Winner In The 1928 Redwood Highway Indian Marathon



Symore Smith, member of the Digger tribe of Indians and one of the winners in the recent annual Redwood Highway Indian marathon, with Vera Savidge and Opal Gorion and their Chevrolet sedan which they used to accompany the runner. Smith was the official entry of Plumas County and was cheered and encouraged during the entire 482-mile run, from San Francisco to Grant's Pass, Oregon, by the two young women and their Chevrolet.

Ramblings of a Foots Creeker

(Continued from Last Week) When I was a boy I learned the rhyme: "There was a little girl, she had a little cart right on her forehead. And when she was good she was very good indeed, but when she was bad she was horrid." Since I have been driving a Ford car I have added to that, "and her name was Lizzie."

By the way, the best Ford I know was told me by the hero of the late Gen. Lanyon, my neighbor on Foots creek. It fits in well here. George was driving along the road when he saw two young ladies working with a Ford car. They were looking worried. He gallantly offered help. "O Mister, we have been working for two hours trying to make this car go, and we are in an awful hurry. If you can help us, please do."

George looked the car over, and noticed that the switch was off. Turning the switch without telling them what he had done he stepped in front of the car, and waving his hands over the hood he said: "Now, Lizzie, be a good girl, don't make the ladies any more trouble. Start right off." He gave a lift on the crank, and the engine began to hum. As he started to get on, O how did you do it? Turning back he replied: "Ladies, when Lizzie takes a cranky spell there's nothing for it. You've just got to talk nice to her."

Perhaps I should remark here that when the mechanic at the Klamath junction put that oil in our gas tank my wife insisted (vainly) that some be put into the crank case. But when we took the engine apart on the Kiskadees the case was empty. I have had a hard job to keep her from having a quart put in at every service station we have passed since. Now ladies, have your laugh. Men are so smart and do know so much, don't they. But they are all "hoon of woman" and were mostly taught by women so perhaps "there's a reason."

We had made pretty slow progress so we spent the night at Red Bluff. We were well out of the mountains, to my wife's great relief, and the country spread wide with the sky line broken both east and west by ranges far in the distance.

That group in meadowland surrounded by the forest scenery God ever made, and didn't know it. In 1914 I saw it the last time, and I stood and looked at it long, today I hear the notes of the prairie calling, calling me. "Will I ever go back? But those I loved are gone" or nearly so, so why go back to see how empty is the place I knew. Jackson county has the best all-time of all the places I have lived in so why leave it. Yes, I guess Jackson county is good enough for me.

We were passing thru the great wheat fields, on both sides as far as we could see almost nothing but wheat. The big machines drawn by tractors cutting and threshing them dropping here and there the piles of sacked grain. One unit driving three teams tandem drawn three big wagons hitched tandem would haul the sacks to the innkeeper's warehouse where they were piled perhaps 20 feet high.

Vacaville was our next stop to camp. Saturday morning we went a short distance and another fall tire. I put in the new one but observed that the one I took out looked pretty good. Another hour and the same wheel was that again. I patched the tube and then examined the casing more carefully. I found a small break. I had a boot twice from Seattle to Los Angeles, lived in seven states and Alaska, yet for real beauty I know of nothing to surpass the view from a point about four miles southeast of Tepepa in the month of June as the eye swept across the valley of the Kaw river northward and on almost to the Nebraska line. Many a time in my childhood I jotted along that road in father's big wagon "going to town," but no till after years did I know that I

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They say was a new and interesting experience for us. Plenty of hills, but soon a new type of year-round apartment, palms, cacti and palm trees. I forgot to mention the magnificent covered walkways, but we did not know whether they were used for rail or not. The old Spanish buildings at Mission San Jose urged us to stop, but we merely drove slow in passing (leaving San Jose at 1:00, a city of 25,000. How we went into a restaurant and got our first meal which we had not prepared for ourselves. We stood by in quiet and peace as about the same as Midford. Now thru the town of Los Gatos and its canyon on the road to Santa Cruz. Drive we had since thru a long steep down grade followed by another steep up, both just wide enough for cars to pass, constant turning of very sharp curves, a rush of traffic both ways, and everyone seemingly in a tremendous hurry cutting in to pass us when only a few rods of road were visible, all accompanied by frequent suggestions from my beloved spouse not to engage discussion kept me from having a serious case of equal to the heat. On the upgrade we stopped at a water barrel to give Lizzie a drink, and engaged in conversation with a man sitting under the trees. He assured us that Santa Cruz with its seven bays was the only island of the Pacific coast and of 500 days and holidays there was a constant stream of cars thru the canyon both ways all day and all night like a funeral procession. I think he merely referred to the number of cars unless they hurry folks with a mighty rush in this section.

