



AUTOMOBILE NEWS

PACKARD AUTO CO. SOLVES PROBLEM

Lubrication Problem Since First Automobile Solved by Packard

Practically with the building of the first automobile a most important bearing has defied all efforts toward its positive lubrication. However, its job was an easy one until within the last two or three years when city traffic demands thrust over to it tasks so strenuous that it began growling for help in every selective gear-type motor car.

It is commonly called the clutch shifter thrust bearing. When the clutch pedal is pressed a yoke around this bearing releases the spring tension on the clutch making the necessary break in the power transmission line to let the engine run free. While the clutch pedal is down the bearing has to

carry all the load. The more frequently the pedal is depressed the greater becomes the task the bearing is called upon to perform.

In the early days of motor cars, even though its job then was easier than it is now, the clutch bearing began rearing itself before automobile engineers as a challenge. It has offered ever since the one apparently insurmountable obstacle confronting the industry.

Grease cups as large as water glasses with handles which extended a half foot when the cups were filled were installed to force grease into the clutch bearings of cars of 1904 and earlier. They would have been effective if used but it was about this time that the automobile ceased to be a toy for sportsmen and, becoming a thing of daily use, began to be something to be much neglected by a great many owners.

Lubricating a car by anything other than an automatic system is at best so undesirable a job and so costly in time spent in the service station that it is greatly neglected and the connections for lubricating the clutch bearing have been so difficult to reach, even when lying out flat on the back

OUT OUR WAY

By Williams



MOTOR INDUSTRY OUTLOOK BRIGHT

Auto Shows in New York and Chicago Reflect 1927 Confidence

CHICAGO, Ill., Feb. 5.—Every automobile show held so far this year, beginning with New York and including Chicago, has given concrete confirmation of the motor industry's confidence that 1927 is to be a year of big business, says H. M. Jewett, chairman of the N. A. C. C. show committee, in charge

of the two national automobile shows.

Addressing a gathering of dealers from all over the west and central states, at the annual Chicago show luncheon of the Paige-Detroit Motor Car company, Jewett declared that the record breaking attendance at New York and subsequent shows revealed that the motorizing public is now even more "keen conscious" than ever before, and that buyers in 1927 will exercise a keen sense of discrimination in selecting their cars.

Jewett related an incident of the New York show to illustrate his point. An up-state dealer who handles both the Paige and another high-grade car, brought a prospect to the city to check his order for a sedan of the other make. He succeeded in selling him through-

ly, but then the prospect accompanied the dealer when he went to the Paige exhibit. When the dealer went back home, he had a second order, but it was for a Paige instead of the other car.

"That shows what kind of year 1927 will be," said Jewett. "The manufacturer or the dealer who has the goods will have the goods on those who haven't."

REFRIGERATION ON TRUCKS PROMISED

Refrigeration on trucks may soon play an important part in automotive transportation as it has for years on railroads. Experiments in furnishing trucks with refrigeration conducted by officials of General Motors corporation have proved successful.

TIRES

BETTER—CHEAPER—BUY NOW

Today motorists can buy tires which give mileage not believed possible a few years ago. It is no longer necessary to travel on worn-out casings and tubes, because new ones can be purchased at a low price. You can buy at home, too—no need to send to mail order houses. When you buy here you can choose from two well-known brands.

MILLER TIRES RACINE TIRES

LA GRANDE FILLING STATION
KUHN & ZWEIFEL

200,839 People in One store, in One week, endorse ENGINEERING LEADERSHIP

in Every Price Class



GREAT crowds—the largest, we believe, that ever visited a single New York automobile salesroom in one week—thronged the Willys-Overland Broadway Exhibit during the Automobile Show to see the splendid new Willys-Knight Sixes, the famous Whippets. A definite tribute to the Engineering Leadership of Willys-Overland.

Measure these four great new cars by the highest standards of efficiency, economy, beauty, speed, power and endurance and you will be impressed by their superiority in every one of these vital features.

The Whippet Six—\$765 to \$925. Combining all the engineering advantages of the Whippet with greater length, power, speed, liveliness.

