

TEMPLAR MAKES A RECORD

Averaging 28 miles per gallon of gasoline and 1,504 miles per gallon of oil, the Templar, with its Templar top valve motor, again demonstrated its economy in the recent Camp Curry-Yosemite Valley Economy Run out of Los Angeles.

This annual event is regarded as the most grueling trial held on the Pacific Coast. The course which totals 276.8 miles, leads over hazardous mountain roads and up steep grades. An altitude of 6,000 feet is attained before the goal, at the top of one of the Sierra peaks, is reached. Because of the stiff grades and sharp turns the course demands an abundance of reserve power in the competing cars and the most skillful driving. The recent contest was made more difficult and hazardous because of the fact that 100 miles of the route had been visited by a cloud burst just prior to the start of the race.

The Templar with its load, weighed 2,570 pounds. It contained 16.3 gallons of gasoline in covering the 276 miles, giving it an average ton mileage of 41.

Harry W. Anderson, general sales manager of the Templar Motors Corporation, regards the performance of the Templar as the more remarkable by reason of the fact that the driver was comparatively a stranger to the car and was wholly unfamiliar with the course.

"We are more than elated with the achievement of the Templar in the Camp Curry-Yosemite Valley Run, although we might add that it only disclosed what every Templar owner already knew," he declared. "If a car will average 28 miles per gallon over such a road as was used in the Camp Curry Run, it certainly should average much more on the smooth highways. In fact reports from all parts of the country confirm this economy record in every day driving."

**COAST TO COAST
TOUR TO MAP
AERIAL ROUTES**

Inspired by the success that attended the transcontinental motor transport tour, another cross country trip started over a distance of one-half a mile, leading off with the passenger observation cars and motorcycles, followed by the trucks, carrying necessary equipment for the maintenance of the machines. The expedition will be self-maintaining, carrying all its own tentage, mess outfit, etc.

Chicago is included among the 121 cities at which the caravan plans to stop. The airplanes will fly directly from Minneapolis to Columbus, O., laying over at that point until the arrival of the road travelers tomorrow.

Maj. Orin M. Baldwin, who has had a wide experience in air service and other military functions of this type, is in command of the expedition, which will consist of twenty-three officers and eighty enlisted men.

from Hazelhurst Field, Minn., L. L. last Wednesday under direction of the War Department, consisting of nine airplanes, twenty-four motor trucks, three staff observation cars, four touring automobiles, motorcycles, engineer corps and searchlight chassis and outfit.

According to War Department officials this will be the most extensive, spectacular and instructive pathfinding tour ever made in the United States. It will be known as the All-American Pathfinder and is being conducted for the following purposes:

Recruiting for every branch of the military service.

Pathfinding and establishing of aerial highways for use in carrying government mail over definitely plotted and mapped routes.

Selection, location and establishing of landing fields along these aerial highways.

Obtaining, cataloguing and recording of the detailed military information in the air service.

Recommending sites for steel hangars at certain points along aerial routes to the government of Class I landing fields supplied by municipalities.

Photographing and plotting from the air of all these municipal landing fields along the aerial routes.

Observing and testing of aerial radio telephoned and the compiling of data with reference to the advantages of establishing radio stations along aerial routes.

The final making of continuous accurate photographic maps of these aerial routes from the beginning to the terminus of the route to be traversed.

First Combination Tour.

The entire aerial expedition will consist of fifteen high-speed machines with special high-powered motors for pathfinding and travel over the world. It is planned to have six of the machines at from base, the others being transported by a combination of railroads, consisting of fourteen one and one-half ton trucks, to standard Liberty truck trucks, passenger touring cars, motorcycles, etc.

This is the first time in the history of transcontinental touring that airplanes have been linked together with trucks and passenger cars. In view of the fact that the last two named have become accepted facts inasmuch as long distance touring which involves endurance, speed, etc., is concerned, an extensive educational campaign will be carried on with special reference to the development of aviation for commercial uses.

The motor transport section will maintain, operate and control the movements of the expedition, which will travel on a definitely planned schedule as to mileage and motor performance.

