

THE DIFFERENCE IN 'WET' AND 'DRY'

What is the difference between "wet" and "dry" gasoline? This is a question every automobile owner is pondering these days. New high-speed engines, increasing traffic congestion, the need for getting every cent's worth of value from your fuel—all these things make it necessary to use "dry" gas if head counts are to be obtained. Just what is this "dry" gas anyway?

An interesting scientific explanation comes from the laboratories of the Shell Oil company where Shell "400" was developed.

"Crude oil contains a certain amount of gasoline," says Shell chemists. "To extract this, we distill the oil."

Now get this point clearly. Part of the gasoline in the oil is very volatile and is separated at a comparatively low temperature. As the temperature rises, still more of the gasoline is obtained. All of the gasoline that meets government specifications is extracted when the temperature reaches 437 degrees Fahrenheit.

However, that portion of the gasoline which comes off before the crude is heated from 400 to 437 degrees is the least volatile of the entire batch. It is heavy or "wet" as we say. It is called the "cut" of the gasoline. It might be compared, not scientifically but very descriptively, to the fuel oil in poor whiskey.

"For that reason, Shell '400' is produced by extracting all these wet particles that do not distill at 400 degrees or less. Shell '400' is a true dry gas, containing none of the heavy, wet ends which are found in ordinary gasoline which has been heated higher to extract every last drop of gasoline that is in the crude."

"It follows, naturally, that Shell '400' vaporizes far more completely and quickly than wet gasoline, that it vaporizes when the motor is cold, as well as when it is warm, and that it burns completely without leaving wet droplets to dilute your oil and waste your fuel."

"You might ask logically why not stop the distilling process at 450 degrees or 500 degrees. You might think that the gasoline so produced would be just that much better, that much 'drier.' As a matter of fact, the gasoline extracted at such low temperatures would lack power. Shell '400', product of Shell's exclusive methods, is the ideal medium between the two extremes, a 'dry' gas with great power."

FLEXIBLE ENGINE TERM IS DEFINED

Many terms have been used so much in the presentation and description of motor cars—and frequently abused—to such an extent that they have lost their full meaning.

The term "flexibility," as applied to the motor car, is one that has been misused and distorted to such a degree that today when a motor car salesman speaks of "flexibility" one prospect may have one conception of the term while another, who may have been misinformed, has another idea of its meaning.

In reality, flexibility in a motor car is the ability of the engine and the driving mechanism to handle the car under all conditions. Assuming that the rest of the car is properly designed to get the most out of the engine, the flexibility of any motor car is dependent on the engine's ability to meet and handle changed conditions.

Numerous factors in the design of an engine govern the flexibility of that particular engine. To the nearly every automotive engineer has his own particular idea of what is necessary to make a flexible engine.

It is an admitted fact, however, that the greatest factor controlling flexibility in any engine is the ability of the free gases to leave quickly and easily at all speeds. The entry of the clean, fresh air and the thorough cleaning of the dead gases from the cylinder is essential to secure efficient operation.

Most types of engines are limited as to the size of the valves, and when too large in diameter, are subject to warpage and require periodical grinding. They increase the cylinder wall area, scatter the gases too far from the piston and

increase the size of the "pockets" in which dead gas remains after the exhaust, diluting or weakening the incoming fresh gases.

A survey of various types of engines discloses that the Willys-Knight twelve-valve engine is no subject to these limitations. It has larger valves are necessary, it would require making the ports in the cylinder and cylinder wall a little wider or longer and the desired increase would be obtained.

From modernized twelve-valve engine found in the Willys-Knight design, together with the latest form of compression and cylinder size and latest engineering principles which have been incorporated, are largely responsible for the unusual flexibility found in this engine.

MONO-PIECE BODY AN ADVANCE STEP

Recognition of the Dodge Brothers mono-piece body as an advance step in modern motor car body design has been given added significance by experimental and research work conducted by automotive engineering students of the Oregon Institute of Technology at Portland. To carry on the investigation, sections of the mono-piece bodies were sent from the factory at Detroit.

"We regard the mono-piece body," found exclusively on the new Dodge Brothers Six models, as one of the most significant contributions to modern motor car design," said C. E. Spencer, principal of the automotive division of the school. "Our aim in obtaining sections of this body from the factory was to acquaint our students with this latest development in automotive body engineering. Rigidity and strength in construction, freedom from body noises and ease of repair were found to be outstanding advantages in this construction."