The Whippet—now \$625 to \$755. Famous for its "30 miles on a gallon" and low gravity center. Light, smart, powerful, extremely roomy. At new reduced prices, now more than ever the leader in light car values!

The Willys-Knight Great Six—\$1850 to \$2295. Now more beautiful—more powerful—more luxurious. An engine that grows smoother, quieter, more efficient with every mile of service.

The "70" Willys-Knight Six—\$1295 to \$1495. With new beauty of interior detail—new refinements of coachwork—smoother operation—great power and speed.

Prices f. o. b. factory and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio.

WILLYS-KNIGHT SIXES

OVERLAND
FOURS **Whippet** SIXES
GETTINGS & HANKS
Corner Fir and Jefferson

SUPER-HIGHWAYS WILL BE ANSWER

Sum of \$1,000 Offered for Prize-Winning Road Suggestions

By Roy Gibbons
CHICAGO, Feb. 5 (NEA)—Super-highways which will grow with the increase of automobiles and of population are the promised answers to the harried motorist's prayers.

Engineers attending the American Road Builders' association sessions here made that promise. As proof of their faith in the future they paid a \$1,000 prize to R. S. Tombs of Montgomery, Ala., for submitting the best super-highway plan in a recent contest they conducted.

Tombs' plans call for construction of single traffic unit of 20 feet on one side of the center of a contemplated right-of-way, leaving room enough at the center if need be for an interurban or street car track.

The right-of-way is to be 200 feet wide, leaving room not only for a double car track, but for four 20-foot units, two on either side of the tracks, and additional widths for parking, trucking and delivery.

problem, thought impossible of solution until just recently. Packard engineers discovered a means of automatic lubrication of the inaccessible bearing by connecting it with the automatic chassis lubricating system.

On Packard cars now, as a result, one pull of a plunger knob, a task no more difficult than winding a watch and requiring no more time, thoroughly lubricates the clutch shifter bearing automatically. At the same time all the other points on the chassis requiring lubrication are oiled and so easy has the task been made that lubrication neglect by the owner is a thing which has been entirely divorced from Packard cars.

foot wide, leaving room not only for a double car track, but for four 20-foot units, two on either side of the tracks, and additional widths for parking, trucking and delivery.

For Future Development

The super-highway plans, besides contemplating two stages of development, give them considerable elasticity. One stage is for closely built-up sections. The other is for thinly populated districts.

Probably the first enactment of the super-highway idea will come within the next year in the immediate environs connecting DuPage, Kane and Cook counties, Illinois, in the latter of which Chicago is situated.

Some \$25,000,000 is considered necessary to convert present type roadways into the wondrously accommodating super-highway type as traffic conditions demand without halting passage over the original units.

Space for Parking

In the prize-winning super-highway plan the entire width between the curb and gutter will be paved and the sidewalks will be extended to 15 feet. This will provide a paved width of 17½ feet for diagonal parking and truck delivery. Highway grade separation will be accomplished at points where the volume of cross traffic would endanger the traffic on the super-highway or materially reduce its carrying load.

Experts differ in regard to the carrying capacity of the two separated roadways which will form the super-highway. But practically all opinion is unanimous in agreement that two separate units for opposite bound traffic are better than a single traffic path equal to the width of the two lanes.

A doll's house, recently discovered in an old country house in Essex is believed to date from the time of Queen Anne.

London, with its 7,000,000 inhabitants, has a police force of 20,000 men and 900 detectives, one of whom is a woman.

