

Automobile Number

Fifth Year—No. 6324

KLAMATH FALLS, OREGON, SATURDAY, MAY 20, 1922

PRICE FIVE CENTS

AUTOISTS URGE CARAVAN TOURS TO SEE STATES

Organized Effort Is Being Made to Popularize Longer Tours

PORTLAND, May 20.—Organized effort to popularize auto caravan tours throughout the west is being made by the Oregon State Motor association. Members of that body in this state and similar organizations in coast cities are being urged by A. H. Lea, president of the Oregon association, to consider the plan and make an effort to put it into effect during the coming season. Reports of the condition of the highways in all the states mentioned indicate that the roads will be in good condition as soon as the wet weather ends and the tours may then be started and continue during the season.

"This plan has been made possible," says President Lea, "through the success of the good roads programs of several states. Traveling by automobile may now be enjoyed to its fullest extent and the way to really get the most out of it is by means of caravans."

"The caravan idea, or excursions by automobile, should appeal strongly to all motorists," and the more I consider its possibilities, the more impressed I become and I believe it soon will be adopted all over the country.

Various cities throughout the west have provided camping parks with all necessary conveniences, so that trips may be made with the greatest comfort.

Plan Feasible For City

"I also have in mind the possibilities of Portland employing the caravan idea in trips to various points in the state. And not only to visit our scenic wonders, but to pay our respects to some of our sister cities."

"It would be a mighty fine thing, I think, for the chamber of commerce to inaugurate a series of business men's caravan tours to different sections. It might have a tendency to create good feeling and bring the whole state a little closer together."

"In this movement, the State Motor association is entirely unselfish and has in mind the general good and pleasure of motorists as well as the possible advantages that may come to all."

SEEK SIGN VANDALS

\$50 Reward for Arrest Offered by California Auto Association

SAN FRANCISCO, May 20.—Reward of \$50 for information leading to the arrest, and conviction of sign mutilators has been authorized by the board of directors of the California State automobile association.

Each year the association is forced to spend many thousands of dollars in replacing damaged signs. This year a vigorous campaign is planned to reduce this expense to a minimum.

The co-operation of the United States Forestry department has been obtained, and rangers have been instructed to co-operate in punishing persons found damaging road signs. Members of the association are also urged to assist in the campaign. Where arrests are made the legal department of the association will actively prosecute. Small signs announcing the reward are to be placed on the regulation C. S. A. A. road markers.

SPEED COP BACK ON HIGHWAY AT REDDING

REDDING, May 20.—Automobile travel has opened up so heavily on the state highway through the canyon, W. C. Autenrieth, the county's traffic officer has gone back on his beat. He took the position last August, and soon put a stop to reckless driving and flagrant violations of the rules of the road. Just about enough fines were paid to reimburse the county for Autenrieth's salary and expenses.

WHEN FATHER STARTS TO START

On Saturday, our mother says: "I'll hurry up make some doughnuts and some sandwiches and maybe bake a cake, and then we'll get up early in the morning, and we'll go and have a picnic in the woods, out 20 miles or so."

And father smiles, and says, "Oh, fine! I know a dandy spot, where there's a shady little stream, with fishing, like as not. The kids can go in wading. Set the clock to ring at 6. There's several little things about the car I want to fix."

And father, he rolls out of bed as soon as mother calls, and grabs a cup of coffee and his old blue overalls, and disappears in the garage. He says: "I won't be long. There's just a little something in the steering gear that's wrong."

We children gulp our breakfast down, because we're in a hurry, but mother says: "You needn't rush. There's lots of time. Don't worry, for when your father starts to work on a loosened screw he'll find a million other things he thinks he's got to do."

But mother packs the baskets full and washes all our faces, while father tunes the motor up and puts it through its paces. And every now and then he yells: "Who took the smallest wrench? I know I left it here last week, right on this very bench."

He finds a bolt is loose beneath the axle in the back, and then he has to fix the brakes and tighten up the slack. He thins the carburetor down until she starts to cough, and then drains the crank case, which, he says, he should have done before, and fills her up with brand new oil. Us kids are getting sore, but father says he's got to keep the good old boat well oiled or else she's sure to over-heat and something will be spoiled.

By now it's nearly 12 o'clock. Us children are in tears when father puts his tools away. There's grease in both his ears, but he is satisfied. He says: "She's now all tight and steady. I guess I'll have to go wash up. But, say, is breakfast ready?"

Then mother feeds him, though she looks as if she'd like to hit him, and says that if he doesn't stop his tinkering she'll quit him. At last we're off upon the road, a joyful, happy bunch, all watching for a shady place for now it's time for lunch.