The mono-piece construction introduced with the announcement of the new Dodge Brothers Six models is an all metal seamless body that incorporates strength, safety, roominess and improved appearance. Four major sections are welded into one piece, and horizontal-vertical bolting to the chassis frame eliminates the conventional all separating the body and chassis in other forms of construction. This lowering of the passenger load makes for lower center of gravity and perfect balance under all driving conditions without sacrificing head room.

The mono-piece body adapts itself to the trend in modern body styles by its better and lower appearance. Exterior finish without seams or joints affords a smooth unbroken surface for the distinctive lacquers and color combinations featured on each of the eight models.

THREE HUNDRED CALLS A MONTH

Three hundred calls a month—thirty-six thousand miles a year over western highways and by ways, have made the Veodol advertising trucks known to every retailer of the famous paraffine base motor oil in the coast territory, according to Frank L. Wagner, western regional advertising manager for the Tide Water Oil Sales corporation, refiners and marketers of Veodol motor oil.

"The men operating these trucks are trained to offer the retailer not only sales help for Veodol products, but also to advise ways and means that will aid the sale and distribution of other commodities," Wagner said.

"Calling on Veodol dealers in all parts of the west, they act as a clearing house for new merchandising ideas. One man will hit upon a stunt that works with great success. In another town there is a dealer who is faced with about the same problem. The Veodol service man passes on the successful plan of the first retailer with necessary adaptations, and another difficulty is met."

"Aside from offering dealers the regular line of sales help and advertising, the Tide Water organization maintains printing equipment at its San Francisco headquarters, and produces special sales helps that the dealer may utilize in carrying out his local oil sales campaign."

"This service for retailers has been an important factor in bringing the value of Veodol motor oil before the motoring public of the west."

PORTLAND MECCA FOR PHYSICIANS

WASHINGTON, D. C., June 26.—Inquiries coming into A. A. A. touring bureaus in every section indicate that physicians from all parts of the country are planning to travel by automobile to the annual meeting of the American Medical Association, which will be held at Portland, Ore., July 8 to 13.

This statement was issued today by national headquarters of the American Automobile Association, which has placed at its disposal a large travel agency at the disposal of the physicians.

The A. A. A. said that all indications point to a number of members of the nation's largest medical organization coming to the tip with their annual vacations and many will remain on the Pacific coast for outings.

The Oregon State Motor Association, with headquarters at Portland, which is an A. A. A. affiliate, says the national motoring body, "is having an important part in arranging for the convention in that city and will serve as the clearing house for information, especially from the east and middle west."

"Physicians enroute to Portland from the east and middle west will find a wealth of important highways crossing the country, offering many diverse routes of scenic and historic interest. Many will go through the Yellowstone Park area and will find adequate highways through these public-owned domains."

PLYMOUTH CLIMBS 76 PER CENT HILL

A motorist seldom has occasion to climb a 76 per cent grade, but is none the less gratified to know his automobile can if necessary.

In order to determine for himself whether the Plymouth motor car has sufficient power to conquer such a grade, W. F. Hubbard, Plymouth dealer at Bakerfield, Cal., recently staged a hill-climbing trial on Tice hill, near that city known to automobile drivers as one of the "meanest" hills in the country.

Tice hill is 840 feet long, has an average grade of 64 per cent, and assumes a pitch of 76 per cent at its steepest point, near the summit. To appreciate the angle to such a grade turn the hands of your watch until they register six minutes after or twelve o'clock. The angle between the hour hand and the minute hand will be approximately seventy-five per cent, an angle sufficient to intimidate even the most courageous motorist, and one

which have claimed only a specially geared car could "make."

It was to this hill Hubbard proceeded with two stock Plymouth touring cars. Five thousands persons, many of them drivers who themselves had endeavored vainly to climb the hill assembled to witness the test.

Following inspection of the cars by a committee of experts, including J. B. Boat, manager of the Southern California Automobile club, who later signed an affidavit that the cars were factory models with no change in engine construction of wearing from stock cars, the trials took place.

Their motors responding to the constant call for power, the Plymouth started up the long, steep incline. Without faltering, gears in low, they made the ascent of the grades. As each reached a point about three-quarters up Tice hill, the drivers prepared for the final spurt which would carry them over the 76 per cent grade to the top. A slight thrust on the accelerator, and the reserve power, which had not been called upon up to that point, came into play. With a roar the cars, spurred forward through the breaking ranks of cheering spectators, and over the top.

