

# AUTOMOBILE NEWS

## NEW LOW PRICES

\$22.50 Bicycles now	\$19.75
\$15.00 Bicycles now	\$12.50
\$12.50 Bicycles now	\$10.00
U. S. Nonpareil Tires	\$ 8.00
U. S. Giant, Chain	\$1.75
Vacuum Cup Tires	\$2.15
2-Cell Electric Lamp	\$3.00
Rubber Pedals, pr.	\$2.10
New Rim and Spokes	\$1.15

Prices Low—Quality High  
Years of Experience. Expert Work.

ROSEBURG CYCLERY  
122 W. Oak

## HIGH SPEED MOTOR IN THE SMALL CAR

Recent discussion by Sir William Lillie of England and William I. Irvine, former Trade Commissioner, United States Department of Commerce, regarding the use of the European type high speed motor in small cars as a measure of protection to our export business in motor cars, and as an advantage to American users, develops the interesting fact that there has been a steady trend toward smaller motors in America for the past several years.

But if the small high speed motor as built in Europe is to find general use in the industry in the near future, it will have to come from definite proof of the higher efficiency of this type of power plant.

The most interesting of figures available at the present time are those relating to racing cars. Using the regulations of the Indianapolis Speedway as a basis, these noteworthy facts are brought out.

In 1911 the Indianapolis race was open to all cars with a piston displacement under 600 cubic inches. The largest motor entered had a displacement of 597.2 cubic inches and achieved a speed average of 71.12 miles per hour for the 500 mile trip. The winner in this race was a car with 447.1 cubic inches displacement with an average of 74.59 miles an hour.

In 1912, with the same regulations, the largest motor had a displacement of 597.16 cubic inches and averaged 66.2 miles an hour, while the winner had a displacement of 480.8 cubic inches and averaged 78.7 miles an hour.

In 1913 the regulations reduced the maximum displacement to 450 cubic inches, the largest car entered having 449 cubic inches displacement and averaging 65.08 miles an hour while the winner, with 448.13 cubic inches displacement averaged 76.92 miles an hour.

The same regulations prevailed in 1914 and the winner was a car with a displacement of 380.2 cubic inches which averaged 82.47 miles an hour.

In 1915, 1916 and 1919 the displacement figures were cut to 300 cubic inches, the winner in 1915 averaging 89.84 miles an hour with a motor of 274 cubic inch piston displacement, in 1916 averaging 83.26 miles an hour with a motor of the same dimensions as the winner the year previous and in 1919 the average was 88.06 with a motor of 274.6 cubic inch displacement.

A drastic cut was made in 1920 when the maximum displacement allowed was 183 cubic inches and this was continued through 1921 and 1922, the best average speed during those three years being 94.48 miles an hour from a motor with a displacement of 191.44 cubic inches.

In 1923 and 1924 the same kind of a reduction was made and the size of the motors was restricted to below 122 cubic inches. During these two years the maximum average speed was 88.25 miles an hour achieved by a motor with the maximum allowed displacement.

An interesting feature of these figures is that the speed of the cars increased materially with the decrease in piston displacement or, in other words, with the increase in the mechanical efficiency of the power plant. The smaller motors were of the high speed type, such as is generally employed in European design.

A decrease of 79 percent in piston displacement was followed by an increase of 31 per cent in speed capacity.

While the decrease in piston displacement of the type of motors commonly used in our passenger cars at the present time has not been commensurate nor on the same plan with the decrease in racing motors, still there has been a marked change in motor sizes with the smaller dimensions, higher speed, power plant assuming supremacy.

The adoption of the European type motor in our light cars will show a still more marked reduction. It is not probable that we will see the four-cylinder motor which will continue to mark the small, light car, brought down to 122 cubic inches, but figures not far above this are likely to prevail.

The adoption of such a motor, with its power and speed possibilities will entail radical changes in the general construction of the small light car.

Among these will be the necessity for a higher developed lubrication system than has been common in our light cars, pump circulatory cooling system, and four wheel brakes will be essential for any light car, powered with a high speed motor of the European type, will be fast on the road and snappy in pickup, two desirable features, but which require ample control facilities when it is desirable to stop the car quickly.

It is only a natural deduction that a light car with such a motor will also require that the weight be carried closer to the ground than is the practice at the present time and this would lead to lower bodies.

Many interesting surmises are possible along the lines of what the light, small car of the future will look like, if we adopt the European type of engine construction. It is safe to assume that it will be considerably different from any of the light cars which are now being built.

## 58 Miles an Hour— 5 to 25 Miles in 8 Seconds— 25 Miles to the Gallon— at Electrifying New Low Prices

# \$845

Touring car, f. o. b. Detroit, Subject to current Federal excise tax.