But despite my wife's fears we got thru safely and soon turned off the Santa Cruz road and took a short cut for the Redwood Park, the goal we were seeking. We were soon surprised and delighted to find ourselves at the entrance of the Mt. Madonna Bible Camp. After inquiry we drove in to spend the Sabbath, heard an excellent sermon on Isaiah's vision of God preached to an audience which I estimate at 1500. What a treat to be with such a throng and sing the praises of our God!

I won't attempt at this writing to describe Mt. Madonna. We were only 36 miles from our goal which we found was generally known as Big Basin. That name seems to fit the place well, and we climbed up, up over the rim and then ran down into the basin soon being greeted by a sign saying we were in the park. Then on till we were stopped by a man who asked if we had dogs, cats or firearms. When we had assured him of our innocence he told us how to act as citizens of this new country and find a habitation therein. His instructions proved good, and at 11:45 Lizzie, dear old girl, had finished her long run, delivered us safely, and we were unpacking at our camp site which, by the way, happens to be close by a dam site. I am closing this letter Wednesday evening July 4, which happens to be my birthday, but the nights which I have seen by that dam site in these two and a half days I won't attempt to tell in this letter. W. M. C. C. A. E.

July 5, P. S. When we got up this morning it was so cold I could see my breath.

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Nominally they will rank equal, not have many points of contact, ministers seem to them like a by with ministers. This satisfies with these countries. Liberia, however, is a part of the diplomatic corps—namely, the men of minor rank, but we did not know whether they were used for rail or not. The old Spanish buildings at Mission San Jose urged us to stop, but we merely drove slow in passing (leaving San Jose at 1:00, a city of 25,000. How we went into a restaurant and got our first meal which we had not prepared for ourselves. We stood by in quiet and peace as about the same as Midford. Now thru the town of Los Gatos and its canyon on the road to Santa Cruz. Drive we had since thru a long steep down grade followed by another steep up, both just wide enough for cars to pass, constant turning of very sharp curves, a rush of traffic both ways, and everyone seemingly in a tremendous hurry cutting in to pass us when only a few rods of road were visible, all accompanied by frequent suggestions from my beloved spouse not to engage discussion kept me from having a serious case of equal to the heat. On the upgrade we stopped at a water barrel to give Lizzie a drink, and engaged in conversation with a man sitting under the trees. He assured us that Santa Cruz with its seven bays was the only island of the Pacific coast and of 500 days and holidays there was a constant stream of cars thru the canyon both ways all day and all night like a funeral procession. I think he merely referred to the number of cars unless they hurry folks with a mighty rush in this section.

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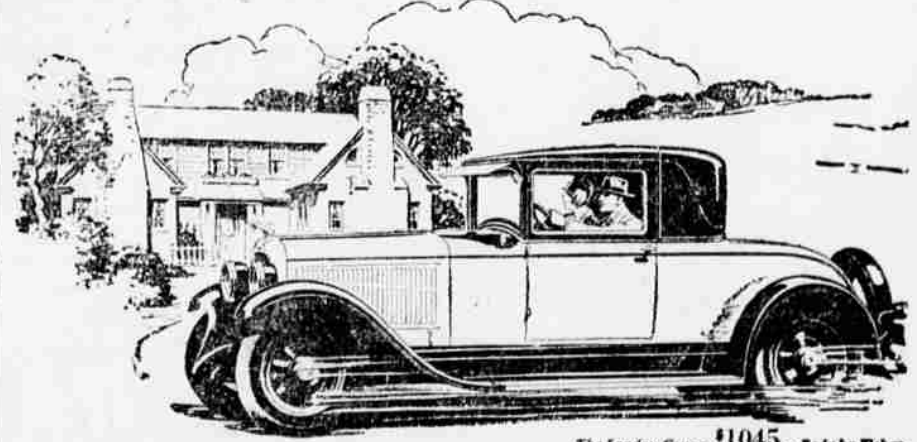
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