

### Emergency Brakes Ruin Tire Tread; Caution Is Urged

Any man who caught himself cutting his tire tread with a file would voluntarily apply for admission to the nearest retreat for the feeble minded. Yet the same man will lock his brakes and slide ten feet and think nothing about it.

Too many motorists confuse their tires with skates. Instead of looking ahead for obstacles and checking the car slowly by closing the throttle with the clutch engaged, they wait until they are right in the middle of an emergency and then jam on the brakes. They never stop to consider these little slides with the brakes locked until they notice spots where the tire tread is worn through to the fabric.

Even where the tread is not scraped through to the fabric, tire men point out that there are flat places left in the tread. Then as the car proceeds these flat places pound away on the road like a flat wheeled trolley, killing the mileage in the tire.

Letting in the clutch too quickly, spinning the back wheels in mud holes, taking corners at high speed and locking the brakes means a short life for tires, but not a merry one.

### Proper Way to Shift Gears

It should be emphasized that the easiest way to change to a lower gear is to slip the clutch while the right foot is kept on the accelerator pedal. This method is not but for the man who has had sufficient experience to make his hands and feet act exactly as he wants them to, who has an instinctive knowledge of car control and who does not become flustered if things do not go just as he plans them. It is obvious that an open throttle gearshift has the ability to cause more damage if not properly performed than a closed throttle shift, yet it offers no pit-

falls for the man who has had sufficient experience so that the does not get flustered.

The advantage of the open gear are that it is quicker and throttle shift in going to a lower absolutely silent. Speed in gear changing is an important factor, especially on a steep hill; if much time is spent in making the shift the car may stop entirely. The open throttle shift works just as well in going from second to low as from high to second, which will be good news to those who have trouble making the shift on low.

The method of making the open throttle shift is simple enough. In changing from high to second, for example, the engine must be speeded up a certain amount, and this is accomplished by holding the foot on the throttle and pushing the clutch out just enough to raise the engine speed the desired amount; then the shift is made and the clutch re-engaged. No time should be lost in re-engaging the clutch, yet it should not be dropped.

In making this shift on a very slight grade or on the level the throttle should be closed as much as judgment dictates, but on a steep hill the shift may be made with the throttle wide open. The engine will not race if the movements are properly made. It may increase speed somewhat but the increase is not enough to be particularly noticeable or objectionable, and in fact is rather an advantage on a steep hill, for it provided a little extra pull when the clutch is let back in, and thus compensation for any slight loss of momentum while the shift is being made.

Once the shift is learned, its simplicity will be appreciated. There are just two movements, the clutch pedal and the gear level. In most cases the throttle pedal is held stationary.

In Colorado, New Mexico and Oregon in addition to the registration fees a State tax on gasoline or other products used for the propulsion of motor vehicles is also levied.

### Plans Six Cylinder Car to Win in 1922

"Grandpa" Louis Chevrolet, veteran race driver and famous automobile designer, plans to design and build a six-cylinder car for the international race at Indianapolis in 1922.

Two years ago he built the four-cylinder Frontenac that flashed across the finish a winner with the late Gaston Chevrolet at the wheel. This year he designed an "eight-cylinder-in-line" car that took first money under the heady driving of Tommy Milton, who holds the world's record of having driven a mile at the speed of 156 miles an hour in a Goodyear-equipped Duesenberg Special.

As the St. Paul boy rolled into the pits at the end of the race Chevrolet yelled, "You're hired to drive my car in next year's race. I won last year with a 'four' and today with an 'eight,' now I want to win with a 'six.'"

### SHORTS

Chalk up one for the natives of northern India when it comes to flashes of inventive genius, for they are using weather-proof bags in which automobile tubes are packed, for every purpose from carrying water to nifty head coverings.

D. H. Harper, representative of the Goodyear Tire and Rubber company, declares that dusky chauffeurs use the bags for carrying water while filling radiators on the road, while it is a common sight to see rice-filled tube bags in the hands of natives.