## OWNERS FIND SURE CONTENTMENT IN CHRYSLER "58" PERFORMANCE ECONOMY AND RUGGEDNESS

Extraordinary speed and power, combined with economical care-free service, continue to win to Chrysler "58" new owners at the rate of 10,000 per month.

Meanwhile, both new and old owners are enthusiastically satisfied with their choice.

This nation-wide endorsement of Chrysler "58" is no mere matter of chance.

On the contrary its sustained speedability of 58 miles per hour, acceleration of 5 to 25 miles in 8 seconds and economy of 25 miles to the gallon, which have won

this approval, are the predetermined result of the most carefully calculated balance, scientific carburetion and gas distribution, plus painstaking Chrysler craftsmanship.

We are eager to give you a thorough demonstration not only of these Chrysler "58" qualities, but also of its riding and handling ease, sturdiness and ruggedness. These, combined with its new electrifying low prices, will convince you that Chrysler "58" is today more than ever the outstanding motor car value under \$1000.

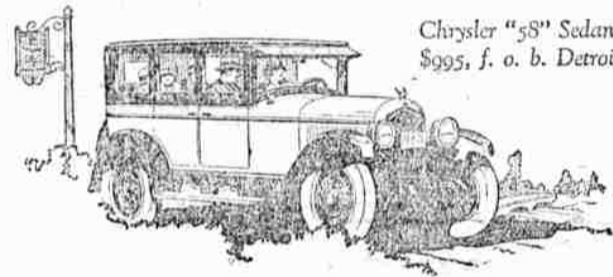
### Chrysler Model Numbers Mean Miles Per Hour



CHRYSLER "58"—Touring Car, \$845; Roadster Special, \$890; Club Coupe, \$895; Coach, \$935; Sedan, \$995; Five-passenger, \$1195; Six-passenger, \$1395; Seven-passenger, \$1595. All prices f. o. b. Detroit, subject to current Federal excise tax.

CHRYSLER "70"—Phaeton, \$1395; Coach, \$1445; Roadster, \$1625; Sedan, \$1695; Royal Coach, \$1795; Breakdown, \$1815; Royal Sedan, \$1995; Crown Sedan, \$2095. Disc wheels optional.

CHRYSLER IMPERIAL "80"—Phaeton, \$2645; Roadster (over wheel standard equipment), cost \$2845; Coach, \$3045; Five-passenger, \$3195; Sedan, five-passenger, \$3395; Seven-passenger, \$3595; Sedan-limousine, \$3695. All prices f. o. b. Detroit, subject to current Federal excise tax.



Chrysler "58" Sedan, \$995, f. o. b. Detroit

## CHRYSLER "58"

H. L. CONNELLY MOTOR CO.  
527 N. Jackson St. Roseburg, Oregon Phone 350

## OVERLAND 6 SHOWS BIG FIRST QUARTER

Sales records for the first quarter of this year show that the Overland Six, the sales accomplishments of which in its first year placed it second in volume among all light sixes, has already stepped far ahead of its initial popularity and for the first three months of 1925, retail deliveries have been 7,594 over those of the same period for 1925.

Measured against a sales total for 1925 of 65,000 of these cars during the year, the increase for the first three months alone constitutes nearly 12 per cent of the total business for last year or at the rate of approximately 50 per cent increase for the total period of 1926 already in view.

With this increase being maintained, and with the consensus of

opinion of the major dealers and distributors throughout the country that it will be materially increased as the summer months come on, this Overland Six is in a fair way to exceed in volume all other light sixes built.

While no attempt has been made to crowd the market and while production has been kept at a point measured by the actual orders on hand for this car, the production figures at the factory are considerably ahead of the peak production months for last year even at this early period of the buying season.

Dealer stocks in the Overland Six have been practically depleted all over the country and an acute shortage is looked for within the next thirty to forty-five days despite the efforts at the factory to keep production up to sales demand.

M. C. RADABAUGH,

Auctioneer, 530 N. Pine St., Roseburg, Oregon.

Eat barbecue sandwiches and live forever. Brand's Road Stand.

# Ford

## Highest in Quality Lowest in Price

Ford cars are built throughout of the finest materials that can be produced. The very best steels available are used in Ford manufacture. The plate glass for windshields and windows is as perfect as can be made. Upholstery material contains a larger percentage of wool than is ordinarily specified—even for much higher priced cars. The basic features of Ford design have never been improved upon by any manufacturer.

No other car offers greater dependability. The Ford car has won the favor of millions of users, under every conceivable motoring condition. Its convenience is known and appreciated the world over; its performance is taken for granted.

Such quality is possible at Ford prices because every operation, from mining

of ore to final assembly is under direct control of the Ford Motor Company.

