

NORTHLAND TO SAIL TO ARCTIC

Will Hold Federal Court
On Coast Guard Cutter
At Ports in North

The coast guard cutter Northland leaves shortly for arctic waters on its fourth cruise. Four years ago the Northland succeeded the famous old cutter Bear, which for many years carried mail, supplies, etc., to the various inhabitants of the northern ports.

The Northland will be on patrol duty along the Alaskan coast and the islands of the Bering sea until early October, at which time it returns to its home port in California.

Like the Bear, the Northland acts as a mail boat, holds federal court at the various ports of call along the coast, cares for smuggling, violation of the game and fish laws, and the welfare of the Indians and Eskimos.

Life aboard the Northland is pleasant. The boys who make up the crew, all of them members of the regular navy, take their duties in the nature of adventure, and had many tales to tell a party of visitors in a Chevrolet six, of humorous incidents met with among the people of the ice and snow.

The Northland acts as the mother ship of the Alaskan patrol of five coast guard cutters. The other ships are: Chelan, now at Umanak, Unalakleet, Seward and the Haida.

The first task of the patrol fleet will be to meet the north-bound seal herd. The coast guard provides escort to the migrating sea animals in order to prevent poachers from wiping out the herd as they swim the long course to the Pribiloff and other seal islands in the Bering sea. The wintering of the seal is a puzzle to the naturalists. Part has been appearing off the coast of California the first of April and making their way north to the breeding ground.

The most northern calls are made by the Northland, which reaches Point Barrow, farthest north on the American continent, providing the ice permits passage that far. The rest of the fleet will patrol as far as Attu in the Aleutian group. Captain Claude S. Cochran, who will be remembered as the veteran captain of the Bear, is in charge of the vessel. This is his last voyage, as he is to retire at the end of the present season's work.

How Does Machine Sound in Second?

When the engine doesn't "sound good" in second gear there may be reason to suspect that it needs more attention. It takes a keener ear to listen to the engine itself when the gears are making a noise, but the plan helps to test the high speed efficiency of the engine and is safer than hitting it up on the road in high.

To make a test of this kind in second gear it is best to pick a road with a slight upgrade so that the engine will have a little work to do, otherwise the engine is apt to act as if it were running away, as in racing it. If the engine misfires, overheats or fails to show ability to accelerate when the car is running thirty in second gear engine efficiency is not what it should be.

Such a test never should be made going downhill in second, since the engine is then partly propelled by the weight and momentum of the car itself.

PAY FOR THEM, TOO

Highway accidents in the United States last year cost \$250,000,000, or nearly \$5 for every citizen in the country.

THE VIEW YOU GET THROUGH PLATE GLASS IS TRUE

Look through the glass on the left—note the grotesque angles of the house—how drunken and wobbly the pillars appear. This optical illusion is caused by the irregularities of ordinary glass.

Through the plate glass window on the right of the panel you see the neighboring house sharp and clear. Details are accurate. You see true perspective—no clear in fact that you would think there were no glass in the window at all.



Have Your Broken Automobile Glass Replaced Quickly
WHILE YOU WAIT
BOB RYAN'S AUTO TOP SHOP
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Don't Blame the Designer



HOW'S SHE HITTING?

By ISRAEL KLEIN
(Science Editor, NEA Service)

Undoing what winter driving has required in the proper operation of a motor car is the most important task for the motorist at this time. Cleaning out the cooling system and the transmission and differential has been discussed last week. The next step is to clean out the crankcase and oil filter, to readjust the battery at a slower rate, and to set the carburetor back to summer driving.

No matter how far the car has been run, winter and its accompanying dirt and grime might have clogged up the oil filter so that it is almost ineffective as an oil cleaner. This apparatus, therefore, should be inspected and cleaned out until oil flows through it freely. If it is clogged with dirt, especially after the car has run 10,000 miles or so, the old cartridge should be replaced. This will assure clean lubrication in the engine.

