



AUTOMOBILE NEWS



ROAD PETITION IS APPROVED

BAKER, Aug. 28.—Petitions requesting the formation of a road district for the improvement of the Halfway-Homestead highway connecting with the bridge almost completed over the Snake river at Homestead and also the properties of the Idaho Copper company in that section, have been signed in Baker, and other petitions with a copy of the names of those who have signed here attached have been sent out to Pine and Eagle valleys for final approval. It is announced by W. C. Childer, chairman of the chamber of commerce road committee. Enough names are expected to be secured to the petitions in these sections by next week to enable the committee to forward them to Salem for approval of state officials. They must first, however, be checked over here by County Clerk A. B. Combs.

The district, to be known as the Baker-Highland-Halfway-Homestead road district, must be

Today's Auto Has Far Greater Capacity Than Owner Demands

Have you ever really driven your car? You may have covered tens of thousands of miles at the wheel, you may have made a transcontinental trip, and yet you may not actually have "driven" in the intensive sense.

According to G. Clark Mather, chief engineer of the Packard Motor Car company, the well-made stock car of today is capable of feats of endurance and stamina that would have been regarded as severe tests of specially built racing cars of ten years ago, but not one motorist in a hundred ever drives his car to the utmost.

In short, the work exacted of an automobile by the usual owner-driver is far below its capacity; yet manufacturers continue to improve their cars and increase their performance by the governor and later submitted to a vote. Directors of a fund to be raised which is variously estimated at \$20,000 will be appointed from the Pine and Eagle valley sections.

ties, such as correct engine lubrication, proper tire pressures, and so forth.

Owner's Neglect Is Costly That is the difference between an engineer and an owner. The former will subject the car to severe trials in an effort to benefit the owner. Then the purchaser will use the car with only a small fraction of the severity it is designed to withstand, but will abuse it unfairly by neglect so that he does not get out of his car the full value that has been built into it.

According to Mr. Mather, many an owner could drive his car twice as hard as is his habit, and be gainer in the end, provided the car always received proper care and maintenance.

Few drivers consider it important to put out the clutch when starting the engine in their car. They figure that as long as the shift lever is in neutral there is no load on the engine. This is a mistaken idea and the sooner one knows the facts and puts them into practice, the better it will be for the battery in his car. There are gears that must be turned over when the clutch is not thrown out, and when the grease is cold and heavy this places an unnecessary strain on the starting motor, causing the brushes to arc and burn the commutator.

FOUR TRUMPS IN TWO YEARS

Proof that the Willys-Overland company has met the change in the trend of automobile design from the slow, more cumbersome type car to the more compact, low-swing and responsive automobile is revealed in a record speed run recently made in Texas, according to Gettings and Hanks.

Until a few years ago speed was a minor factor in the mind of the average automobile buyer. Today the automotive world demands a car alert in acceleration and outstanding in its speed ability and endurance.

Willys-Overland sensed that trend several years ago when it started to entirely revise its line and introduce to the field its first six-cylinder Willys-Knight, the Great Six.

Closely following this model the company placed on the market the Overland six, which since its inception has caused a stir in the lighter car field.

Both these models were designed by Willys-Overland engineers to incorporate speed, durability and roadability. They have been a sweeping success. Then, still another six-cylinder car was added to the line when in 1925 that manufacturer introduced the Willys-Knight six "Seventy." Like its two companion cars the Seventy has established a new mark in speed records.

The speed test in Texas is one of the most outstanding feats yet brought to light in present day motoring. A Willys-Knight six "Seventy," a stock car, operated by Al Fowler, veteran driver, established a new record between Houston and Dallas. It completed the run of 315 miles in six hours and three minutes—the fastest run ever made in the Lone Star state.

Accompanied by a representative of a large Texas newspaper, Fowler maintained an average speed between the cities of 52 miles per hour. A remarkable record.

That run is considered by leading automobile authorities as unmistakable evidence of the speed and endurance virtues incorporated in Willys-Overland products. It displayed, under the most trying tests, the roadability of the Seventy and its unusual flexibility. For miles the car was driven at 70 miles per hour which is evidence of the performance qualities of this type of car.

The new Whippet, America's first light car of European design, recently introduced to the market is the company's fourth trump card in the last two years. With the creation of this remarkable light car Willys-Overland has completely modernized its line and has answered the change in the trend of industry.

NEW CHRYSLER 50 WELL BUILT, SAYS DISTRIBUTOR HERE

Description of the new Chrysler "50" reveals a combination of features, new to the field of low cost motor cars, which are calculated by the Chrysler corporation to place it rapidly to the forefront among automobiles selling at its price, declares L. W. Weeks, local distributor.

