



AUTOMOBILE NEWS



NASH PUTS OUT TWO NEW MODELS

Body Design Heralds a New Era in Style Trend Local Dealers Say

Following the debut of the Ambassador and Cavalier models, Nash now discloses for the first time two entirely new models of the same general character in design but priced so as to appeal to an even wider market. These two new enclosed cars are named the "special" sedans. One is mounted on the advanced six chassis while the other is on the special six series, according to Trachsel and

Trekell, local dealers.

Though the unique body design which is the pre-eminent point of interest about these two new "special" models is an original Nash conception it possesses an European air that is attractive. Their graceful contours and the French-type back illustrate this foreign note.

Judged by the enthusiasm which greeted their predecessors, the Ambassador and the Cavalier, these two "special" models will win immediate favor. The originality displayed in their design and the superb artistry of their craftsmanship emphasize the strides Nash has taken toward establishing its product as the authentic style-makers for the industry.

With respect to the color dress of these two new models Nash has provided another feature of important interest. The finish of the

advanced six "special" sedan is an exquisite new shade of gray-green which contrasts richly with the gleaming black of running gear and upper structure. The window reveals are also done in gray-green. The disc wheels are gray-green and like the deeper green body moldings carry a double stripe in gold. For the "special" sedan on the special six chassis a lustrous blue has been employed for the body and wheels. The body molding is black, as are the running gear and upper structure. Buff is the tone used in the double stripping of both the wheels and the body molding. And the window reveals have the blue tone.

EXTRA FINGERS AND TOES

INDIANAPOLIS, Ind.—A baby boy here has an extra finger on each hand and an extra toe on each foot, all perfectly developed.

Union Ethyl Gas Sends Auto Over California Hill

LOS ANGELES, Cal., Apr. 2.—A remarkable demonstration of the increased power developed in an automobile engine by Union Ethyl gasoline over the ordinary type of motor fuel has just been completed here, using a 35 per cent grade as the basis of the test. Because of the steepness of the grade, the Automobile club of Southern California has caused to be posted a sign which warns motorists not to attempt the hill.

The purpose of the test, according to its sponsors, was to determine if a machine, with generous carbon accumulations in the engine, and which because of this, could not make the climb using ordinary gasoline, could negotiate it with Union Ethyl. Accordingly, two hill-climbing tests were made, the same car being used in each. Standing starts were made and the car ran in low gear.

In the first test, the ordinary type of gasoline was put in the tank and the car sent on its way up the hill, which is approximately 100 yards long. At a point about 250 yards from the bottom of the hill, the engine commenced to labor and "knock" and finally coughed its last after traveling a few more yards. The carbon accumulations in the engine had taken their toll in power.

Returning to the bottom of the hill, the tank was drained and Union Ethyl gasoline substituted and the hill climb again attempted in the same manner as followed in the first test. This time the car went over the top smoothly, without any complaint from the motor and with an evident reserve of power.

Franklin Auto Makes Record Low Gear Run

Eighteen miles the hour in low gear from Buenos Aires, Argentina to La Platte and return in six hours and ten minutes is the record recently established by M. B. Fresendo, dealer for the Franklin Automobile company in the South American Republic. The run was made along the marshy ground that borders the mouth of the Platte river.

Carlos Santiago, official observer for the Argentine Automobile club, who was third passenger in the car, declared the run "a brilliant test in every way. The motor was operated at great speed," he said, "over roads that were in poor condition. Yet at no time did the engine overheat or labor in the least." To demonstrate his confidence in the statement Mr. Santiago placed his hands on the housing over the cylinders as soon as the car was brought to a halt on the return to Buenos Aires.

"The cooling system of the Franklin has perfect equilibrium," was the report of George Vapellius, well-known South American engineer, who was delegated by the Automobile club to examine the engine at the end of the run. He declared it to be in perfect condition, showing not the least sign of over-exertion and stated that with the Franklin car it was possible to prove that "the harder the work the better the cooling."

Poor roads in South America make endurance and cooling tests a matter of great public interest. The Buenos Aires-La Platte run is one of several being competed in by Franklin dealers. A Franklin car was winner in the famous 1500 kilometer endurance and economy run held recently in Uruguay.

SHANGHAI, China — Chinese Christians are insisting that the teachings of their savior be accepted as their Old Testament.

'COMMANDER' IS WINNER IN TEST

Studebaker Model Victorious in Competition at Batavia, New York

Studebaker's claim that The Commander, the big six sedan for five, will out-climb any six or eight sedan for less than \$2,500, was dramatically proved in a recent hill-climbing test at Batavia, N. Y., according to M. J. Goss, local dealer.

The Studebaker Commander competed against five makes of cars in three different hill-climbing tests and won every contest. Two additional weight-carrying hill-climbing tests, one of which included carry 17 men weighing 2,754 pounds over the test hill, were so remarkably performed by The Commander that the other cars did not compete.