Inspection of the filter should be made when the motor is warm, for it is then that one may know exactly the condition under which oil is being fed into the engine. It is thinner and can be drained through more easily.

At the same time the viscosity of the oil can be tested properly and if this is too thin, or there is no film between the fingers, it should be renewed.

The practice of cleaning out the crankcase with kerosene is inadvisable because all of it can't be drained out after using and what remains cuts the fresh oil that is put in. Instead of kerosene, thin oil may be used to clean the crankcase. This, at least, won't reduce the efficiency of the regular lubricant.

For warm weather driving, the carburetor will have to be adjusted to permit a much leaner mixture of gas and air to go through to the motor. This adjustment adds a greater proportion of air to fuel than has been required in winter.

Another warm weather adjustment is that of the generator. During winter, it had to put a heavy charge into the battery in order to make up for the greater use of lights and starting motor. The longer days and easier starting cause a much smaller drain on the battery. Therefore, this

electric plant requires a lower charge from the generator.

If the charge isn't reduced to about 10 or 12 amperes, the battery may become overcharged and easily ruined.

The adjustment of generator and carburetor should best be left to a service man who knows exactly how to make it. There are many types of carburetors in use, and each has its own peculiarities of adjustment. If not done properly, it may cause more harm than good. Although the generator is not so complicated, it is too delicate an instrument for any novice to handle, if even for adjustment of the charging rate. It takes any service man a minute or two, and the driver may feel satisfied it has been done properly.

While the carburetor is adjusted, it might be cleaned of any sediment that might have collected at the bottom of the bowl from the fuel passing through it. This can be done easily by opening the screw or drain plug at the bottom and leaving out just enough gasoline to be certain of having cleaned out the bowl.

The same may be done with the fuel in the gas tank. Opening of the plug at the bottom of the tank will release the sediment and water that has collected there and so leave the tank free of impurities for the summer.

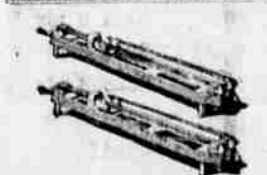
The fuel strainer should also be cleaned out as far as is sure of a full and clean flow of gas to the carburetor.

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1—PALM TEST
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Goodyear has the
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GOOD YEAR

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MOTOR, SHOP ALL AT ONCE

Open Air Markets Provide
New Need and Pleasure
For Automobile

Motoring and shopping are beginning to go together in Los Angeles and Hollywood as naturally as flowers and May.

Open air markets, that are dotting the principal thoroughfares of the southern California metropolis are the reason. These markets, offering every conceivable household commodity, are a striking innovation in convenience. Many shoppers have found.

On a recent tour of such markets made by Mary Brian, Paramount screen star, in a Silver Anniversary Buick, practically everything from pins to sabbages was purchased. The range of commodities offered by these unique markets was found truly amazing. There are fruit and vegetable sections, the grocery area, the meat divisions, the delicatessen counters, hot lunch stands, and even drug stores. Florists are taking space in many of them.

Starting with open fruit and grocery stands facing busy streets or boulevards, they have developed into sumptuous trading centers. Many of them have wide driveways, or parking stations. There the motorist may park while shopping, or if preferred, sit in the car and order what ever is wanted.

A recent check revealed slightly more than 100 of these new deluxe markets within the metropolitan area of Los Angeles, with more constantly springing up.

"And you should note their architectural beauty," exclaimed Miss Brian on concluding her Buick tour. "Many of them reflect the style of the picturesque Spanish adobe, while still others are of imposing oriental design."

Tip to Puzzled Driver—Read It!

How many drivers know what has happened when they find the car sliding and can't seem to steer it the way they want to go?

Lack of proper understanding of this situation causes many rear-end collisions. The driver applies the brakes, starts to slide and discovers that he cannot steer to the right or left so as to avoid striking the car ahead.

If he could stand out on the street and watch his car during this process he would see that the inability to steer is due merely to the fact that the front wheels have locked. They slide straight ahead regardless of whether they are cut sharply to the right or left.

