

# EVENING HERALD'S WEEKLY PAGE OF AUTOMOBILE AND AUTOMOBILE ACCESSORY NEWS

## JULY BANNER LICENSE MONTH

All Previous Records For Oregon Smashed: Good Business Reflected

PORTLAND, Aug. 24.—July was the greatest month in the history of Oregon in point of new cars for which applications for licenses were made by the owners with the secretary of state's office. This also means that in point of sales by the automobile dealers the month was as good, if not better than any previous month.

Such are the interesting facts contained in a report issued by the Wiggins' automobile information service of this city, and based upon the official figures of the motor vehicle division of the state department.

The report shows that nearly twice as many new cars were registered during July than during any previous month of the year, the figures exceeding, so far as can be learned, those of any previous month in the history of the industry in this state. For the entire state during that period 3559 new cars were registered, the report states. This compares with the following figures for the other months of this year: January 482, February 686, March 1352, April 1527, May 1913, June 1224.

There are two "niggers" in the woodpile" in the July registration which swelled the figure over what it would normally have been based on retail sales alone. The first of these was the fact that on July 1 the new license fee became effective, cutting the fee in half for the remainder of the year. This undoubtedly caused a considerable number of late June purchasers of cars to wait until July to take delivery, thus crediting cars to July which were really sold in June.

The second feature was the fact that unusual activity of the state traffic forces in arresting dealers for what they charged were violations of the law relating to use of dealer li-

## A Family Bicycle



This Berlin father built a vehicle out of two bicycles, a couple of gears and some basket seats. Now he takes the whole family for a ride and doesn't pay a cent for gas.

ences caused a considerable number of the dealers to give up use of their dealer licenses and license all their new cars directly, merely transferring the license at the time of sale of the car and passing the cost on to the purchaser.

These two facts probably accounted for several hundred cars on the registration list, automobile men estimate, but despite this the registration was unusually high and reflects a large volume of business for the month. The total number of new cars licensed in the state from the first of the year to August 1, according to the report, was 10,743. While this figure is well in advance of the registrations for the corresponding period last year, it is not up to the high standard set during that period of 1929, it is stated.

## Attributes Health to Life Spent in Open

TACOMA, Wash., August 24.—Ernest E. Ayres, vice president of the field museum of national history at Chicago, who is 81 years of age but recently drove through here in his automobile on the last half of a motor tour from Chicago to California and back, attributes his excellent health to spending four months of the year in the open. He has observed this custom for the last 26 years.

## GASOLINE COST TO BE OFFSET BY CARBURETOR

Economy Tests Show Manufacturers Way to Improve Designs

PARIS, Aug. 23.—Gasoline consumption for automobiles is such a serious question here, with gas costing from 55 to 60 cents a gallon, that recent French tests to develop better carburetion are being continued.

Cars smaller and lighter than those generally used in the United States, recently have averaged about 60 miles to the gallon of gasoline in official public contests. The winner in the principal competition of this sort made 61 miles to the gallon.

Large cars, weighing more than 4,000 pounds, averaged close to 16 miles to the gallon in the recent Strasbourg race of 440 miles over the Grand Prix course and under the same regulations. This was the first race of this kind organized by the Grand Prix officials, and it proved such a success that a similar contest is announced for next year.

These results, however, were under the special conditions that govern all such affairs, and admittedly are not attainable by the average driver, particularly in the United States.

Several cars of a popular American make competed in the LeMans test for light cars, and their showing illustrates the progress made in economizing fuel. Equipped with the same carburetor as the winner that made 61 miles an hour, one ran 39 miles on a gallon, and another made only 36 miles.

These economy tests, according to carburetor manufacturers, taught them lessons that will show next year in improved designs, but so far there has been no revolution in engineering that is applicable to automobiles in general.

Racing tests, however, give a misleading idea of results, for the cars that then average 60 miles to the gallon operate normally at about 35 miles to the gallon. The difference is explained as due to six factors: the use of a special gasoline; equipment with the best carburetor; carburetor adjustment to get a weak mixture that would not serve in ordinary driving; expert driving; perfect mechanical condition of the car and special adjustment of the motor for high compression and pronounced advance of the spark.

The reasons for the better results obtained by French cars over their American competitors are attributed to several things. The American cars were heavier, and it was mathematically certain that it would take more fuel to drive the greater weight, particularly as the American cars traveled 20 percent faster. The American cars also stood higher from the ground and met greater wind resistance, also the American cars had much larger motors which turned over at a much lower speed, so that greater consumption was inevitable.