Iron is taken from Ford mines in Michigan; coal from the Company's mines in Kentucky and West Virginia. Glass comes from Ford glass plants; wood from the Ford timber tracts in the North. Raw materials and finished products are carried over the Company's own transportation routes; coke ovens, blast furnaces, a steel mill, foundries and saw mills—all are part of this complete organization. There are even salvage plants, paper mill, cement plant, etc., to transform waste materials into useful by-products.

In this way every possible economy is effected. Under no other circumstances could Ford quality be had at Ford prices.

### Features That Maintain Ford Leadership

- All-Steel Bodies
- Planetary Transmission
- Torque Tube Drive
- Dual Ignition System
- Thermo-Syphon Cooling
- Simple, Dependable Lubrication
- Three-Point Motor Suspension
- Multiple Disc-in-Oil Clutch

FORD MOTOR COMPANY, DETROIT, MICHIGAN

### NEW PRICES

RUNABOUT	TOURING	COUPE	TUDOR SEDAN	FORDOR SEDAN
\$290	\$310	\$500	\$520	\$565

Closed car prices include motor and demountable rims. All Prices F. O. B. Detroit

TWENTY-TWO YEARS OF LEADERSHIP

ation system than has been common in our light cars, pump circulatory cooling system, and four wheel brakes will be essential for any light car, powered with a high speed motor of the European type, will be fast on the road and snappy in pickup, two desirable features, but which require ample control facilities when it is desirable to stop the car quickly.

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## MOTORISTS VISIT ACTIVE VOLCANO

America's only active volcano has been showing off again in spite of the "No Smoking" warnings posted everywhere by the forest department.

Every so often old Mt. Lassen pours forth great volumes of smoke, just to show that it is spry, and still in the running in spite of its millions of years. Many motor tourists visit Lassen Volcanic National Park in northern California each year for it presents a very interesting and diversified picture.

During the peak's recent eruption, the Chevrolet Motor Company dispatched a scout car to gather road information and to report the extent of volcano activities.

Lassen is available to motorists all over the west. It is just off the great Pacific highway that international route which taps the three countries bordering the west coast of North America.

a variety of scenery ranging from snow capped peaks to crystalline lakes and weirdly sculptured lava formations.

Hot springs of every kind, strange grottoes, spouting geysers, boiling mud pots, steaming streams together with heavy wooded mountain country and awe-inspiring canyons make up an alluring tour district.

Aside from the interest in the volcano itself, the district has an appeal for the sportsman and angler.

Lassen Volcanic Park was entered by the scout Chevrolet from the Pacific highway over a gravelled road by way of Viola, Lake Reflection and Lake Manzanita. These bodies of water mirror the precipitous slopes of the mountain and are bordered by forests of overgrown pine, affording excellent accommodations for the summer camper.

Road improvements in the Lassen district will afford ample opportunity this season for Washington, Oregon as well as California motor sports to fully enjoy this world renowned attraction.

## NEW GLARE SHIELD AIDS NIGHT DRIVER

A new glare shield for automobiles which will eliminate the blinding glare from approaching headlights when driving at night has recently been perfected. It is made of blue-green transparent pyralin shooting, the color having been developed in the laboratory of an eminent surgeon-oculist. It fits any type of closed or open car. When properly adjusted, glaring lights are diffused in the glare shield, giving the driver clear vision and. Many automobile accidents that occur at night are due to the driver becoming blinded from the glare of headlights on approaching cars and this new shield will tend to avert danger of collisions from this cause.

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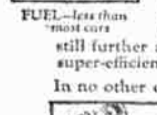
Reached by way of Chico and Lake Almanor, Lassen Park offers

Studebaker builds 50 yearly models.

## It Costs Less to Own a Better Buick



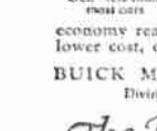
Gasoline, lubrication, water and fair treatment are all the Better Buick needs to deliver its mileage at astonishingly low cost.



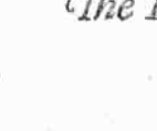
The Valve-in-Head engine, as Buick builds it, develops more power from a given quantity of gasoline. Buick Automatic Heat Control, an integral part of the Buick carburetor, still further aids fuel economy, by super-efficient carburetion.



In no other car, regardless of price, will you find the completeness of protection for performance afforded by the Buick "Sealed Chassis" and "Triple-Sealed Engine." Dirt cannot get in, anywhere, to cause wear, looseness and vibration.



To know what motor car economy really is, for finer transportation at lower cost, own a Better Buick.



BUICK MOTOR CO., FLINT, MICH.  
Division of General Motors Corporation

## MOTOR SHOP GARAGE

DISTRIBUTORS FOR DOUGLAS COUNTY  
Phone 268 414 N. Jackson

When better automobiles are built, Buick will build them