



AUTOMOBILE NEWS



N. Y. REPUBLICAN PARTY WORRYING

Little Time Left Before Convention to Prevent Serious Split

By CHARLES P. STEWART
NPA Service Writer
WASHINGTON, Sept. 18.—New York state is worrying the republican congressional campaign managers considerably.
Their party there is split wide open.
They have until Sept. 22—the date of the republican state convention to put it together again, but they seem to be making very little progress toward doing so.
On the other hand, the democrats, while divided nationally, don't appear to be divided at all, so far as New York state is concerned.
And New York state, of all states, is the most important politically.
The republican managers not only object to losing Senator Wadsworth, but if they do lose him, republican chances in the state in 1928 will be anything but improved and no party can well spare New York's 45 electoral votes in a presidential fight.

Jewett Clutch Is New Feature In Late Models

Blame Wadsworth
Senator Wadsworth, though his party managers want him re-elected, gets the blame for the awkward position in which the New York republicans find themselves.
Wadsworth always was considered rather moist, but he voted for the Volstead act, and if he hadn't said anything about the wet-and-dry issue, dry New York republicans probably wouldn't have bolted him in the coming senatorial contest.
It looked to him, however, as if the democrats were sure to put up a wet against him at their convention, Sept. 27. It was his opinion that, in a clash between an out-and-out wet and even a pussy-foot candidate, New York state would elect the wet, so he made up his mind not to let anybody outdo him in wetness.
That's what split his party.

Blacksmith: You say you can shoe a horse. How would you proceed about it?

"Drive slowly or you may be driven slowly," is a good slogan now that the summer motoring season has opened.

Jewett Clutch Is New Feature In Late Models

A cushioned-drive clutch is a new feature incorporated into the latest line of Jewetts, presented last week, declares Harris French, local distributor.
Flat springs of imported Swedish clock-spring blue-temper steel are interposed between the driven member of the clutch and its hub, so that the turning force of the engine is applied to the drive shaft through these yielding members, rather than through positive metal-to-metal contact.

The advantages claimed for this construction include superior silence and the eliminating of vibration.

It has long been generally known that noises produced in one unit of any automobile may seem to come from some other unit. Rear axle noises, for instance, may appear to be in the transmission, being "telegraphed" through the drive shaft to the gear box. Similarly, the transmission may act as a sounding box amplifying engine noises, if the transmission shafts are in solid contact with the engine shaft.

Garage Gossip

In Portland This Week—
Verne Jennings, of the firm of Jennings and Shumate, Buick representatives here, was in Portland on business the first of this week.

Have New Franklin—
Mr. and Mrs. J. H. Keeney are the owners of a new Franklin sport-model touring car. They drove the car home from Walla Walla, Washington last week. Mr. Keeney's car before this one was also a Franklin.

Drove Car From Portland—
W. D. Hanks, Overland and Willys Knight dealer here, went to Portland this week and drove an Overland six coupe back to La Grande Wednesday. He sold the car to H. C. Murphy, of Wallawa.

Here From Elgin—
E. C. Gettings, of the firm of Gettings and Hanks, who has a garage at Elgin where Overland and Willys Knight cars are sold and serviced, was in the city yesterday on business.

Report Four Sales—
L. W. Weeks, Chrysler representative here, reports the sale of four Chrysler cars this week. A. H. Murray, of Enterprise and Tony Aquila, of La Grande, each bought new Chrysler-50 coupes, G. E. Gillingham, of Enterprise, has a new Chrysler-60 coach and R. K. Humphrey, of La Grande, is the owner of a new Chrysler-70 coach.

Has New Coupe—
Ray Ayres, of Cove, is the owner of a new Chevrolet coupe, which he purchased this week from the Blue Mountain garage here.

Factory Representatives Here—
Mr. Cranson, Chevrolet factory representative traveling out of Portland, was in the city this week on business. He called at the Blue Mountain garage here.

Has New Nash—
Dr. J. L. Ingle is the owner of a new four-door special Nash sedan, which he purchased this week from the La Grande Nash company here, of which A. R. Trachsel is manager.

At Walla Walla Yesterday—
H. I. Stoutemeyer, representative for Franklin cars here, drove to Walla Walla, Washington yesterday. He was at Union Thursday on business.

In City This Week—
C. W. Wentworth, of the company of Wentworth and Irwin, of Portland, was in the city this week and called at the La Grande Nash company's garage here. Wentworth and Irwin are distributors for Nash cars. Mr. Wentworth was accompanied by Mr. Nichols, who has succeeded A. B. Dunsforth as field representative for that firm. On their return trip to Portland they stopped at Pendleton for the Round-Up.

Drove Nash Home—
Tom Barnwell went to Portland the first of the week and drove home a new advanced six Nash sedan. He was accompanied by A. R. Trachsel, of the La Grande Nash company.

Drove to Portland—
Charles McCarty drove to Portland this week on business. Mr. McCarty is a Chalmers-Pontiac dealer here, and is located in the Washington street garage.

At Round-Up Yesterday—
M. J. Goss, Studebaker representative here, accompanied by Mrs. Goss, drove to Pendleton yesterday where he attended the Round-Up.

At Union Thursday—
L. W. Weeks, Chrysler dealer here, was at Union Thursday on business.

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NASH

Leads the World in Motor Car Value

All New Nash Models now feature a 7-Bearing Crankshaft MOTOR

Prices Range from to

—and—

Rubber Insulated Motor Supports—
(Standard Nash practice for some time.)
New-type Crankcase "Breather" Preventing Crankcase Dilution.
New-design Motor Muffler Deepening Operative Quietness.
Motor Heat Control by New Thermostatic Water Regulator.
Oil Screen "Agitator" Preventing Oil Coagulation in Coldest Weather.
4-wheel Brakes—World's Most Powerfully Smooth and Efficient Type.
And a Score More of Important Attractions.
(On New Advanced Six and Special Six Models.)

