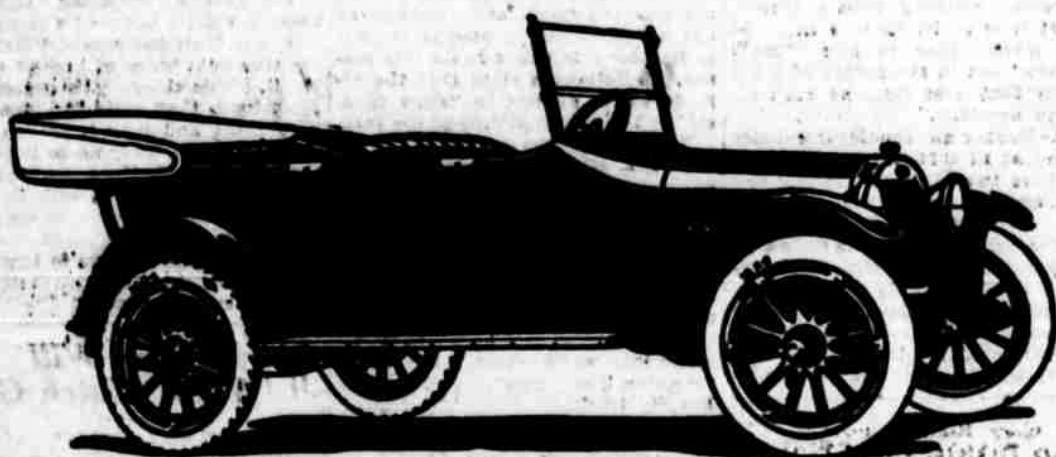


# OAKLAND Sensible Six

THE OAKLAND SENSIBLE SIX five-passenger touring car is now in its sixth year as a finished example of sane and conservative motor car design, with a record of consistent transportation economy.

Its motor, body design, upholstery, control and general appearance make it the ideal motor car.



## R. R. R. Garage

831 KLAMATH AVENUE

PHONE 212

## AUTO UNITES WHOLE NATION

It is announced by some person who has taken much pains to verify his conclusions that twice as many passengers are carried by the omnipresent motor car as are conveyed by the American railroads. The statement applies only to motor car traffic in the United States and to passenger carrying vehicles. No account is taken of the immense number of trucks that convey both freight and passengers, with vastly greater freedom than freight trains ever have done on American railroads.

Although the present year has been one of immense expansion in the automobile trade of the United States, there is reason to believe that another year will exceed even this season's banner record. With every family aspiring to own at least one automobile, and with nobody giving up a car, once acquired, unless to buy another, the day is fast approaching when no family can afford not own an automobile, for the car will be regarded as much a part of the household equipment as the reading lamp, the bed and the kitchen sink. Indeed, the recent census of South Dakota showed automobiles to be more numerous in that state than bathtubs, which at least affords a basis of valuation of the popular demand for bathing, as compared with transportation.

As to why the automobile is rapidly becoming a prime necessity of life in America is a problem so simple that any child can solve it. The automobile offers the best solution yet found or evolved for the transportation difficulties of the American individual or family. It places within the reach of the city man an opportunity to get out into the fresh air of the country, to learn to know not only the beauties and advantages, as well as the geography, of his own city, but the topography and charms of the surrounding country, as well. It brings the farmer into intimate touch with the life of the city and town, ends the dreaded isolation of rural life, quickens the pulse of business in town and city through speeding up communication between buyer and seller, and makes the conditions of life in city and country infinitely more endurable.

But the material benefits of the automobile, which have been recognized for years with increasing definiteness, are merely tributary and subordinate to the most important of all results which the motor car has brought to pass in America. That is the feeling, coming through the new mode of rapid transportation,

## The Monkey Wrench Should Be Used Often

If the owner drives his car constantly it will be an excellent thing for him to use his monkey-wrench now and then, says American Motorist.

Especially with a new car it is not a bad plan to go over nuts and bolts occasionally. Even the tightest nut will be more or less affected by constant vibration and a loose bolt should be tightened, since the play to which the looseness gives rise may result in the necessity for later repairs. As the car grows a little older the bolts and nuts settle and there is less occasion for tightening.

The foregoing advice applies with particular force to spring clips, a pulling up of the nuts of which will take but a few minutes of the operator's time about once a month, keeping the springs properly seated and adding much to the sense of security that is enjoyed by the man who looks after things and knows that they have been attended to.