SIX CYLINDER CARS ARE INCREASINGLY POPULAR

The continually increasing demand for six cylinder smoothness and performance, is indicated emphatically by the fact that in 1927 there were 22 manufacturers making four cylinder cars. In 1924 only 26 factories were building fours, and in 1925 this number was cut to 16. In 1926 this last figure was cut to 8, and in 1927 two more had given up the fours. In 1928 these six auto builders continued to turn out fours, but in 1929 two of them quit, leaving only four. And these four manufacturers three are now featuring six cylinder cars. These figures are believed to indicate, according to H. P. Hanson, that the buyer of a four cylinder car today will probably be forced to accept a lower trade-in value when he comes to buying his next automobile.

MOUNTAINEER, BADLY CUT, REFUSES TO EXPLAIN

(Associated Press United Wire.)

MEDFORD, Ore., June 25.—Clay Biles, 35, a mountaineer living on Foothills creek, near Gold Hill, was in a serious condition at his home today, suffering from many knife wounds inflicted last night by an unidentified assailant. He has refused to tell anything of the affair. His two brothers who obtained medical aid for him, likewise, are silent. Biles received an ugly slash in his throat and two deep wounds in his chest. One arm was badly slashed. The throat wound is within a fraction of an inch of the jugular vein.

The sheriff's office, although not officially advised of the killing, today started an investigation of the case.

WARNING NEEDING TO BE EMPHASIZED

This season of heavy traffic on rural highways brings with it the need for repeating a warning against a practice that causes many avoidable accidents, in the opinion of A. M. Work, director of the Oregon State Motor association. The condition to which Mr. Work refers is that created by the motorist's failure to pull entirely off the road when changing a tire or making a similar small adjustment or repair to the car.

"Oregon, like many other states, has a specific regulation requiring that the car be driven off the highway if it is at all practicable," says Mr. Work. "Of course, it is impossible to station motorcycle policemen in position to enforce this on every mile of the extensive highway system. It is a regulation, however, that should need no police enforcement. Based upon a sound principle of safety, the individual car owner should be willing to abide by it under every condition."

"With states lifting their speed limits, it becomes more and more imperative that the car owner who needs to make a roadside repair take the precaution to move his car from the path of the fast moving traffic. The motorist has been demanding higher speed limits because he knows they are safe, but he defeats their undeniable safety by such practices as this."

"This club and others of the 1925 affiliated with the American Automobile association have records of many accidents that are to be attributed directly to the ignorance of car owners in this respect. A new season of heavy travel is at hand. It is up to the individual whether this condition shall maintain throughout another year."

"The wisdom of the warning, however, should be obvious in a way as to assure an improvement in conditions. If we demand high speeds, we must be willing to make our practices conform to the conditions they establish."

POPULAR

"Why do they call those twin sisters 'tonsils'?" "Because everybody takes them out,"—Judge.

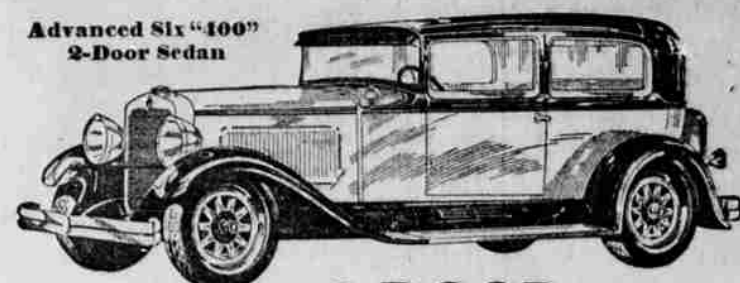
Set of flags with shield holder, 25c. Shield is enameled in colors. Also bumper or fender flag holders and flags. Easily put on or taken off. Dress up the car. Separate flags either muslin or fine bunting with gilt spear top, 5c, 10c and 15c sizes. Also 3 by 5 foot flags. See the big line at Carr's, "where you save."

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

NASH "400"

Leads the World in Motor Car Value

Advanced Six "400"
2-Door Sedan



2-DOOR
3 SEDANS

STANDARD SIX
Delivered, Fully Equipped

\$1071

SPECIAL SIX
Delivered, Fully Equipped

\$1485

ADVANCED SIX
Delivered, Fully Equipped

\$1730

Lower, Delivered, Completely Equipped Prices

SMARTLY designed—luxuriously finished—brilliant in performance—exceptionally attractive in price—you should certainly see the three Nash "400" 2-Door Sedans before deciding.

The Standard Six 2-Door Sedan is the style and performance leader of the \$900 field.

It has big Chromium-nickel headlamps, cowl lamps and stop light, Chromium-nickel bumpers, and smartly flared, one-piece fenders. The engine is a new high compression type with a 7-bearing crankshaft, Bohlenite pistons and torsional vibration damper.