But mother and us kids feel sure that father finds more fun in working on his dear old car than on a country run. We only wish that he would give his family some warning when he is going to take it all to pieces, Sunday morning!

TRUCKS NOT TO BLAME FOR ALL WEAR ON ROADS

Report Held to Be Greatly Exaggerated; Pittsburg Test Is Used

SAN FRANCISCO, May 20.—The Pittsburg highway test has proved most conclusively that the wear and tear inflicted upon the highways by motor trucks has been greatly exaggerated, for at Pittsburg a section of the ordinary California highway commission standard has stood up under a traffic equivalent to about ten years of traffic on our ordinary highways. This is the opinion of Fred Mott, secretary of the California Motor Transport association, who has just completed a survey of the findings of the Pittsburg, Contra Costa county, test highway experiments.

"Had this tremendous volume of traffic of 2,669,109 tons been operated over the normal period of ten years it is perfectly conceivable that

the repairs upon the highways made from time to time as required would have maintained the highways in a reasonably good condition even if that traffic volume had passed over it for at Pittsburg no repairs.

"This highway was subjected to very extraordinary tests. For instance, total loads as great as 66,000 pounds were operated and four-ton trucks with a load of twelve to fifteen tons were operated at higher speeds than would be possible on a public highway, all of which contributed to a very marked degree to the development of that section, but in spite of these extraordinary tests it stood up on what is equivalent to about ten years of ordinary traffic and that without repairs.

With no maintenance and under extraordinarily hard experimental tests the California highway commission standard, nevertheless, stood up under normal ten years' traffic. We are not willing to concede that motor trucks inflict anywhere near the damage on a properly built standard California highway that has been attributed to them.

"That motor trucks have not been properly regulated is an obvious fact. That they have not paid in full their proper share toward highway maintenance is probably true, but in determining the increased tax on motor trucks it should be based simply on their proportionate share of the increased cost of maintenance."

UNITE AGAINST MOTOR THIEVES

Motor Car Manufacturers Lend Their Aid to Police Officials

Stolen car bulletins issued regularly with car number, motor number and owners' names, is one of the means the manufacturer is taking to co-operate with police bureaus throughout the country and help owners recover cars which have been stolen.

The plan used by Dodge Brothers, Detroit, is endorsed by New York and Detroit officials. Judge Fish, of the Brooklyn Traffic court, describes it as an excellent plan and one which should increase the number of convictions for motor car thefts. Dodge Brothers maintain a department to deal with motor car thefts reported by owners and insurance companies. Every two weeks the complete list reported is sent to Dodge Brothers dealers and service stations in all parts of the country. Copies of the

bulletin are also mailed to a national list of police bureaus.

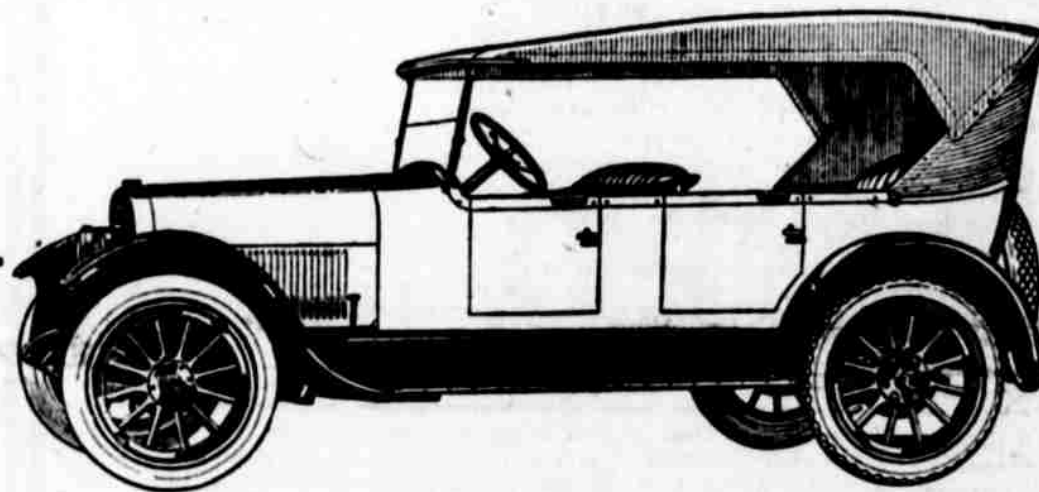
A prominent police official states that the cars which are stolen in Detroit each year go not only to neighboring cities and farm communities, but to points far removed. Cars which are recovered in Detroit sometimes have been brought there from the Pacific coast as well as from far distant eastern and southern cities.