Will Visit 171 Cities.

When in motion the caravan stretches out over a distance of one-half a mile, leading off with the passenger observation cars and motorcycles, followed by the trucks, carrying necessary equipment for the maintenance of the machines. The expedition will be self-maintaining, carrying all its own tentage, mess outfit, etc.

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HOW TO DETECT

LEAKY VALVES

Timely Advice Given Car
Car Owners for Locating
Cause of Bad Valves.

It is just as important to know when not to grind a valve as to know when grinding is necessary, is the sound advice given by Arnold P. Terkes in an article on "Valve Inspection and Grinding" in the August Motor. It is quite well known by many motorists that not all engines run better after the valves have been ground, a fact which is attributed to

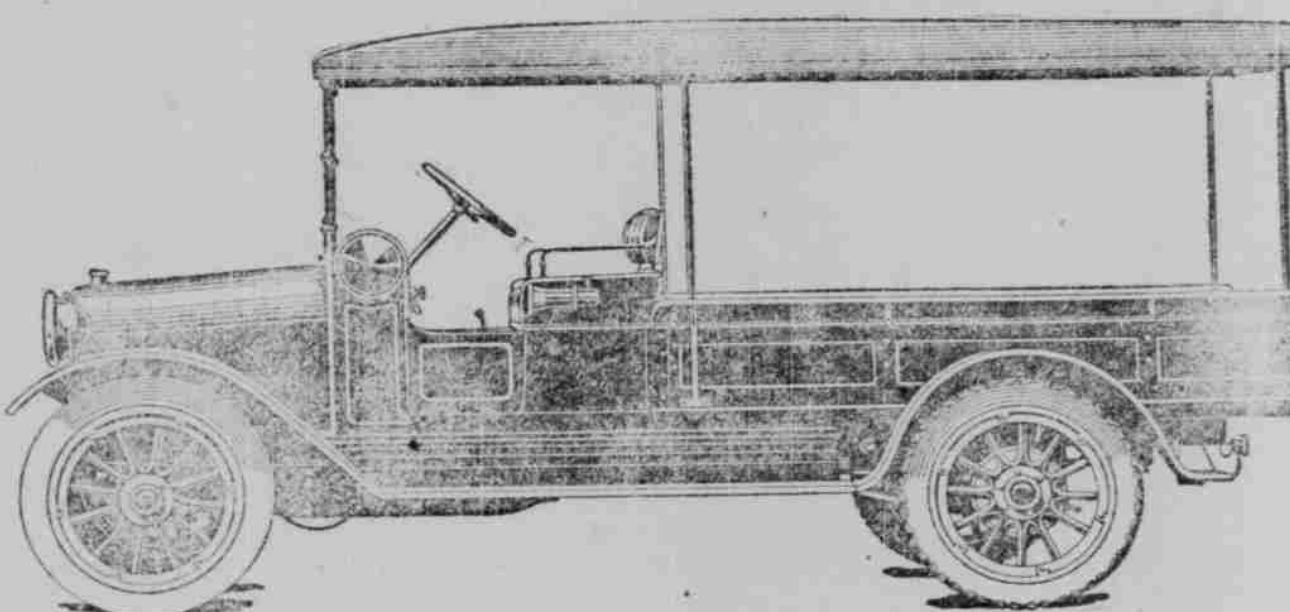
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the unnecessary grinding which makes for leaky valves. The writer makes for leaky valves. The writer in his article points out how one may distinguish a valve that leaks from one that does not and tells how only the faulty ones should be ground in. He says: "On a properly cooled engine and one where the valves are properly timed, it may be accepted as a general rule that valves which are evenly seated over and, therefore, have perfectly black heads, are holding, while those which are red or brownish on top, or show the metal plainly, without a covering of soot or carbon, are leaking." By observing the tops of the valve heads as soon as the cylinder head is removed and then carefully inspecting the face of the valve and the seat, one will quickly learn to tell what is needed.