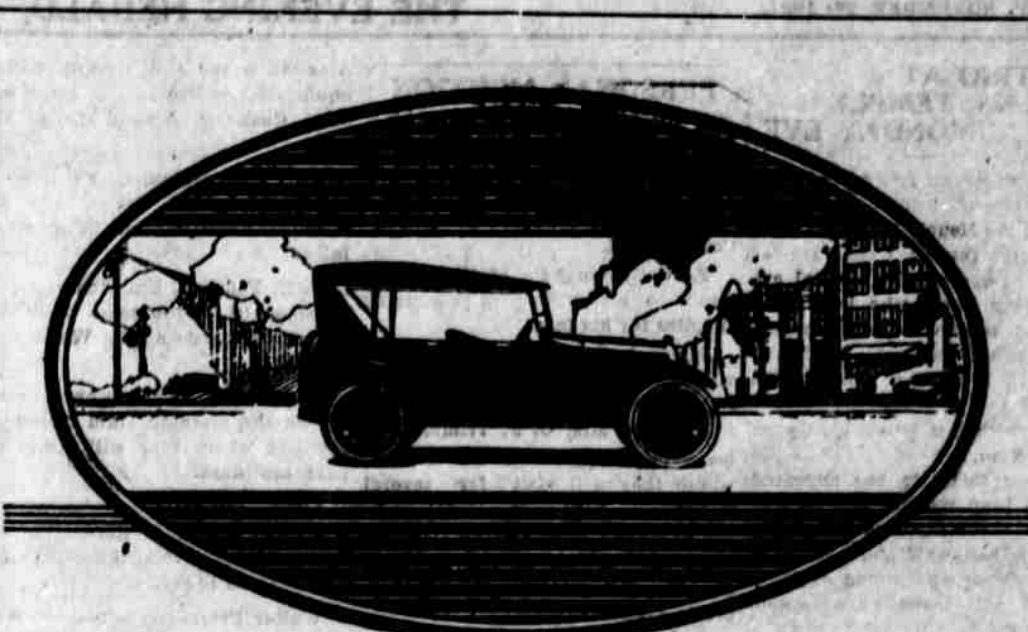
Perhaps the most unique use to which they are put is as caps while working in the shops.

Harper sees the time approaching when the native Indian women will be using them as vanity cases, despite the words, "heavy tourist" lettered prominently on the sides.

Girls will be girls, race, color or geographical location notwithstanding.

### NOVEL AUTOMOBILE LOCK

A novel automobile lock fastens the gears in reverse position and clamps on the emergency brake.



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## Threads through Rubber Make this Difference —

The nearest thing to a standard insulating material is RUBBER. Its use is pretty nearly universal. It covers great cables and tiny wires, and finds a place in most electrical machinery and scientific instruments.

It is probably the first thing that would be thought of as an ideal insulating material between the plates of a storage battery. It is durable; the jarring and swaying of the car would not easily wear it out; the acid in the battery would not weaken it; it would last as long as the plates which it protects!

But the insulators in a battery must be porous to let the battery solution through from plate to plate—and no suitable form of porous rubber was known until Willard found a way of piercing rubber with thousands of tiny threads or wicks. It's the threads through the rubber that make the difference. It is this Willard invention that furnishes the means of using rubber, the ideal insulating material, for this very important insulating task.

The builders of 184 makes of cars and trucks pay more for the Willard Threaded Rubber Battery because they know that the extra protection of RUBBER, made porous by THREADS, will give you more miles of uninterrupted service per dollar.



JUST as a wick soaks up oil in a lamp and carries it to the burner, so the thousands of tiny wicks in the Willard Threaded Rubber Insulator soak up the battery solution and carry it through the rubber.

These Cars and Trucks are Equipped by Their Makers with Willard Threaded Rubber Batteries:

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Alyssa Fox	Cass	Ford	Indian	Nash	Rohrer	Tiffin
All-American	Chevrolet	Franklin	Jordan	Nash 8c	Roadster	Titan
All-Chrysler	Citroen	Garrett	Kearl	Nash 12	Roadster	Towmotor
American	Clydale	General	Kearl	Nash 16	Roadster	Transport
American Boy	Cole	G M C	Kearl	Nash 20	Roadster	Traveler
American	Collins	Chrysler	Kearl	Nash 24	Roadster	Turk City
La France	Conner	Chrysler	Leads	Nash 28	Roadster	Ultimate
American	Compuce	Chrysler	Leads	Nash 32	Roadster	Uvon
La France	Consolidated	Chrysler	Leads	Nash 36	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 40	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 44	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 48	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 52	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 56	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 60	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 64	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 68	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 72	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 76	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 80	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 84	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 88	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 92	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 96	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 100	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 104	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 108	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 112	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 116	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 120	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 124	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 128	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 132	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 136	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 140	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 144	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 148	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 152	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 156	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 160	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 164	Roadster	Vaux
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La France	Cosles	Chrysler	Leads	Nash 172	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 176	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 180	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 184	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 188	Roadster	Vaux
La France	Cosles	Chrysler	Leads	Nash 192	Roadster	Vaux
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