A favorite scheme of the shrewd stolen car merchant is to pass himself off as the representative of an insurance company, in this way accounting plausibly for the low price he is asking for the cars. The farmer is considered a good stolen car prospect, and if the stolen car broker finds a fertile field for his wares in one farm community, he may go back again and again, disposing of his cars in that vicinity. That is why whole fleets of stolen cars are sometimes driven back to the cities by detectives.

Dodge Brothers stolen car service is commended by Inspectors Jackson and Parker, prominent Detroit police officials, as "a splendid service" and "a great help to us and to other police departments."

EXHAUST HEATS CAR

Most car heaters nowadays are of the exhaust type. Some are cut into the floor, others are designed as foot rails, while others are separate attachment, before the rear seat.



The Standard of Comparison



For years, Buick Model 45 five passenger touring car has been the standard by which open cars have been judged.

It possesses in the highest degree those qualities of graceful strength and refinement that suggest at once dependability, comfort and power.

Today, Buick Model 22-45 is repeating in fullest measure the success of other years.

Buick Sixes

Three Pass. Roadster	\$1365
Five Pass. Touring	1395
Three Pass. Coupe	1885
Five Pass. Sedan	2165
Four Pass. Coupe	2075
Seven Pass. Touring	1585
Seven Pass. Sedan	2375

Buick Fours

Two Pass. Roadster	\$ 895
Five Pass. Touring	935
Three Pass. Coupe	1295
Five Pass. Sedan	1395

All Prices F. O. B. Flint, Mich.

Ask about the G. M. A. C. Purchase Plan which provides for Deferred Payments

BUICK SALES AND SERVICE CO.

Klamath Ave. At Seventh Street

Talk About Forgetting!

This Man Takes Honors

NEW YORK, May 20.—Those who forget to bring home the umbrella doubtless will be cheered by the news that there is in this world a man far more absent-minded. After an interview with Motor Vehicle Commissioner Dill, in East Orange, Ernest J. Ruogg, a business man, of No. 487 Clinton avenue, West Hoboken, in reference to a lost automobile admitted he was the champion forgetter.

Ruogg appeared before Commissioner Dill to explain why on March 4 last he left his sedan car on a ferry boat. Ruogg drove the car that morning aboard the ferry boat Syracuse of the Central railroad of New Jersey, bound for Manhattan, and then, sat down to read his paper in the men's cabin.

When the boat reached the Manhattan slip Ruogg rushed ashore with the other commuters, and forgetting his car, took a taxicab to his Manhattan office.

Deck hands shouted for the owner of the abandoned sedan and when nobody claimed it, thought they had a suicide on their hands. The machine was taken ashore and Manager W. P. Pollock of the railroad, and the police were notified.

Along about noon it occurred suddenly to Ruogg he had forgotten the sedan and he rushed off to find it.

About two hours later, after much telephoning and unwinding of "red tape" he found the car and claimed it. Somebody informed Commissioner Dill of the incident and Ruogg's interview yesterday resulted.

"But how would you ever come to forget the car?" asked the commissioner.

"Oh, I forgot the car. Just like you'd forget an umbrella," replied Ruogg. "You see, I was accustomed to having my chauffeur drive me to the office, and, absent-mindedly, forgot I had it with me that morning."

PATCH IS FIRST AID

Permanent Repair Should Be Made to Save Casing

Trying to make a blowout patch do the job of a permanent repair is a good way to ruin tires. The tire patch is a first-aid treatment to meet emergencies, but as soon after the blowout as possible it should be removed and a permanent repair made. Unless this is done, the casing will have one weak spot that is constantly growing weaker.

"A blowout patch does not unite itself with the rubber stock in a tire. It remains separate, and, during the warping that takes place while the tire is in motion, chafes against the ragged edges of the cut in the casing. In time the hole reaches such proportions that it becomes difficult if not impossible to repair."

"When a tread cut is responsible for a blowout, the result is usually a clean-cut hole. Severe bruises ordinarily produce a ragged hole. Where the fabric is raveled or torn apart, fabric separation is often the cause."

The standard-make tires offered the motorist today will not blow out in their prime if they are treated with care. Driving over glass, into curbs, into road holes and against curbs is usually responsible for loss of proper mileage. The safest way is to have your tires inspected regularly by a tire man. He can eradicate the cause of future trouble before it is too late.

SEATTLE MAN SENT TO PARK CONFERENCE

OLYMPIA, Wash., May 20.—David Whitcomb of Seattle has been appointed a delegate to the national congress for state parks at Palisades Interstate Park, New York, May 22 to 25, by Governor Louis F. Hart. The purpose of the congress is to develop a system of state parks to co-operate with the national park system.