The remedy is to release the brakes the instant the car won't steer. It may be safer to be able to steer to one side than to stop.

Test Valves for Tightness—Now

Motorists who are planning to regrid the valves should do the work, according to the newest method, which makes it unnecessary to replace the cylinder head and try out the engine to discover if the work has been done correctly. It is now possible to test the seating of each valve accurately.

This is done by placing over the valve and its seat a sort of cup device into which air is pumped with a small rubber bulb. When the cup is pressed down tightly and air is pumped into it the pressure shown on a gauge should remain constant.

If there is the slightest leakage the indicator on the gauge will drop back toward the zero mark. This illustrates exactly how the valves will act when the cylinder head is replaced and the cylinders are under compression, thus eliminating guesswork and the possibility of turning out a poor job.

Avoid Overheating Spring Shackles

Now that some manufacturers recommend overloading springs "dry"—that is, covering them without parking the covers with lubricant—it is important to avoid over-lubricating the spring shackles.

The owner of one car that is equipped with an automatic chassis lubricating system decided that he would be very generous with oil. Every day he pulled out the plunger and shot an excess of oil to the shackles, even though he did not travel far enough to warrant so much attention to these parts. And what was the result?

The excess of oil worked down over the spring ends and entered the covers. It wasn't long before the springs were as limber as though they had been carefully lubricated.

JUDGE ON WHEELS

Special police in France are empowered to stop speeding motorists on the road, hear their cases and fine them. Six cars with such policemen patrol French roads.

RUGGED POWER NEED OF AUTO

Coach Demonstrates Tactics of Gridiron With Auto

Turned power, unusual strength, and stamina are essential in both football players and good automobiles. When Coach Ted Weiman of the University of Michigan wishes to develop these qualities in his players, he turns to the automobile for the features he desires.

With the opening of the spring football training season at the University of Michigan, Coach Weiman devised a new and unique method of eliminating the winter lumps from his players. The players were met at the field with a Plymouth coupe driven by the coach and attached to the front bumper of which was a 12-foot beam. This device makes an ideal bucking machine and serves admirably in training the athletes in the fine points of line bucking.

Coach Weiman sits in the driver's seat and directs the players who put their shoulders to the beam and buck the car with all their power. The car rolls backward a few feet until Coach Weiman applies the brakes. The car comes to a sudden stop. When the players can carry the car backward with all four of the wheels sliding, they are learning something of what it means to meet a tough foe on the gridiron.

The Plymouth car used by Coach Weiman for this purpose is ideally suited for the work. The Chrysler internal expanding hydraulic four-wheel brakes assure positive brake control under all weather conditions. The internal expanding principle of construction of these brakes eliminates any possibility of dirt, water, or other foreign substance entering the brake drums and causing a loss of braking power. The sturdy front bumper built directly to the chassis acts as a barrier that will withstand any pressure that the team can exert.

The county seat is where the lazy politicians sit.

If You Are Planning A Long Trip—

You owe it to yourself to see that the car is in perfect shape. Particular attention should be given the brakes for safety's sake!

We are Raybestos representatives and can give unequalled brake service.

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We Fix Fenders and
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\$1040

CHRYSLER "65" PRICES

Business Coupe	\$1040	Touring Car	\$1075
Roadster (with rumble seat)	1065	4-Door Sedan	1145
2-Door Sedan	1065	3-Door (with rumble seat)	1145

All prices f.o.b. factory (wire wheels extra).

By inspection and comparison you will learn that Chrysler "65" is years ahead in engineering and in design. Ask for a demonstration and you will be amazed that such performance, such ease of riding and handling, such quality and value can be had at so low a price.



CHRYSLER "65" ROADSTER (with rumble seat, \$1065 (wire wheels extra).

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6-cylinder high-compression engine of Chrysler "Silver-Dome" principle; 65 h. p. • 7-bearing counter-weighted crankshaft • Crankshaft impulse neutralizer • Iso-therm Invar-Strut

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