



The open express body, with enclosed cab, is widely used by builders, haulers, manufacturers, plumbers—and similar users who do not need to protect the load against the weather.



The Chevrolet 1-Ton Deluxe stake bed truck is one of the handiest delivery units on the streets and highways. Widely used by vegetable, flower, laundry, dry cleaners, etc.



The 1-Ton canopy express body, equipped with curtains to protect the load in inclement weather, is ideal for produce, florists, hardware stores, etc. Can be equipped with accessories.



The hand dump body is a universal favorite among coal dealers, contractors and road builders. The body is built of heavy reinforced steel to withstand the pressure of heavy loads.



Grain tight and equipped with a Comstock engine, this body type is very popular among farmers, stock raisers and feed companies. Stock trucks can be added, if desired.



The 1-Ton De Luxe delivery body is admirably suited to the needs of such users as grocers, florists and druggists.



There's a Chevrolet Truck for YOUR Business

—offering all the quality features that have made Chevrolet the world's largest builder of gear-shift trucks

Whatever your business may be—whether you operate one truck or a fleet—whether your delivery problem is the transportation of fragile articles or of material of great weight, you can secure in Chevrolet a truck exactly suited to your specific business.

Among the many Chevrolet Truck bodies available, there is a type specially devised for every commercial and industrial requirement. Each offers the Chevrolet advantages of fine appearance, adaptability, driver comfort and protection.

Each is mounted on the famous Chevrolet chassis whose ruggedness is the result of

over-strength construction of the most up-to-date type proved on the world's greatest proving ground, and whose dependable, economical operation is based on such modern features as: powerful valve-in-head motor, 3-speed transmission, big over-size brakes, springs set parallel to the load, air cleaner, oil filter, etc., etc.

If you want to speed up your deliveries and at the same time secure the economy of the lowest available ton-mile cost—come in and let us tell you about this modern product of the world's largest builder of gear-shift trucks!

—at these Low Prices

1-Ton Truck with Stake Body	\$680	1-Ton Truck with Panel Body	\$755	1-Ton Truck Chassis with Cab	\$610
1-Ton Truck Chassis	\$495	1/2-Ton Truck Chassis	\$395	All prices f. o. b. Flint, Michigan	

Check Chevrolet Delivered Prices

They include the lowest handling and financing charges available.

HANSEN CHEVROLET CO.

Phone 446

Rose Street

Roseburg, Oregon

THE WORLD'S LARGEST BUILDER OF GEAR-SHIFT TRUCKS

The Oregon Poultrymen's association in convention at Corvallis last week, elected the following officers: President, Edward Snow; Monroe; vice-president, R. A. Putnam; Clackamas; secretary-treasurer, H. E. Cosby; Corvallis; director, Mrs. W. H. Thompson; Canby; and Ambrose Brownell, Milwaukie.

Now I know why women are so fond of Chandler



Because, in the first place, the new Royal Eight and new Sixes by Chandler are simply magnificent—enriched with exquisite little appurtenances and necessities dear to the woman who loves true luxury. Because Chandler is neither too light nor too heavy—steers easily, shifts easily, parks easily, stops easily. Because Chandler is so powerful it can be throttled down to a mere crawl in high gear, and go over the top of fearfully steep hills in high gear. Because a Chandler automatically lubricates itself from end to end the moment you press your foot on a plunger. Because Chandler is so fairly and reasonably priced—the Sixes at \$995 to \$1895, the Royal Eight at \$2195 to \$2295 (f.o.b. Factory). Just see them.

Stanley's Highway Garage

332 North Jackson St.

Phone 478

Roseburg, Oregon

CHANDLER-CLEVELAND MOTORS CORPORATION • CLEVELAND

CHANDLER

"SLUDGE" IN CRANK CASE—PREVENT IT

The dirigibles which have been operated by the U. S. Navy were equipped with water recovery apparatus. This consisted of a means of condensing all of the exhaust gas which came from each engine. The water which was recovered as a result of this condensation was placed in storage tanks in the dirigible and served to replace for stability purposes the fuel which was consumed in the operation of the engines.

Theoretically, say the engineers of the Tide Water Oil company, refiners of Veedol Motor oils and greases, it is possible to recover quantities of water in excess of the weight of the fuel consumed to produce the gas which is condensed into this water, but for practical application recovery of such efficiency has not been obtained. However, approximately 75 per cent recovery has been effected.

From this, they say, it will be seen that exhaust gases if permitted to condense in any closed container will result in water deposits. This is just what takes place in the average automobile engine if provision is not made for venting these gases from the engine. A certain amount of leakage takes place past the piston rings and down into the crankcase and when the engine cools off, this gas trapped in the crankcase forces water deposits in various places usually ending up in the bottom of the pump, and collecting on the surface of the strainer screen which is provided to protect the oil pump.

If the oil does reach the pump the agitation which takes place is sufficient to churn the mixture of oil and water and sediment material, such as small metal particles and carbon formation which has dropped from the underside of the piston head, into a mixture known as an emulsion. This emulsion at times has been so thick that it has not been possible to drain the crankcase through the usual crankcase hole. It has been necessary to remove the lower half of the crankcase or the oil pan which has been found to be lined with this heavy sediment material often times jelly-like in appearance. This condition can happen with motor

oils regardless of their origin or quality. But a heat-treated oil, such as Veedol, is less prone to the disease than other oils that allow greater dilution.