LEAKS CAUSE DAMAGE The reason for the difference in

the looks of the tops is simple and obvious upon a little thought. During the power stroke of the piston the burning gases are under a high pressure. If there is the slightest leak at any point around the face of the valve, the gases will force their way through at terrific speed and carry away any carbon which may have been formed on the top of the valve near the leak, as well as on the casting near the valve seat leaving the metal around the leak entirely clear of the soot or carbon. Not only will the escaping gas carry away all carbon near the leak, but will also actually wear away the metal itself if not attended to.

"A valve which is allowed to leak for a long time will frequently show quite path eroded by the hot gases in pushing through the opening, in much the same way as the gases from that burning powder charges in a

high-power rifle or cannon gradually erode the metal of the rifle or cannon barrel by escaping past the projectile before it gets fully under way. The paths cut by those leaks in either case look almost as though the metal had been melted out and there is undoubtedly a certain amount of melting of the metal brought about by the hot gases.

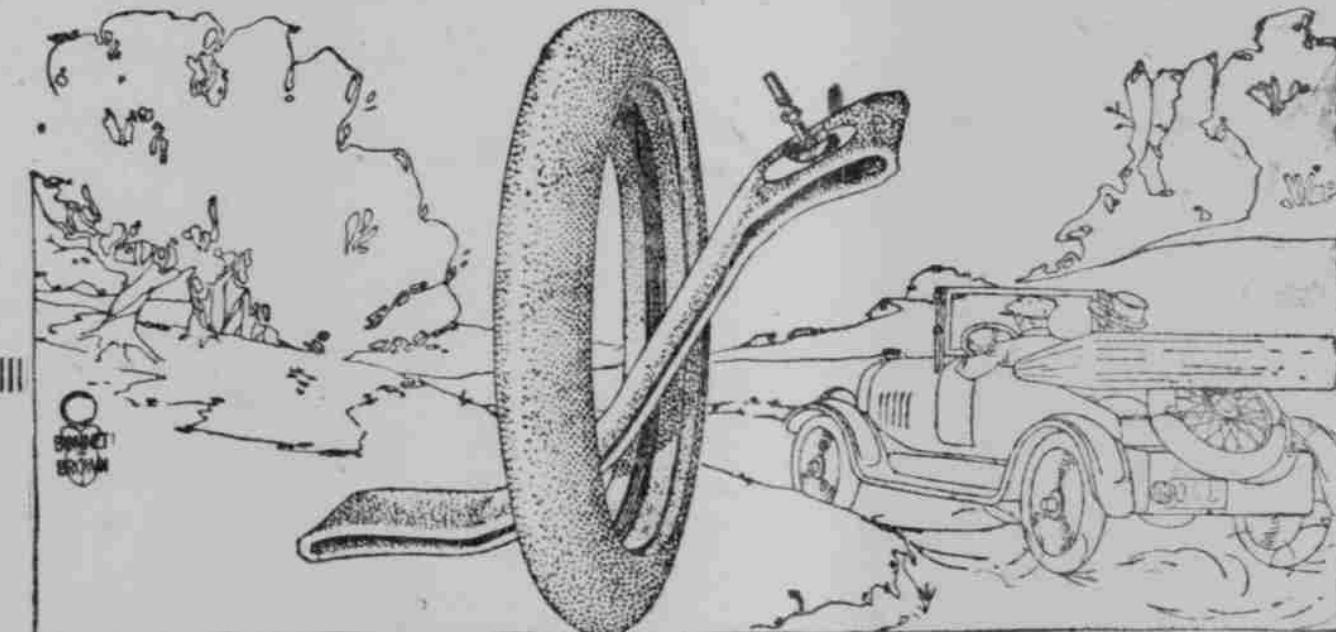
"The high temperature of the escaping gases also causes a different

color of the metal around a leaky valve in many cases. Very frequently a leaky valve will have a reddish appearance, like burned clay or like a furnace grate often shows after being under a very hot fire for some time. This is not an infallible rule for detecting a leaky valve, but on many engines it is a very reliable indication."

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