

Boise Tops List On "Stop" Signs Report Shows

BOISE, Ida., Apr. 28.—There are 129 "stop" signs, not including the eight bell and light signals in the downtown district, within the city limits of Boise, Chief of Police Andy Robinson admitted Wednesday. A survey conducted by The Statesman indicates that this number of stop signs is probably larger than the number of stop signs in any city of similar size in the United States.

The stop signs, at which motorists are compelled by city ordinance to come to a full stop, are segregated as follows, according to Chief Robinson:

- State highway signs within city limits, 44.
- Near schools, 17.
- On streets intersecting State street, 35.
- On streets intersecting Eighth street, 32.

Some of the cities of which The Statesman inquired stated they have no stop signs. Great Falls, Mont., the population of which is 25,000, has no stop signs.

The population of Walla Walla is estimated at 20,000. Chief of Police E. H. Harker reported that the city had 20 stop signs, not including the ones along the state highway which runs through the city.

60,000 and No Signs

The city of Lexington, Ky., with a population of 60,000, has no stop signs, although its chief reports that, "We now have 22 automatic signals in full blast here."

The city of San Jose, Cal., was the only city reporting more stop signs than has Boise, but San Jose has an estimated population of 65,000 and is, therefore, more than twice the size of Boise. Chief of Police J. N. Hack reports that there are 201 stop signs in San Jose.

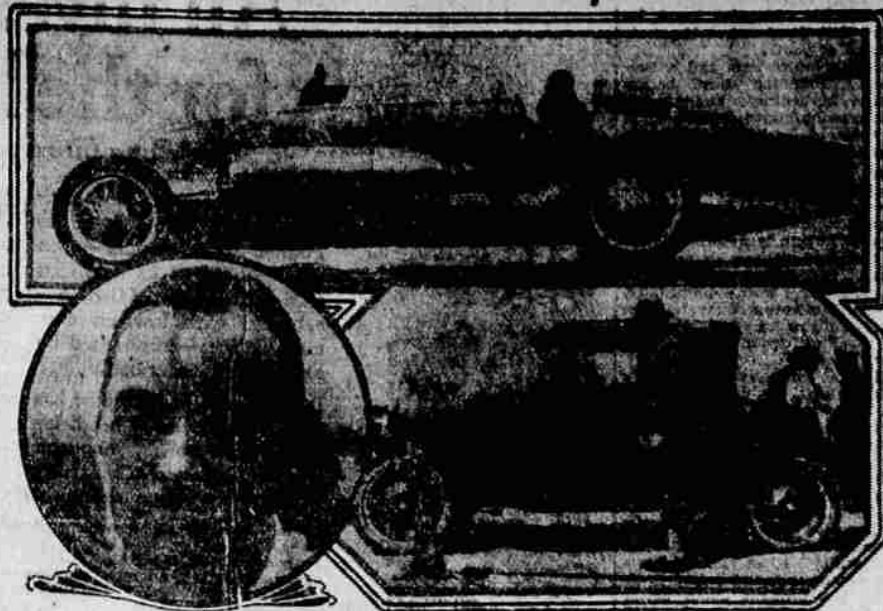
In Auburn, N. Y., which has an estimated population of 40,000, there are only two stop signs and two automatic signal lights.

The city of Ogden, apparently, has no stop signs erected by the city, although Chief of Police Harry S. Anderson reports that the highway from the Utah lines on the south to the state line on the north, is an arterial highway and streets leading into it are provided with stop signs. The population of Ogden is about 45,000.

LE HAVRE, France—A new French stamp will be issued in their honor when international philatelists meet here in 1929.

HARTFORD—Connecticut plans to plant a million trees a year on state park land.

Famous Racer Gets Companion Car



Captain Malcolm Campbell, of England, who recently set a new world record at Daytona Beach by achieving the astounding speed of 200.95 miles per hour, used the Napier "Bluebird" shown above in his daring feat. For his personal use he selected the Chevrolet coupe, pictured on the lower right as it stood beside the mile post on the track. Both race car and Chevrolet are equipped with Dunlop tires. Lower left inset shows a close-up of the speed king.

Highway Curve Built On Angle To Permit a 40- to 45-Mile Speed

VERMILION, S. D. (AP)—A highway curve for which automobiles do not slacken, but take the bend at 40 to 45 miles an hour has been constructed here.

It is scientifically banked like a race track and the tilt is such that a car is deflected from its straight path in accordance with the sharpness or degree of curvature.

Heavy buses rock around the curve at speeds of from 30 to 45 miles an hour.

The work was done under the direction of R. V. Newcomb, professor of civil engineering at the University of South Dakota, and was intended, he said, as an example of how the problem of high speeds on highways can be successfully met.

Principles of super-elevation, or tilting, and widening were followed in constructing the curve, which is on a corner with a 90-degree turn.