Lovejoy hydraulic shock absorbers are regular equipment, at no extra cost.

The Advanced and Special Six Sedans lead their price fields with such attractive and exclusive features as smart, built-in, custom trunks, the Twin Ignition motor, Houdaille and Lovejoy hydraulic shock absorbers and Bijur Centralized Chassis lubrication which oils chassis bearings at the pressure of a pedal.

ALL Nash "400" models are fully factory equipped with bumpers, hydraulic shock absorbers, spare tire lock and tire cover—at no extra charge.

Delivered, Fully Equipped, Price Range of 23 Nash "400" Models, \$1066 to \$2249 including Touring, Roadster, Coupe, Cabriolet, Victoria and Sedan Models

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Its motor leads in
SMOOTHNESS . . . Its style
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Coupe \$1095 Sedan \$1195 Roadster \$1295 Touring \$1395. Wire wheels included. Prices f. o. b. Toledo, Ohio, and specifications subject to change without notice. Equipment other than standard, extra.

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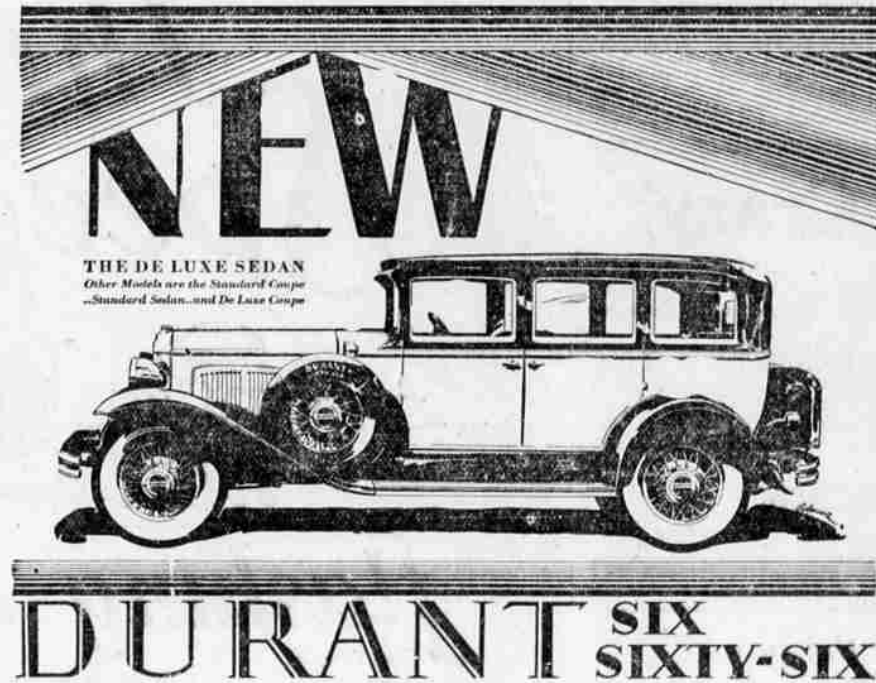
Big Remodeling and Get Acquainted Sale

Some of our specials during the sale

Sherwin Williams Paint (colors) per gal.	\$3.15
Pabco Paint, all colors, per gal.	\$2.65
Household Grinders	38c
Ratchet Braces, 19 in. sweep	98c
Wagons, complete with beds, 22 in.	\$67.00
Wagons, complete with beds, 3 in.	\$77.00
One horse Wagon, complete with bed, 22 in.	\$75.00
Farm Truck, 22 in. steel wheels	\$225.00
Wagon Wheels	\$23.75
Buggy Wheels	\$23.75
Hvy Forks, 3-line	38c
Manure Forks, 5-line	\$1.48
Manure Forks, 6-line	\$1.69
Dry Cells	33c
Axes, Double Bit	\$2.23
Six hole Steel Range	\$46.50
Regular 3-33 Page Fencing during sale, per rod	33c

ALL ABOVE PRICES GOOD UNTIL JUNE 29TH.

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OAKLAND, OREGON



SEE this different car . . America's first with Four Forward Speeds
at prices within the reach of every motorist!

THIS smart, richly-appointed New Durant Six Sixty-Six is destined for a distinguished career. It improves vastly on the same sound engineering principles which enabled the Durant Four-Forty and the Durant Six-Sixty to shatter all existing performance records for low-priced cars. Its abilities are almost revolutionary. Fuel economy is 20 per cent greater than that of its predecessor, the successful Durant Sixty-Five. Acceleration is increased by 50 to 60 per cent. Hill-climbing is 12 per cent better than the Sixty-Five.

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