How to Prevent "Sludge"

The largest group of motor manufacturers have studied this problem as a result of difficulties which were experienced by owners of cars of their manufacture. They have made a number of recommendations to overcome the condition which generally are as follows: To protect the motor against low temperature operation, keep the radiator covered, when standing, with a blanket or similar article, and when driving by the use of radiator shutters. Reduce to a minimum the warming-up period. Avoid long idling periods, and reduce to a minimum frequent stops, such as characterize the average city driving. Drain from the crankcase at weekly intervals during the winter weather approximately a cup full of motor oil. If it is found that this contains large quantities of water, drain additional quantities until all of the water has been taken off. This will prevent circulation of this material and will tend toward longer usefulness of the remainder of the crankcase lubricant.

The Big Drive Still Going
The High Standard of Quality Is Always Maintained in

Kelly Springfield TIRES

We Swap New Tires for Your Old Ones.

Greasing, Oiling, Vulcanizing

Fully Equipped Power Car Washing Machine.

AUTOMATIC AIR MACHINE

ELECTRIC SERVICE

BATTERY, GENERATOR AND IGNITION

NIGHT AND DAY SERVICE

Rose Garage

PHONE 66

LATEST CHRYSLER STUNT IS BELIEVED BE WORLD RECORD

All South Africa is agog over what is believed there to be a world's record established by a standard Chrysler "70" in successfully completing a phenomenal dash around the Union of South Africa in high gear at the rate of more than 35 miles an hour.

The distance, 3175 miles, was covered in running time of 89 hours and 26 minutes.

Advices cabled to the Chrysler corporation show that the tortuous roads and heart-breaking grades of the rugged terrain made famous during the Boer war were negotiated by the Chrysler in a manner that astounded pessimistic prophets, who had derided the idea that any automobile could perform the so-called impossible feat provided in the advance schedule of the trial.

The route was laid out from Johannesburg over Laing's Nek and other stiff climbs to Durban on the seacoast; then back inland across the mountains by way of Ladysmith, Harriemth and Kroonstad to Bloemfontein; and over the steep Stormberg mountains to Queens-town and East London. Thence it struck westerly across rough country to Cape Town where it turned north to complete the circuit at the starting point.

Three distinct mountain ranges, the Drakenberg, Stormberg and Hex river, were crossed and re-crossed during this remarkable dash. The roads over these mountains include climbs notorious in South Africa as nerve-wracking tests for any driver and known by evil reputation even in our lands. Few of them had ever before been climbed in high gear. To add to the difficulties of the task, scattered along the route were thousands of "drifts" and "dongas" that normally require low gear work.

On this Round-the-Union run the Chrysler had no choice but to tackle everything in high. Before it left Johannesburg on its ambitious undertaking officials of the Transvaal Automobile club examined its mechanism thoroughly and after satisfying themselves that second, low and reverse gears had been removed, put the club's seals on the entire transmission assembly. The seals were found intact at the end of the trip, assuring per-

When Your TIRES NEED REPAIR

Remember

Harrison's TIRE SHOP

All Work Guaranteed

We will give you an allowance on your old tires for new ones.

On the air—on your car—Silvertowns

The music you get on your radio every week from the Goodrich Silvertown Cord orchestra is sweet—but it's no sweeter than the reports of mileage which we get from Silvertown tire users—and Goodrich Radio Cord users, too!

Goodrich Radio Cord

These tires were specially built in the Goodrich factory in recognition of the tremendous success of the Goodrich radioprogram on the air. All Goodrich resources are behind them—in the past year they have created a real sensation. For low cost and high mileage.



Harrison's Garage

Phone 447

136 So. Stephens St.

Roseburg, Oregon

BEST IN THE

Goodrich Silvertowns

LONG RUN

formance of the feat on high, the only gear left in the car.

The Chrysler used in this remarkable dash already had a reputation in South Africa. Driven by G. S. Bower, who was again at its

wheel on the "Round-the-Union" dash, it was the actual car that had once before achieved the "impossible" by setting up a new automobile record last year from Johannesburg to Cape Town and east-

ly beating the "Union Express," the crack railroad train of South Africa.

The car's speedometer showed more than 33,000 miles of strenuous (Continued on page 3.)

NOW you can get this famous Gasoline for your own car.

Greater Power
Quicker Pick Up
Longer Mileage



A Remarkable Product

Richfield has won fame and friends wherever it has been sold. Though the tremendous demand has necessarily confined its sales in the past to California alone, famous drivers have already spread the fame of the "Gasoline of Power" throughout the east and even to Europe.

DURING the past six years Richfield has made racing history. Almost every great Speedway Victory and important World's record during this time, has been won with Richfield Gasoline, including five successive wins at Indianapolis and the famous Grand Prix of Europe.

NOW, you can get powerful, easy starting Richfield yourself! Try it in your own motor and learn why the world's greatest racing drivers—men who are supreme judges of motor fuels and lubricants—use the "Gasoline of Power" exclusively on Speedway and boulevard.