The widening is zero at the beginning of the spiral, 2.7 feet at the point of curvature and the maximum, 5.4 feet, at the end of the spiral.

The test curve, which is expected to be duplicated elsewhere in the state, has a 200-foot radius, and a spiral length of 150 feet was used, of which half was placed on the tangent (back of point of curvature), and half on the simple curve (ahead of point of curvature). A widening of 5.4 feet was used, plus an additional width of 1 1/2 feet for convenience in placing the guard rail.

Such a highway must be surfaced with gravel or other cohesive material, Newcomb said, to prevent slipping when wet.

Public Stirred By The Latest Low Priced Six

The tremendous public interest in the new Whippet Six, recently announced by Willys-Overland at the lowest price in the history of light sixes, indicates that this car already has assumed a commanding position in its classification, according to Gettings and Hanks local dealers. Although it had been known for some weeks that the Toledo manufacturer was preparing to launch a new six, the low prices of the models together with constructional features usually associated only with cars selling in a higher price class, came as a distinct surprise.

To meet the demand for the new light six and also the four-cylinder Whippet and the Willys-Knight sixes, factory production is being maintained at capacity at all Willys-Overland plants, executives of the company said during the past week. Willys-Overland merchants throughout the country declared

New Ford Engine Lubrication Is Combination One

Attention Automobile Editor:

The engine lubrication system of the new Model A Ford car is a combination of pump, splash and gravity feed which is an exclusive Ford development, according to W. C. Perkins, local dealer.

In design and in operation it is simple and positive and repeated tests have shown it to be ideally suited to this somewhat revolutionary type of four-cylinder, medium-speed, medium-compression motor.

The oil pump is located in the bottom of the crank-case and is run off a gear on the camshaft. It is enclosed in a fine mesh wire screen through which the oil filters before it is pumped up into the valve chamber. The screen is surrounded by a shield so that the oil is pulled through it, rather than flowing in by gravity. The oil flows into the valve chamber in a continuous stream whenever the engine is running, but in no sense a "forced" feed. It is rather the full load of the pump being delivered in a smooth, flowing stream. The principal purpose of delivering the oil to the valve chamber is to provide direct gravity feed lubrication to the bearings of the crankshaft. However, it also supplies exceptional lubrication for the valves, giving better and quieter action, and by gravity to the front end crankshaft bearing.

Small pipe opening lead down from the valve chamber to the crankshaft main bearings and oil flowing down these by gravity provides an abundance of lubrication. The bottom of the valve chamber to the crankshaft main bearings and oil flowing down these by gravity provides an abundance of lubrication. The bottom of the valve chamber is so arranged, through the use of small, built-in dams to provide reservoirs of oil for each main bearing pipe opening.

As the engine rests in the chassis on a three-degree angle, sloping to the rear, the oil arriving in the valve chamber flows back, filling the first reservoir; then over again to the third and last reservoir. From this point the overflow oil is carried by an external pipe down to the front end of the oil pan in the crankcase where it flows back over the pan, filling the troughs through which the connecting rods are lubricated and from which all other moving parts are sprayed by the splash system. From the pan the oil flows to the bottom of the case to be pumped back again.

This rather unique system of engine lubrication is responsible in large measure for the excellent performance of the motor at a wide range of speeds and under all climatic conditions. When the Model A car was in its experimental stages much of the road test work was done in midsummer, yet there never was a single instance of engine overheating.

that never before in their experience has there been such a demand for a six-cylinder car. This would indicate that a new high monthly record for sales would be established during April.

With the introduction of the new Whippet Six hundreds of thousands visited Willys-Overland showrooms to inspect the new car which features for the first time in the history of low priced sixes, a seven-bearing crankshaft. Prior to the incorporation of this feature in the new Whippet Six, a seven-bearing crankshaft was unheard of in a price range as low as these new models. This, it is said, will create a new trend in design among the builders of low-priced light six cars. Other features in the new Whippet Six, which is presented in five body types, include full forced feed lubrication, silent timing chain, extra long connecting rods, invar-strut pistons and a single piece pressed steel, banjo-type rear axle.

ST. PAUL.—A rifle said to have killed the last Indian slain in the Minnesota redskin rebellion of 1862 has been acquired by the state historical society.

Chivalrous



When the women of Kentucky acquired equal suffrage, jury service was one of the responsibilities they drew along with their new privilege. But not all courts in Kentucky are equipped for mixed juries, according to Rep. Virgil Y. Eversole (above), of Harlan, so he introduced a bill in the legislature making jury service optional for women. She merely has to tell the court she "does not choose to serve." The measure has just become a law.

Federal Tests Give Chryslers A High Rating

It has recently been learned from authoritative sources, according to Weeks & Buchanan, local Chrysler dealers, that exhaustive tests just completed by the Motor Transport Division of the United States Army have resulted in an exceptionally high rating for Chrysler cars in performance, economy and durability.