The tests, which proved to decisive, resulted from a series of advertisements John R. Brown & Sons, Studebaker dealers in Batavia, ran in local newspapers. The advertisements stated that The Commander would out-perform any competitive car and carried the challenge "Make Us Prove It." Competitive dealers accepted.

Course Difficult. A course, three-tenths of a mile in length, was laid out on "Burleigh Hill," the hill that is considered Batavia's unofficial "testing ground." The first test was a "show race" to establish which car could climb the hill in high gear at the slowest pace. The Commander won by a large margin, performing the stunt in 2 minutes 17 2-5 seconds, while the next slowest time was 2 minutes 12 3-5 seconds.

Event No. 2 was a speed climb from a standing start. The Commander flashed across the finish line in 32 4-5 seconds; the nearest competitor made the climb in 35 seconds.

Wins Again. The third test was a speed climb from a flying start and The Commander made the ascent in 29 3-5 seconds, exactly three-fifths of a second ahead of the next competitive car.

In two weight-carrying tests The Commander first carried 19 men weighing 1,453 pounds over the hill and then carried 17 men or a total weight of 2,754 pounds, over the hill without changing from high gear or slipping the clutch. Other cars did not compete in these tests.

Right Air Pressure Adds Life to Tire

"If motorists would only realize the importance of keeping tires inflated to the correct pressure, they would get much greater mileage and have less trouble with their tires," according to W. C. Perkins, Firestone dealer here.

"This is especially true of balloon tires, for when used with even four or five pounds less air than they should carry, the loss in tire life amounts to hundreds of miles. Every motorist should know the correct air pressure for his tires and can get this information from his dealer."

"We recommend having the air checked at least once a week. It is an easy matter to stop at our place and have one of the men check the air pressure and inflate the tires if air is needed. This service is free to everyone in La Grande."

"It will help in maintaining proper air pressure if the valve is always screwed down tight, the cap turned as far as it will go and a dust cap used to keep the valve in good condition."

President Coolidge is reported to have a slight sprain in his right wrist. "Justice," say the farmers.

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How many main bearings in your motor car? Nash recommends 7

Because for the finest and smoothest performance results, you need 7, rather than 3 or 4.

Obviously, 3 or 4 supports for a crankshaft cannot give it the rigidity and smoothness of 7. That is why Nash—with customary engineering progressiveness—has developed the 7-bearing motor for all Nash models.

The 7 bearings of Nash achieve power-smoothness and quietness, and achieve it, moreover, with no sacrifice of acceleration. In fact, the proper support of the crankshaft decidedly improves the energy and aggressiveness of the car.

Here is another fact to remember about the 7 bearings of Nash: They have more bearing surface, by actual measurement, than any 6-cylinder engine of similar size and price, no matter how many bearings it has. (Actually 20 square inches more than leading cars with fewer bearings.)

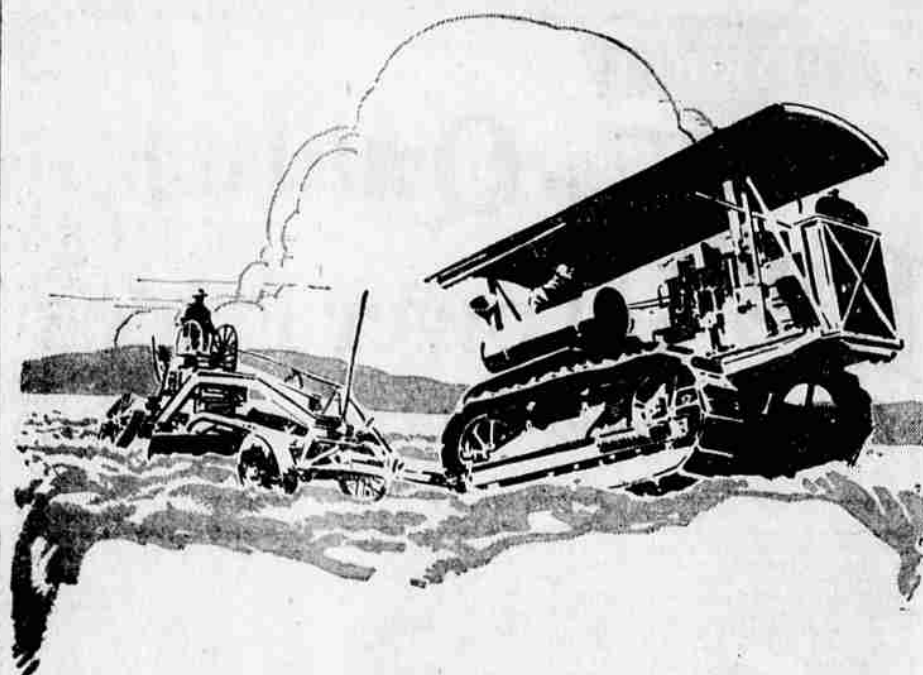
When you buy your 1927 motor car be sure to ask: "How many main bearings?" And for better results choose the car that has 7. Nash offers you this performance-advantage in every single model, no matter which one of the 23 Nash models you choose.

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