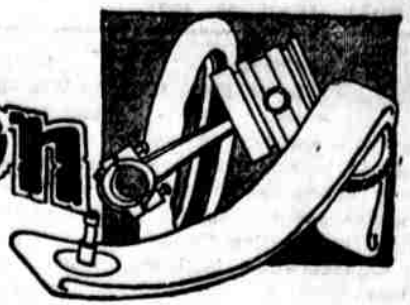


Automobile Section



EVENING HERALD

KLAMATH FALLS, OREGON

SATURDAY, JUNE 25, 1921.

BUSINESS GOOD SAY DEALERS

There is a somewhat different feeling prevailing among the automobile men this month than there was last. Then they were pretty blue, though optimistic. Now they are optimistic without being blue, because business is on the up-grade and the indications are that before long it is going to slip from low into intermediate and then into high.

John Martin of the Acme was full of optimism and believed the business had gained the vantage point where the dealers and buyers could gaze on the silver lining. "Gee, though, it was tough pulling. Yet when one will compare conditions with those prevailing before we put an auto engine in an air ship and called high, why business is not so bad. The whole trouble with us was what happened last year. For several months we had a payroll of a million a month. We all thought that the slump was from two to eight years off and too many issued acceptances on the future. When the times changed and they had to pay, why they were thinking of something else aside from automobiles. Even at that the business, compared with normal years, has been good and it is getting better. A month ago it was like 'the day after,' now it is the second and third day and this old world looks brighter and better to everyone.

"Oh, I've no kick coming," said Lou Arens of the White Pelican. And who would if he had sold over 20 cars. When we intimated as much, Lou just chuckled. "We all know that business is not as good as we thought it would be, but it is better than most of us expected 60 days ago. And I think it will improve to a point where 1921 will

not be looked upon as the black Friday of the automobile business." "Shockingly good," said Garcelon of the Electric Shop, when we fired that old, time-worn query: "How's business, C. D.?" "Speaking personally, it is good—better than I expected a month ago. I was looking over my books and comparing it with previous years, and I learned something. I believe every business man would learn a lot if he would make a comparison between this and other seasons. I learned that I was more scared than hurt. Business is picking up fast and I expect to see it hit a mighty lively pace before the year is out."

Ed Dunham was right up in the front row with the optimists and he seems to think that 1921 isn't going to be such a rummy old scout as some of the crepe hangers predicted a couple of months ago. "Tell you, though," said Ed, "we were sure stepping sideways. Honest, I was plumb scared a while back, but I had my worries for nothing. Looks now as if the average for the year will show a normal increase over the ordinary year and leave us in condition to face 1922 with the expectation of seeing the best business we have ever had."

"Of course, we are not in a position to compare this year with last," said W. B. Stevens of the Link River Battery. "It is only a few months since we took over this business, but we have no complaint to offer. Business is good and the increase as the season advances is all that we could ask for. The general feeling among automobile men is that the past month has been good, that next month is going to be better and that the year as a whole will be up to the average."

W. H. Wakefield of the Dodge sounded a cheerful note when he declared that "this year will be just as good as any of them, excepting, of course, last year, which no one should count. The decided drop in price had a stimulating influence on the sale of cars and they are

moving faster than they did before. I look to see the demand increase as the feeling of confidence now so manifest among the dealers spreads throughout the buying public. This year will be well up with the average."

"Well, if business was any better I'd go crazy," said Rex Renner, as he fastened a duffigger on a thingamabob and turned a whatya-maycallit to find out why the carburetor didn't start the battery on differential so as to loosen up the clutch on the crankcase and make the gears mesh with the radiator. These may not be just what he said in answer to our question "Whatsie doin'," but that is about as it registered upon our uninitiated brain. "I have been kept on the jump on this end of the line so I have no kick coming and I haven't heard anyone crabbing in this neighborhood. So I guess this old world is moving along on high just as usual."

Over at the Three R garage you could find no signs of idleness or pessimism. Those boys are wonders. You stand and watch them and after a little you come to the conclusion they used to be with a circus and keep up a daily practice, for they slip in and under and over the machines as if they were greased. Finally we grabbed Roy or Ray or Rex, never could unscramble their names—and asked the usual question, "Business? Fine. We are busier than cranberry merchants and have been. We look for continued improvement, for everything is loosening up and the automobile end of it is getting its share. Oh! we have no kick coming now." And, bingo, he was out of sight.

"Taint so bad," boomed Brownell of the Central, "but what is more cheering it is getting better. Looks as if the year on a whole will average up all right." And so it went at Garrett's, Mallory's, Maurice Bryan's, Roy Call's and Nelson & Shields. "You see," said Nelson of the latter

firm, "our's is a comparatively new concern and we ordinarily would not expect business to be as brisk with us as it would be with the older establishments, but we are glad to tell you we had all we could do. We have been getting a good deal of tourist business lately, for this class of travel is getting heavier all the time. Few people realize how much money these travellers leave in a town. If they did they would pay more attention to them in many ways. If we take care of the tourist he will be the biggest asset the county will have."