Sometimes it happens that the motorist is unable to keep the nuts fastening the bolts absolutely tight. Try as he may, the nut will come loose again. If a lockwasher cannot be applied, a good remedy is to put a drop of solder on the thread of the nut, or in the absence of solder, a little paint or varnish will set the nut tight and prevent it from becoming loose again.

## Here's Proper Way To Clean Cylinders

When the cylinder head of a motor is detached for the purpose of removing the carbon deposit it will be noticed that during the process of scraping the piston, etc., the tappet holes on the top of the cylinder casting soon get full of oily carbon, water, etc., causing trouble to remove when it is decided to insert the holding down set screws, writes E. O. Allen in the current issue of the American Motorist. To obviate this I have used short screws without heads on but with a screwdriver slot cut in them, and screw them flush with the top of the cylinder casting before scraping operations are commenced. After the decarbonizing is completed the grab screws can be removed, when holes will be found to be free from dirt.

of the city and country, the state and the nation, into one vast community of mutual understanding and respect and interrelated helpfulness. It has extended the friendliness of the neighborhood to the nation as a whole and given a new charm to the lure of the open road by liberating a people from the shackles of local narrowness.

## BIG STOCK MEN BREAK RECORDS

Klamath county roads, north of Klamath Falls are not speedways as everybody knows, but Ross Finley and Luke Walker, well-known stockmen, use them as if every day was Thanksgiving and they were Santa Monica boulevards.

Both men own air cooled Franklin cars and claim that this make will cover more territory with greater ease and comfort to its occupants in less time and at a less cost per mile than any other car built.

In proof of which American Mr. Finley points to his running time, claimed to be the record, between here and Bend, 165 miles, in six hours flat. He made this drive on Sunday, October 18, last, and his gasoline mileage was more than 20 miles to the gallon.

Mr. Walker claims the record from Klamath Falls to Bly in one hour and 55 minutes and from Bly to Lakeview in one hour and 25 minutes.

A skeptical reporter asked Ed. Dunham, local Franklin dealer, if he didn't think the Franklin owners were stretching a point or two in claiming these remarkable records.

Mr. Dunham said he was certain that the performances were authentic and declared that he had himself driven a Franklin to Rock Creek in 57 minutes; to Lake O' the Woods in two hours and to the Klamath agency in one hour and 16 minutes. He said he had never heard of a water cooled car equalling any of these Franklin records.

"Which brings us to another point," said Mr. Dunham. "When Finley and Walker were in recently someone stated that the cold season was coming on and that it was a nuisance to have to drain the radiator of his car every night."

Walker promptly spoke up and said "Why don't you own Franklin like Finley and I do. We've got bothered with draining radiators."

## MORE THAN ONE-THIRD OF LINCOLN HIGHWAY PAVED

Figures announced by the Lincoln highway association show that 37 per cent of the 2325 miles of the Lincoln highway are paved or macadamized. The mileage of different types of surfacing are as follows: Bituminous macadam, 496.3; concrete, 217; brick, 197.8; macadam, 175; asphalt, 20.5; granite block, 7.4; and crocked wood block, 2.5. Making a total of 1,121.1 miles.

# Firestone Cushion TIRES For Trucks

ARE THE BEST BECAUSE—

They contain more rubber than the regular type solid tires

Have 15 to 20 per cent more traction

They ride better, because of cushion design

Provide 300 per cent more heat radiation, causing less deterioration of the rubber.

## D. A. KENYON

DISTRIBUTOR FOR KLAMATH FALLS

# REO

IF IT ISN'T A REO—  
IT ISN'T A "SPEED-WAGON"

We have said that many times before, but we think it will bear repeating.

For there is more in the statement than appears on the surface.

If reputation counts; if experience counts; if sound engineering in the past is a fair indication of sound engineering in the present product;—

If, in a word, the original of anything must be better than any copy, then it is important that you know this Reo "Speed-Wagon" was the original both of its type and of its title.

Reo was the first to prove the superiority of the pneumatic-tired motor truck. Reo was the first to make exhaustive experiments along this line—and as a result of the lessons then learned, to make and offer for sale a pneumatic tired truck.

That first Reo was also equipped with electric starter and electric lights—a thing unheard of up to that time. And that Reo motor truck was designated in our advertisements a "Speed-Wagon."

As a result of the wonderful performance of that Reo type of motor truck there are now more than 32,000 of them in use. And the demand has always exceeded the possible supply of Reos.

Naturally imitators are springing up everywhere. So we warn that, "If it isn't a Reo it isn't a 'Speed-Wagon.'"

## Acme Motor Co.