When the different conditions to be met by the French and the American manufacturer are considered, experts do not generally feel that there is any remarkable superiority in the French car. These differences grow out of costs of operation and the temperament of the public. Gasoline costs nearly twice as much in France as in the United States, and French makers, therefore, find it profitable to spend more money to produce an economical motor. This is done in several ways, but principally by having a well-finished, small motor, with relatively high compression, turning over at a high speed. Some small motors make 4,000 revolutions per minute, and French racing cars approach 5,000 R. P. M. The French are educated to look more to gasoline consumption than to speed and acceleration. They prefer a small motor with four speeds, and they are content to shift gears constantly so as to save gasoline.

Americans over here sometimes wonder whether the higher original cost of French cars really offsets the saving in gasoline. French cars corresponding in size, power, appearance and ability to travel cost much more than their American rivals. American quantity production accounts for much difference in price, although Citroen, called the "Ford of France", by far the numerical leader among French cars, still suffers greatly when compared with American cars in price.

## NOT ALL OF TEN MILLION AUTOIST ARE GOOD DRIVERS

The simple mechanics of driving—the steering, the manipulation of gear-shift lever, pedals and so on—are easily mastered, and there are few in the United States capable of any form of self-locomotion who are not able to control a car. But the record of crumpled fenders, damaged lamps and wayside wrecks tells the story that not all of the 10,000,000 car owners know how to drive, says Motor.

From this record let us draw a few instances, sketched from the lives of careless motorists who thought they could drive, but who—to borrow a saying from another branch of sport—"didn't know the gun was loaded." On the front page we find Mr. A. B. See. He was proud of his car's accelerating ability, and when halted by city traffic he invariably started in second and was going 20 miles an hour before the slower cars had got into motion. One day he relaxed his customary vigilance and piled head-on into the rear of another car. First result: Two bent fenders and no headlights on his own car, plus two sheered spring clips on the car ahead, totaling a repair cost of \$42.50. Second result, arising from stopping too quickly: Demolished rear luggage carrier and the total eclipse of the lights on the car which bumped him from behind. Because he failed to put out his hand on stopping, Mr. See assumed responsibility for the damage to the over-taking car—and it cost him about 100 merry little dollars to learn that he didn't know how to drive.

Next in line comes Mr. B. C. Dee. He was such a good driver that he could afford to be careless. He prided himself on knowing the bumps and other peculiarities of all roads in his neighborhood. But one night after a heavy rain he was loafing along at 50 miles an hour when his car bounced in and out of a hole which had been caused by undermining water and he indulged in two new springs and a rather expensive rear axle assembly. He is now a better driver than he was.

Here we find Mr. D. E. Eff, to whom driving had become like second nature. He could divide his brain into two parts, reserving the one for guiding the car around corners, speeding it up and down hills, avoiding bad spots in the road, and so on; and utilizing the other for entertaining the guests. He could laugh and tell droll stories which provoked his friends into gales of merriment. But one day he glanced around to see how the point of a story had been taken, and just then a telephone pole

grew up in what he thought was the middle of the road. His spirit is now motoring down the long, long trail. and of the feelings, eccentricities and safety of all other users of the road. If a man drives well in every respect except that he expects all pedestrians to know how to walk, all equestrians to know how to ride, and all motorists to know how to run a car, he is still a menace of the highways.

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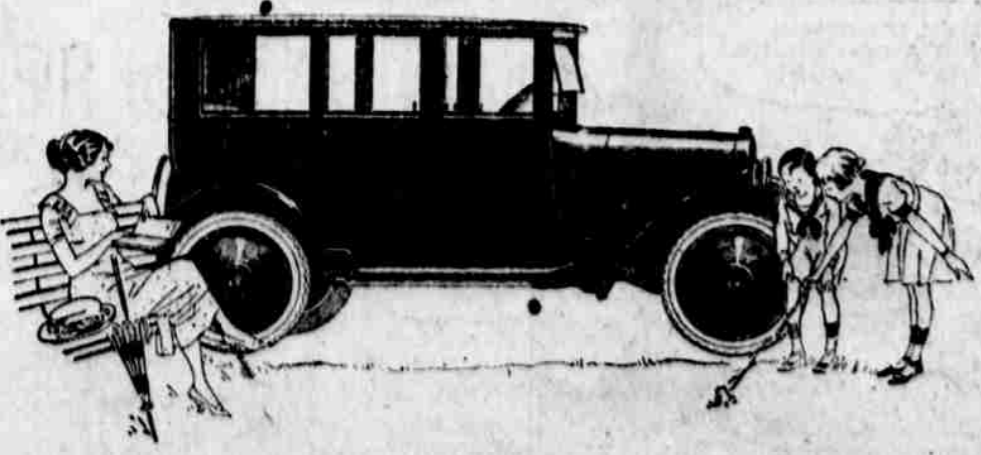
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