"Say, boy, talk about business! Why no one ought to peep," said cheerful Charley Johnson. "I've just returned from a little trip and when I saw how dull it was in some of the places I visited—well I just started to smile and I'm smiling yet. At no time during the year has business been what you'd call bad. It is getting better every day and I would indeed be a kicker if I was not satisfied."

So we returned to our desk feeling that the automobile men were a happy bunch.

BUSHINGS MADE OF BRONZE

On most makes of cars the bushings for bearings are made of anti-friction metal, which is usually bronze. The advantage of using soft metals is that if the bearing became too tight no injury would be done to the shaft around which the bushing was fitted, the bushing taking all the wear. Another reason is that if there were several high spots on the bushing surface, causing increasing heat at those points, the bushing would not be so apt to seize, but would yield, producing a more even surface.

To celebrate the first birthday of their sedan, Miss Grace Perkins and her brother Roy of New Rochelle, N. Y., entertained 50 guests at a dance in the garage of their home.

Drivers should study the new state auto code.

Buick "Four" Will Be Latest Model

What is the new Buick "Four" going to be? That is a question that is going to be asked with greater frequency as time passes and the date approaches for the exhibition of this new model. When the announcement was made that "Dodge Brothers are going to make a car," hundreds of orders were placed for it throughout the United States, without the buyers knowing the specifications or price. This move of the Buick is along the same line, and is to a certain extent a test of the confidence the auto public has in the makers of the car. Before leaving for San Francisco to get a five-passenger Buick for Mrs. Henrietta Melhase, Louis Hoagland, manager of the Buick Sales and Service Agency said:

"None of the dealers know what the specifications or price will be. We are going ahead on our faith in the company and will book orders with the guarantee that if price or specifications are not satisfactory the order will be cancelled."

FIK MAN IN TOWN

A. F. Peterson, manager of the San Francisco branch of the Fisk Rubber company, manufacturers of the Fisk tire, was in the city this week for the purpose of consulting with "Charley" Johnson, local agent for the Fisk tire, about trade conditions in this territory. Mr. Peterson returned to San Francisco this morning.

CLEANING REAR AXLE

The rear axle may be cleaned with kerosene. The procedure is to drain off old oil, fill the housing with kerosene and again operate the axle. This time drain away the kerosene and fill the housing with good transmission oil. The purpose of flushing with the kerosene is to cut all grit and grease clinging to the sides of the housing or other parts of the unit.

Advertising pays. Try it and see.

HELP IN REMOVING TRUCK WHEELS

For motor truck owners a crane on casters has been invented for removing and replacing the wheels of heavy vehicles.

LOOK OVER MOTOR OFTEN
Every motorist should set aside a regular time for looking over his car, and once a week is not too frequent.

While foolproof design and sturdy construction of the modern motor car permit of a lot of neglect, there is a limit to all good things, and crossing the dead line generally is costly.

The motorist should regard his car as an investment, and take care of it as he does other things he owns, not let it take care of itself and run down at the heel, so to speak. It is good business, real conservation, and the owner of the service station is not at all put out, for repairmen have about all the work they can do.

TIRE COVER VALUABLE

Statistics prove that a tire good for an average of 6000 miles when it leaves the factory will lose approximately 2000 miles of its life by being carried unprotected as a spare for one year. A tire cover will outlast many tires and it looks better on the rear of the car.

AIR GAUGE ON VALVE STEM.
To lessen the labor of testing the air pressure in an automobile tire a new gauge forms part of the valve stem and is covered with a heavy glass dust cap that is transparent.

RATTLING HOOD

A hood that has a tendency to rattle with the vibration of the motor may be silenced by drilling a series of holes in the band of metal on which the hood rests and threading a strip of leather through the holes. In this way the hood rests on leather instead of metal, so that it cannot make a noise.

The Meaning of Smoothness

Each man's interpretation differs. His knowledge is limited to the cars he has driven sufficiently to know intimately.

So when we speak of Hudson smoothness of operation it means, though may not convey, an entirely different quality of smoothness than is understood by those whose motoring experience is limited to another car.

Hudson has developed smoothness to an unusual degree because of the way its exclusive Super-Six motor minimizes vibration. The bird-like motion of the car is due to its design. It not only contributes to motoring comfort, but also accounts for Hudson's reliability throughout a long life. The vibration shocks that in less balanced cars fatigue driver and passengers, likewise fatigue the car and robs it of endurance.

Learn Hudson smoothness by actual experience. Let us show you.

ACME MOTOR CO.

Official A. A. A. Garage

400 South Sixth St.

Phone 264

FINEST EQUIPPED Machine Shop IN SOUTHERN OREGON

We do all kinds of machine work and do it efficiently, promptly and reasonably. We are equipped to do cylinder grinding. There is more to cylinder grinding than just saying it can be done. It must be done to the fraction of an inch: this we do. It must be done on the mathematical formula that pertains to the size, construction and work of the engine. This our mechanics are able to do because of their training and experience.

We have the equipment to return crankshafts. We can make new bearings. In a word we are able to overhaul and repair any make of car and do it in a manner and at a cost that will make you one of our permanent customers.

Acme Motor Co.

Official A. A. A. Garage

400 South Sixth St.

Phone 264