

THE MOTORISTS' PAGE

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1926 Hup Sedan	\$750.00
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1926 Dodge Sedan	\$700.00
1924 Buick Touring	\$450.00
1916 to 1926 Dodges	\$65.00 up
1926 Graham Brothers 1-Ton Delivery	\$750.00

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Bigger Tires, Lower Prices, Says Hawkins

The campaign of the American Automobile association for larger tires for automobiles has been given a decided boost forward by the latest reductions in automobile tire prices, according to J. C. Hawkins of the Hub Tire Co., Inc., General tire dealers in Klamath Falls, Oregon.

Thousands of motorists will take off small inadequate tires this summer and replace them with larger proper sizes. They will be enabled to do this as a result of the savings made possible by the price cuts, according to Mr. Hawkins.

Retail prices of tires dropped several days ago to the lowest figures in the history of the automobile. The price slashes were made mainly in the better grade tires such as General, although some of the cheaper lines of the larger factories were slightly reduced.

"The General tire is now selling at a price lower than was being asked for many very ordinary tires a few months ago," said Hawkins, "and as a result of this we are going to stress more than ever the importance of larger, proper sized tires. At today's prices motorists can have tires that are large enough as well as good tires, capable of insuring the maximum safety and driving comfort."

"In the face of such slight differences in tire costs, a dealer can scarcely commit a more serious injustice to a customer than to sell him tires which are under-size or otherwise inadequate to modern needs."

"Demand for smaller and cheaper tires was greatly reduced with the introduction of the new high power automobiles during the past year and the discovery that these tires would not hold up. The latest tire price cut has hastened the exit of the mediocre products."

A proper size General tire increases the life of the car by cushioning the machine against road shocks, increases the life of the tire itself and finally, good tires help lengthen the life of the motorist by making driving safer, more comfortable and less nervous shaking," said Mr. Hawkins.

TWO CAUSES OF WEAR OF TIRES ARE EXPLAINED

Portland Southpaw Wins
First Game of Season;
Seals Beaten

Summer weather, which is now making its welcome return to sections of the country which are affected by extreme variations in temperatures, will bring many tire problems to the motorist, according to Andy Warner, Good-year tire dealer at the Ace Tire Shop.

Mr. Warner pointed out that internal heat and friction are two of the worst enemies of tires and declared that the progressive tire manufacturers, like the Goodyear company, are doing everything possible to combat them.

"The three outstanding effects caused by heat generated in the pneumatic tire," he said, "are: decrease in the flexing life of the tire; decrease in fabric strength and increase in the rate of tread wear. Combined, they mean shorter tire mileage."

"The amount of flexing which a tire will stand, before it begins to break down, decreases with the rise in temperature; that is, the body of the tire is weakened by extremely warm weather, especially if run at high speed and high load."

"The tensile strength of the cords in a tire carcass varies with the temperature. When the temperature is 200 degrees Fahrenheit, the tensile strength is 80 per cent, while at 300 degrees it has been reduced approximately 50 per cent."

"Tread wear is also faster when the temperature is high and it is well recognized that tread wear in summer is enormously greater than in winter. Consequently, as a rise in the internal temperature of the tire is reflected proportionally in the temperature of the tread, it follows that it will be reflected also in increased wear."

"The lines of attack followed by progressive tire manufacturers to combat the effects of internal heat are: first, to reduce the heat generated in the tire, involving scientific cord construction and carcass and tread design, as well as the use of rubber compounds of high resilience; second, to increase the rate of heat dissipation from the tire; and third, to increase the inherent heat resistance of the component parts of the tire."

Allow Traffic To Drive Over New Highway

Although the gravel work has not yet been completed, contractors on the Quartz mountain section of the Klamath-Lakeview highway are permitting traffic to travel over the entire distance and considerable time is now saved in making the trip between here and Klamath Falls.

Motorists from Lakeview who made the trip recently reported that the trip into Klamath can be made comfortably now in four hours or less.