... the World's Smoothest Type

La Grande Nash Co.

806 Adams Ave. A. R. TRACHSEL, Manager

READ THE OBSERVER CLASSIFIED ADS

STUDEBAKER'S New Custom Sedans

*Mechanically up-to-the-minute
—artistically ahead-of-the-times
—economically the cars of the hour*

It is great to be a pioneer and still retain your youth—to sponsor new style at no sacrifice of traditional standards—to set the pace in appearance and maintain it by performance.

This is what Studebaker has done in these new Custom Sedans which are sweeping the country. Somebody put their description in a phrase, "Studebaker plus"—the final achievement of performance plus the newest mode in motordom.

Engineering authorities have long acknowledged Studebaker's mechanical supremacy in its field. And now with added refinements the mighty Studebaker L-head motor is widening its margin of leadership.

Studebaker's Victory Over Vibration

Studebaker's early adoption of the L-head engine forecast the present-day trend. Now 70% of American manufacturers use this efficient, quiet type of engine. And, more significantly, the largest builders of other types have come to this principle for all the new cars introduced in recent years.

To insure a smooth, vibrationless flow of power, Studebaker spends over \$500,000 annually building balance into its big crankshafts—fully machining and dynamically balancing each and every one.

Only seven other American cars have a power rating greater than the Big Six and these at cost from \$1500 to \$8000 more. The Standard Six is the most powerful car of its size and weight, according to the ratings of the Society of Automotive Engineers.

Studebaker's Transcontinental Triumph

Recently the Studebaker Big Six Sheriff—a certified stock car—dashed from New York to San Francisco in 86 hours and 20 minutes, through the worst storm in 60 years.

It cut 16 hours and 25 minutes off the best previous automobile record and beat the best time of the crack Limiteds by over 6 hours!

It added another victory to the long list already held by Studebaker—Barcelona to Madrid, the Trans-Australian Run and many others.

Studebaker's Inherent Durability

Owners of 817 Studebakers report having driven their cars from 100,000 to 300,000 miles and still going strong. Thousands of Studebakers in the fleet-service of big industrial concerns are proving their remarkable low-cost and tremendous endurance.

Factory sales of Studebaker repair

parts average yearly only \$10 per car in operation—evidence of the fine materials used.

Studebaker's Advanced Engineering Practice

For the past two years, Studebaker has been balancing wheels and casings to insure smoothest riding. Moreover, the semi-clipitic springs fostered by Studebaker are now used by 92% of American car manufacturers. Studebaker cars have a long springbase, and spring leaves of the finest chrome vanadium steel. Replacements of springs on Studebaker cars are less than 1% per year of cars in service.

There are many other betterments in Studebaker design—an oil filter and air purifier effectively seal the engine against foreign matter. A waterproof ignition system insures faithful operation in rain-storms. Even the spark plugs wear rubber caps. And a force feed lubrication system gives perfect lubrication under all conditions.

Over \$100 Worth of Extra Equipment At No Extra Cost

To its in-built qualities of performance, Studebaker has added the charm of custom treatment and the luxury of custom equipment. Low-slung, full-vision steel bodies in lustrous and durable duPont lacquers; interiors richly finished and appointed, with broadcloth or Chase mohair upholstery, broadcloth trim and Butler finish hardware; and extra equipment worth more than \$100.

Four-wheel brakes, disc wheels, nickel-plated bumpers, front and rear—and a patented ventilating windshield which insures perfect ventilation at all times but prevents direct drafts or a drop of rain from entering the car.

Studebaker's Greatest One-Price Achievement

These Custom Sedans are the crowning triumph of Studebaker's One-Price facilities—possible only because Studebaker builds them complete in its own mammoth plants.

No wonder demand today is far outstripping supply for these attractive cars. See them for yourself—make your own comparison—then decide whether you should any longer deny yourself custom luxury, when you can enjoy it without custom cost.

Standard Six	
Duplex Phaeton	\$1145
Duplex Roadster	1125
Sport Roadster	1255
Country Club Coupe	1295
Couach	1195
Sedan (wood-trimmed)	1295
Cadent Sedan	1375
Special Six	
Duplex Phaeton	\$1445
Couach	1445
Brougham	1795
Sport Roadster	1595
Big Six	
Sport Phaeton	\$1575
Duplex Roadster	1495
Sport Roadster	1645
Club Coupe	1650
Sedan	1895
Cadent Brougham	1955
Duplex Phaeton (7-Pass.)	1975
Sedan (7-Pass.)	2145
Brougham (7-Pass.)	2095
The President	2245

All prices f. o. b. factory

M. J. Goss STUDEBAKER



JEAN MILLER, HOLLYWOOD movie actor, shows what can be done to one's features by throwing the lower jaw out of place.

--- a marvel of handling ease

Take the wheel of today's Chevrolet! Learn the simplicity of its gear shift—experience the flexibility of its velvety acceleration—the amazing smoothness and power of its modern valve-in-head motor—the thrill of its remarkable steering ease and the quick responsiveness of its big, over-size brakes! Only then can you possibly appreciate the handling ease and multiple cylinder performance that are prompting buyers by the thousands each week to choose Chevrolet in preference to all other cars of anywhere near equal cost! Come in today and get a demonstration!

Touring w/ Roadster	\$510
Couach w/ Coupe	\$645
Four Door Sedan	\$735
Landau	\$765
1 1/2-Ton Truck (Custom Only)	\$375
1-Ton Truck (Custom Only)	\$495

All prices f. o. b. Flint, Mich.

Blue Mountain Garage

M. A. HARRISON, Mgr. Opposite Postoffice

QUALITY AT LOW COST