

THREE NATIONS TO RACE AT INDIANAPOLIS

INDIANAPOLIS Feb. 5.—Three European nations will be represented in the ninth annual 500 mile international sweepstakes race, on the Indianapolis motor speedway, May 30. French, British and Italian cars will compete for the \$50,000 purse and an equal amount of accessory awards.

France has been represented in every race, by foreign drivers and cars from across the water, since 1915, except the war years of 1915 and 1916. England has not started a car in the races since the war, and Italy has been absent from the Hoosier classic since the fleet of Isottas raced in 1913.

Much interest of the fans will be centered in the Italian delegation. According to information received here from W. F. Bradley, the European representative of the speedway, the Fiat is finally going to send over a team of three cars. Louis Wagner, who won the first American grand prize at Savannah in 1908, is expected to captain the team, although Fiat has not announced its drivers or formally entered. A decade ago the Italian car was more feared than any racing outfit, rivalling the German Benz for supremacy in America. Its last appearance in the local classic was in 1912, when Teddy Tetzlaff finished second to Joe Dawson's National.

Seven French Entries.

The tri-color will flutter from the helmets of at least seven drivers piloting three Peugeots and four Ballots. The Peugeot is said to have some new 183-inch cars with Jules Goux as team captain. While no overtures have been made to Howard Wilcox, the Indianapolis boy who won with this make in 1919, it is expected that he will have one of the trio. The Ballot "eight-in-line" team will number four. It has been announced that Ralph DePalma and Jean Chassagne will have two of these cars, but the other members have not been selected.

The British entry will be the Sunbeam, the factory which has tried since 1913 to win the 500 mile race. Dario Resta, 1916 Indianapolis win-

ner and American champion, and Andre Bollet will drive two of the three new Sunbeams designed by Louis Coatalen. It is possible that the third Sunbeam may fall to Rene Thomas, the 1914 winner. If it does not it will be because France will have another team in the race, with Thomas at the helm.

Over 13 In Race

It is also reported on the other side that Jean Porporato has been busy this winter putting the power plants of the Gregoires, which were entered last year, in new and lighter classes and that the Italian will be back battling for the winner's prize on Memorial day.

With a certain field of 13 cars and the probability of not less than 20, the Europeans are certainly out to win the ninth race.

How to Break Motor Knocking

By Mike De Cicco

Once upon a morning dreary, while I motored, weak and weary,

Through garage and out of door, Suddenly there came a tapping—was it that old piston slapping?

Slapping as it did before? Was it carbon, thickly crusted? Was a valve stem nearly busted?

Must I go and spend some more? A very deuce of a fix to be in so early in the morning, with apologies to Poe, but many a motorist is so fixed. How is he going to find out what the noise is? Can he tell a piston slap or a spark knock from ordinary palpitation of the heart? It may be in the main bearing or it may be a tin can slung on behind his gas tank. Here are some suggestions for locating the elusive knock or tap:

Go up a steep incline with the spark advanced half way, and the ailment is a connecting rod knock if it increases in strength, or, by working the spark lever back and forth one can diagnose the trouble as a spark or carbon knock. The main bearing, wrist pin and piston slap knocks can be heard when there is no strain on the motor, simply by traveling at a fast pace or by racing the motor when standing still.

The above will give the key to locating trouble in the most vital parts of the car, and the slightest delay in attending to the trouble will cause other parts to knock in sympathy. You don't want your motor to be a knocker; keep it in good condition and it will be a booster.

In case a knock of any kind devel-

ops, try and find out where it is, and then satisfy yourself by having the suspected part looked at. If you have diagnosed the case right, replace the part so the trouble will not spread. You may take a flyer at it yourself, but if you do, jack up the car so you can work easily, and put blocks under the axles so the weight of the car will not be accidentally thrown from the jack and on top of your chest. There are men who can let cars drop on their chests and get away with it, but they are few and far between. If you are going to tackle the job of seeing who has been knocking at the door of your pocketbook thru your engine, remove the dust or splash pan, if there is one, drain the oil through the plug on the bottom of the motor, and then loosen the bolts and nuts on the crank case. Before all the bolts and nuts are removed place a jack under the crank case to hold it up, if you think it is more than your breakfast can stand, and finish up the job. Disconnect the oil pipes, if there are any, and the crank case is ready to come off.

How To Tell By Sound

After the crank case has been disconnected from the motor, one can get at the bearings. Tap them with a hammer, and if any of them sound dull, or doleful, like the famous voice from the tomb, it's a cinch they're in bad order. For those in good condition will give off a solid sound. If you've ever sounded a watermelon to find out whether or not it is ripe, you can easily test a bearing for its good health. If the wrist pins are worn, the cylinder head must come off, provided, of course, you are not able to get them out from the bottom. Be sure the bearings are right before starting to test any other part. Do the work of investigation thoroughly.

To get at the timing gears, the radiator must be removed from the car. Thus one can get at the bolts that hold the timing gear case. As soon as this is off, one can get at the gears, and can have some more fun testing. Pretty soon, by doing your own testing for a while, you will get so you are able to tell when there is really anything the matter with the motor, or whether it's just a case of temper.

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