

FACTORY RUNS WEATHER TEST

Studebaker Subjects Raw Materials to Artificial Rain, Sunlight

Made-to-order weather for the testing of the "weathering" for a motor car is one of the latest developments of the Studebaker factory to determine the effect on raw materials of different weather conditions.

Within this testing device a steady downpour or rain is made to take place in one section for 3 hours; for the next five hours a warm, moist summer night is duplicated. For the remaining sixteen hours of the day sunlight much more intensified than that of noon at midsummer is maintained constantly.

This testing apparatus is barrel shape and revolves once in twenty-four hours. During this time it carries samples of lacquer, paint, top materials and upholstery fabrics through this series of artificial weather. The sunlight is produced by a fadeometer violent carbon arc lamp, which produces a light nearly identical with sunlight.

Scientists have discovered that June-July sunlight is six times as destructive as is the light of December. Also that even in mid-summer six hours of the twenty-four supply the greatest light intensity, while in winter less than

Willys "Seventy" Proves Popular In Klamath Falls

The new Willys-Knight "Seventy" is too popular to hold in stock, according to J. P. Brett, of the Overland-Knight Sales company. With five orders for this model on his books, Mr. Brett is unable to get cars fast enough to fill the demand. The new car is a marvel of smooth operation and hill-climbing ability, he says.

A sales room of 30x30 feet in dimensions has been added in the Overland-Knight place of business. The room is constructed of wall-board, and will be plastered, painted and equipped with new lights.

One Willys-Knight "Seventy" and three Overland Sixes were received here by the company Friday.

four hours supply light of any appreciable intensity.

While only a few hours on bright days submit a driver's car to destructive sunlight, this "weather machine," by maintaining a maximum destructive effort during the entire day, breaks down defective colors or defective materials in a short time.

By passing all colors and top materials through this machine Studebaker is able to keep out of its cars either colors or materials which will not successfully stand the ravages of the elements. By means of special ovens and refrigerators the effect of tropical midsummer heat and arctic cold is determined in advance.

For results use News Class Ads.

HEAVY OIL ENGINE IS HERE SOON

That the day is almost within sight when automobiles, airplanes, trucks, tractors, motor coaches, rail-cars, tugs and pleasure craft may be driven by heavy oil engines, with a low cost of power production that never could be dreamed of with the gasoline engine, was indicated at the annual meeting of the Society of Automotive Engineers by the account given by A. C. Attenu, a consulting engineer of Montreal, of the development of small, light weight engines of this type by himself and the Eastern Engineering company of Montreal.

The latest of these is an experimental aviation engine built for the United States navy department. This weighs only 417 pounds and has developed 91 brake horsepower of 1525 revolutions per minute. Changes that are now being made are expected to increase the power output to between 110 and 116 brake horsepower and reduce the fuel consumption to one-half pound per brake horsepower per hour.

All of the experimental engines were designed to be built of materials and by machinery now in use by automobile manufacturers and so that all parts would be as interchangeable as are the parts of automobiles of the same model.

The first engine was built in 1921 of cast iron with four cylinders, and weighed 1100 pounds. Tests made at McGill university led to the decision to build a second engine with

Jay Walking on Sidewalks Ends in Rio de Janeiro

Traffic officers now are posted in the center of the wide, mosaic sidewalks of Avenida Rio Branco, the main downtown shopping street of the city of Rio de Janeiro, to see that pedestrians keep to the right.

There is no wandering along against "traffic" in order to stare at the window displays. Those on the outside must walk down to the corner and turn back if they wish to look in the store windows.

It is, of course, permissible to turn at right angles and cross thru the inside line of traffic in order to enter the stores and motion picture theatres.

solid fuel injection instead of air injection. This also was a four cylinder engine made of cast iron, and had a compression pressure of 405 pounds per square inch. It was of two-cycle type, had step cylinders for scavenging the combustion chamber and ran on the same fuel as the first engine.

In preliminary runs this second engine started on the first few revolutions, attained a speed of 1600 revolutions per minute and developed 18 brake horsepower. After various changes were made it developed 56 brake horsepower at 1400 revolutions per minute. The fuel consumption is at the rate of two-thirds of a pound per brake horsepower per hour, the engine idles down to 120 revolutions per minute and starts readily from dead cold after three to five revolutions with a six-volt starter.

Three engines of this type were built and a car fitted with one was operated about 3,000 miles during the summer of 1924 without the slightest trouble.

Rubber Industry Hope Is Seen

New light on the crude rubber situation has been thrown by Professor Ray H. Whitbeck, University of Wisconsin geographer, who in his presidential address to the Association of American Geographers, expressed the expectation that the great crude rubber industry of Brazil might profitably be restored as a solution to the present crisis in rubber.

"Only a short time ago," said Prof. Whitbeck, "the Amazon basin


was thought to have a natural monopoly of rubber production. In 1800 the Amazon basin was supplying 90 per cent of the world's rubber. It was Brazil's second largest export. No one anticipated that this great industry, apparently entrenched in security by nature, could be swept out of existence by the competition of plantation rubber in the far eastern regions, which had produced little or no rubber.

"Yet it has happened. Had the world demand for rubber not risen above the bicycle stage, Brazil might have met the requirement. But the big demand for rubber made it

profitable for British capital to go to far eastern plantations, and the Brazilian industry was virtually stopped. Throughout all these changes, the natural condition of the Amazon valley remained the same. But now with the passage of a British legislative act which so increases the price of rubber the Brazilian industry may be restored."

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