The tests have been under way for about 14 months. During this time two Chrysler touring cars of the "50" and "60" models have been driven day after day in all kinds of weather and over every kind of road by various drivers who were mostly private soldiers in the army, and none of whom had any special familiarity with Chryslers. In the entire period of 14 months each car covered a total distance of 30,000 miles.

Advises reaching the Chrysler Corporation state that itemized charges for all expenses during the 14 months test, including fuel, oil, labor, parts, tires and depreciation, resulted in a total cost per car mile of less than three and a half cents for the model "50" and under three and nine-tenths for the model "60."

Army engineers at Camp Holabird, Md., kept a painstakingly close check of the performance of two cars throughout the entire trial. Each car was charged with all operating expenses and depreciation according to fixed schedules laid down by the government for application to all cars tested. At the end of 15,000 and 30,000 miles the cars were torn down and inspected and the cost of these two minute inspections of every part

was included in operating expenses under the heading of labor.

Unofficial information received by the Chrysler Corporation is to the effect that army officers who supervised the test express much enthusiasm over the showing made by the two Chryslers and regard the operation figures as remarkable, as they were lower than those ever shown by any other cars that have undergone the test, either four or six cylinder. It is also reported that throughout the entire

14 months of exposure to severe weather, highway and driving conditions the Chryslers have never failed to function faultlessly and after being torn down for inspection and reassembled they ran as smoothly as ever in spite of the rough usage to which they had been subjected.

The test was made largely in cross-country army maneuvers over all kinds of roads and at times no roads.

Tested in 61 cities
THE
**STUDEBAKER
COMMANDER**
averaged 17 1/4 miles
to the gallon
\$1495
Feb. factory

M. J. GOSS



Keeping The Right Company From Coast To Coast

Texaco Motor Oils and the New Texaco gasoline are the only petroleum products sold under the same name over the entire country.

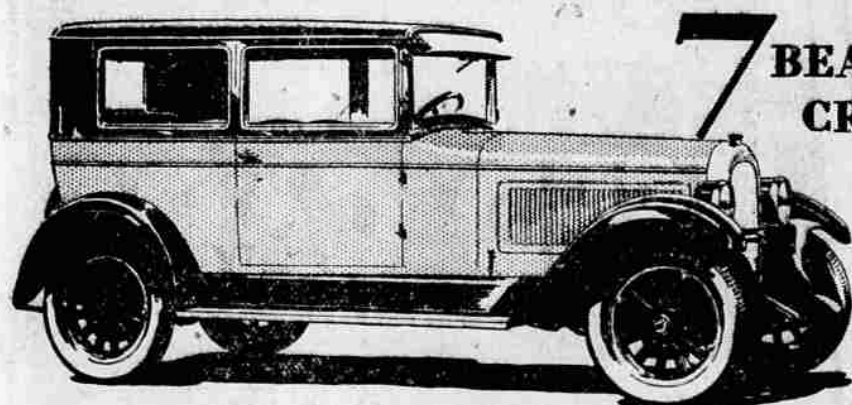
Texaco products are available to the traveling motorists in hundreds of carefully chosen filling stations where men who know the business will give prompt and expert service.

You can use Texaco at home and you can use it when touring—the same quality, the same grade and the same assurance of satisfaction all along the line.

The Texas Co.

Audmer Playle, Agt.

THE World's Lowest Priced Six



**7 BEARING
CRANKSHAFT**

**5 PASSENGER COACH
\$695**

Full Force-feed
Lubrication
Silent Timing Chain
Invar-strut Pistons
4-wheel Brakes
109 1/2-inch Wheelbase

Whippet Six Prices

Touring	-	-	-	\$615
Roadster	-	-	-	\$685
Sedan	-	-	-	\$745
Coupe	-	-	-	\$695

Whippet Prices

Sedan	-	-	\$585	\$140
Touring	-	-	\$455	170
Coach	-	-	\$535	90
Roadster	-	-	\$485	
(2-passenger)				
Roadster	-	-	\$525	170
(with rumble seat)				
Coupe	-	-	\$535	90
Cabriolet	-	-	\$545	200

All prices (f. o. b. factory) and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio.

A Quality Car of Most Modern Design

The new Whippet Six is a car of most amazing performance. In a 24-hour run it averaged 56.52 miles per hour—the world's record for cars costing less than \$1000.

Long, low-slung bodies in harmonious lacquers, and smart interiors attractively upholstered, give unusual distinction.

Equipment includes automatic windshield cleaner (on closed models), rear view mirror, dome light in Sedan and Coach, tail and stop light, snubbers, 80 mile speedometer, motor driven horn, spare rim and tire carrier.

Whippet Six is now on display, ready for your inspection.

THE new Whippet Six

Gettings & Hanks

Corner Fir and Jefferson