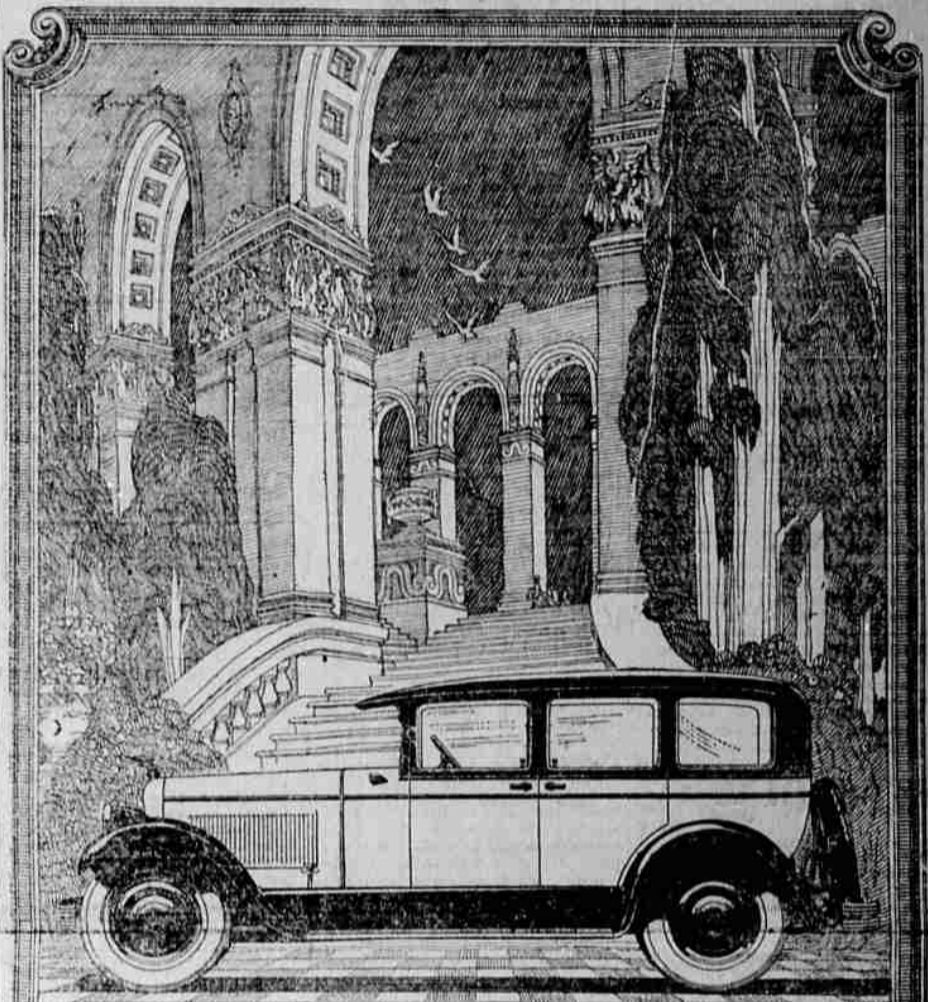
Graham Brothers Trucks!

Yearly sales of Graham Brothers Trucks are shown in the table below. It begins with 1921 and goes through 1926.

3-TON CHASSIS (With cab)	1086
\$835	3401
4-TON CHASSIS (6-Box—With Cab)	6971
\$1165	10743
1½-TON CHASSIS (With cab)	23884
\$1605	37463
2-TON CHASSIS (With cab)	
\$1760	
Delivered	

This steady growth is complete and convincing proof that the public has recognized the superior value in Graham Brothers Trucks.

Graham Brothers Trucks and Commercial Cars meet 91% of all hauling requirements.
L. C. SMITH
Cor. 5th and Depot



THIS Studebaker Custom Sedan combines all the covered beauty of custom design with the luxury of complete custom equipment. A long, low-slung body in lustrous duotone lacquers, Chase mohair upholstery, broadlace trim and Butler finish hardware—and poised above the radiator the silvered figure of Atalanta, emblem of Studebaker custom quality. Come in and see this car.

STUDEBAKER STANDARD SIX CUSTOM SEDAN
\$1385

See full details, fully equipped, including accessories, in our book and send for complimentary literature, immediately.

M. J. GOSS
STUDEBAKER

Now is the Time

Want your tires changed around or examined for inside injuries?

Then drive your car in and get it done free of charge.

We are equipped to give prompt and efficient service as well as expert vulcanizing.

We use only new and the best of materials in all repairs thereby guaranteeing the most trouble free miles per dollar.

All work guaranteed to outlast the rest of the tire.

Your credit is good.

JOHNS BROS.
Cor. Adams and Hemlock