These features, the company points out, were made possible largely through its recently announced policy of quality standardization for all Chrysler cars—an ideal that Walter P. Chrysler has been working toward since the announcement of the first Chrysler product nearly three years ago.

They include unusually body roominess and comfort; remarkably high gasoline mileage and other economy advantages, unusually smooth engine power and enduring speed ability, easier handling and speed with comfort up to the car's maximum. They indicate scientific engineering and research work with respect to space engineering, body dimensions, dynamic symmetry of design and appearance of the bodies, and the same study with regard to valve sizes, location, timing, shape of combustion chambers and other engine developments that go to make up a highly efficient, economical power plant, yielding unusual performance.

High alloy materials are used throughout the chassis. The actual amount of fine steels and other long-lived materials in this car is greater than in many others selling at twice its price, the company points out. Tolerances permitted show that the chassis is manufactured to remarkably fine limits—thus promoting long life, durability and continued good performance. At several points no tolerances whatever are permitted—a feature Chrysler has consistently followed in each of its other cars.

HUNGRY.
Doctor: Feed a cold and starve a fever.
Cheerful Boy: Doc, heah's wheah Ah gets me a cold!

One car owner recently saved himself a lot of trouble and expense by using his head in finding the cause of a strange engine click. He found out the number of clicks per revolution of the engine shaft, traced the noise to the camshaft, and thence to a flat valve lifter roller. Cost him 25 cents to remedy the trouble.



these added touches to insure motor car satisfaction

In the 1927 Buick you will find a host of improvements. Here are some of the luxurious details:

- Balanced Wheels.
- Heel Operated Heater Control.
- Thermostatic Circulation Control.
- Giant Tooth, Quiet Transmission.
- Jet-Black Tires with Jet-Black Rims.
- Suction Tip on Windshield Wiper.
- Exclusive Upholsterings and interiorware.
- Arm Rests on Rear-Deck Seats.
- Recessed Windows.
- Coronation Colors in Duco.

The GREATEST BUICK EVER BUILT Jennings & Shumate



Unseen Sources of Long Life

The basic sources of automobile value are not always apparent to the eye.

A motor car, like a house, may LOOK a great deal more substantial than it really is.

Because of this difficulty, more and more thousands are turning to Dodge Brothers product for insurance against disappointment.

The years have proved, and each year proves anew, that Dodge Brothers are as deeply concerned with the UNSEEN goodness of their motor car, as with the seen.

The mileage it will deliver, the safety it will provide, the expense and trouble it will save the owner over a period of years, are quite as important to Dodge Brothers as the more obvious details of equipment and style.

Touring Car . . . \$963
Coupe \$1015
Sedan \$1269
Delivered

L. C. SMITH
Corner 5th and Depot

DODGE BROTHERS MOTOR CARS

Studebaker's New Custom Sedans

--selling faster than our big One-Profit plants can make them

New motor cars with a new idea and an old name behind them — colorful creations of custom design whose beauty is sweeping the country. In the first thirty days these new custom cars more than doubled the sales of Studebaker Sedans for any previous month. These Custom Sedans were inspired by the Studebaker Permanent Salon, in the Rose Room of the Hotel Plaza, New York. They sprang from the creative brain and handiwork of master designers of custom cars.

The Victory of One-Profit Value

In five short days over half a million people flowed in and out of Studebaker sales rooms all over the United States to see these new Custom Sedans—and their vote and verdict were as one . . . here, at last, is custom car luxury without custom car cost—here, at last, is the final custom beauty of contour, color and complete appointments at a price only Studebaker One-Profit facilities could make possible! For their prices (including the equipment are Custom Sedan, \$1385; Custom Brougham, \$1985; The President, \$2245.

The Custom Charm of a Custom Total

Long, low-slung cars with full-vision steel bodies, lustrous with duotone lacquer, enriched with pin-striping. Interiors in fine Chase mohair or broadcloth, with broadlace trim. Instrument board and garnish moldings lacquered to harmonize with the upholstery and with the exterior colors.

Ventilation—Studebaker Exclusively

A ventilating windshield of patented design, admits fresh air without drafts or moisture, even in a rain-storm.

On the radiator is the silvered figure of Atalanta in flight from her suitors, symbolizing the futility of pursuit.

Let Comparison Point the Way—point for point, feature for feature, inside and out—Studebaker asks you to compare each of these sedans with any other car within a thousand dollars of its price—asks you to compare appearance, performance and equipment! —see them now and know what is new in motordom!

M. J. GOSS