Work is progressing without interruption on the Devil's Garden section of the roadway, and when this is completed another big saving in time will be effected. The uncompleted portion of the highway in the Lorenz mill section will disrupt traffic again this fall and winter because of this almost impassable stretch after the fall rains start.

Modoc Station Opens Business

The Modoc Gas and Oil company actively started business this week in Klamath Falls upon the arrival of its first tank car of Richfield gasoline. The car came in over the Great Northern and was delivered on its switch which terminates at the Link River bridge.

The incorporators of this new company are O. A. Smith, R. D. Cheyne and M. E. Cornett. They have leased from the Great Northern the former Moore property at West Main and South Riverside streets, where they have erected a 20,000-gallon storage tank for gasoline, and construction is now under way for a modern wholesale plant and retail service station.

George H. Gage, district manager of the Richfield Oil company for the state of Oregon, has been here for several days assisting in the consummation of the company's plans for its plant and service station. The Modoc Gas and Oil company has the exclusive agency in Klamath county for Richfield gas and motor oils. This product is manufactured in California and is not surpassed in quality by any motor fuel on the market. They will serve the retail trade through the Modoc Service Station at Sixth and Walnut streets, Elvins Service Station at Oregon avenue and Blehn streets, and through their new station at West Main and Riverside streets. They have a 700-gallon tank truck with which to serve the wholesale trade.

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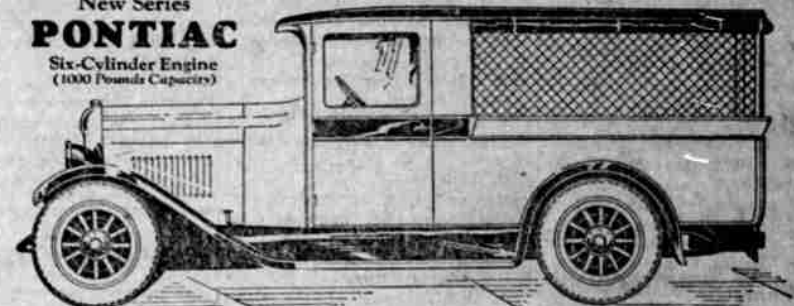
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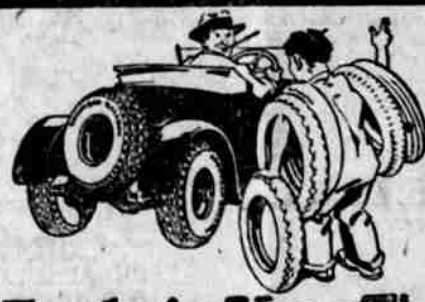
1327—1927 Imperial Chevrolet Sedan	\$700
1252—1927 Chevrolet Standard Sedan	\$675
1145—1927 Chevrolet Coupe	\$595
1200—1927 Chevrolet Coach	\$575
1232—1927 Chevrolet Roadster	\$475
1075—1926 Chevrolet Coupe	\$395
972—1926 Chevrolet Roadster	\$335
1280—1925 Chevrolet Roadster	\$225
1288—1920 Hudson Touring	\$75
1286—1920 Dodge Touring	\$100
1925 Ford Roadster	\$100
1926 Oldsmobile Coach	\$300

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33x4 1/2 Goodyear Pathfinder, S. S. Cord	\$17.75		\$2.90
29x4 1/2 Goodyear Pathfinder, Balloon	\$ 5.40		\$1.85
29x4 7/8 Goodyear Pathfinder, Balloon	\$10.65		\$2.15
30x5 1/2 Goodyear Pathfinder, Balloon	\$13.55		\$2.65
31x5 1/2 Goodyear Pathfinder, Balloon	\$14.05		\$2.70
32x6 00 Goodyear Pathfinder, Balloon	\$17.70		\$3.15
30x3 1/2 Goodyear Speedway, Cord	\$ 5.15	Tube	\$1.20
29x4 1/2 Goodyear Speedway, Balloon	\$ 7.20		\$1.65

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Kramer Radiators—For Chevrolets \$17.45 to \$17.85
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