MOTORING NEWS

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MORE POWER DUE IN 1929 MOTORS

High Compression Engines Outstanding Tendency in New Models

By William C. Callahan
(In New York Times)

Within a short span of less than three months horns will blow, whistles shriek, bells ring, glasses jingle across littered tables and the year of 1929 will be welcomed by the world. Automotively speaking 1929 promises to be a year of bigger and better values for the automobile buyer, and from all signs, a bigger and better year for the automobile manufacturers.

Already an unusually high percentage of the automobile manufacturers have announced new lines for 1929. And the majority of these lines are new, and not merely new paint jobs and rehashed mechanical specifications.

An outstanding trend in the 1929 cars is the almost general adoption of higher compression engines. This feature has resulted in a marked increase in the power of the 1929 automobile without adding to the size and weight of the engine or to its cost of operation.

High compression is a term used to indicate the increased pressure under which the gases in the combustion chamber are compressed before they are ignited by the spark. It is obtained by redesigning and making smaller the combustion chamber in the cylinder head so that a quantity of fuel mixture equal to that formerly used is compressed into a much smaller space before ignition. This sounds simple, doesn't it? But it is not so simple and unless the layman understands the years of research and study, not to mention expense, that automobile manufacturers and fuel companies have devoted to obtaining this end, he cannot appreciate the added value that is being offered to him in his 1929 car.

Explosion and Expansion

The effect of higher compression in a gasoline engine is much the same in result as higher compression in an ordinary coil spring. For example, take a coil spring, compress it slightly between the fingers and let it snap back to its normal position. The impulse is comparatively slight. Compress it again, under twice the pressure exerted the first time, note the corresponding increase in the force of the spring as it returns to normal.

Laymen may ask, "Why, if this increased compression makes for greater power, are automobile manufacturers turning to it at this late date?"

In the minds of many the theory of the operation of the internal combustion engine is based on the belief that the "explosion" in the combustion chamber supplies the power impulse to the piston. This is true to an extent, but the actual "explosion" in the combustion chamber is the thing which automobile manufacturers had to overcome before higher compressions in engines could be made available as an every-day commodity.

Old-time fuels, under high compression, when ignited, did "explode." This resulted in serious wear and tear on all parts of the engine and running gear, as well as on the nerves of the operator. The desired increase in power was not obtained because only a part of the charge in the combustion chamber was ignited.

The ideal fuel was that which could be compressed under a much greater pressure and, when ignited, expand rapidly and smoothly without detonation or explosion. This problem in itself was not easy to solve and those who recall the 100 victims of the famous "looney gas" a few years ago may form some opinion of the chances chemists and experimenters faced in trying to solve it.

However, after some years of research, fuels have been developed which are neither dangerous to the user nor the engine and which can be used under comparatively high compression. One method is to treat the gasoline with tetra-ethyl lead so that the small lead molecules, serving as sort of auxiliary spark plugs, quickly absorb and transmit the heat of the explosion to all parts of the combustion chamber, so that a smooth, rapid expansion of the gases in the chamber is obtained. Detonation or explosion is eliminated to a great extent and combustion is more nearly complete.

Carburetion has been greatly improved to provide greater atomization of the fuel mixture and almost all of the carburetors in 1929 cars are thermostatically controlled so that the volume and temperature of the fuel charge are automatically held to more nearly uniform proportions. Manifolding has been improved to insure a more even distribution of the fuel mixture to each cylinder of the engine. Valve lifts in the majority of engines have been increased, which affords freer passage of the fuel mixture from the carburetor to the manifold and increases the amount of mixture taken into the cylinder during the down stroke of the piston.

All these changes sound simple, but they often call for a complete retooling of an automobile plant.

Higher compression ratios have also left the manufacturer with a problem of greater engine heat, with the solution lying in his ability to improve his cooling system, particularly around the combustion chambers. In this he had to exercise great care so that too efficient cooling during normal operation would not result in hard starting in cold weather. To overcome this, many manufacturers in their 1929 cars have provided bypasses from the exhaust manifold so that the heat from the exhaust of the first few power strokes is shunted around the intake manifold and carburetor, heating the fuel mixture and keeping it volatile until the engine has warmed up to its normal operating temperature.

Dunne Bill Unfair, Destructive, Good Roads Association Claims

Measure Threatens New Construction of Highways As Well As Jeopardizing $1,500,000 of Federal Funds

By Oregon Good Roads Association

The Dunne bill, which seeks to amend the present motor vehicle license law, will defeat the present highway program by reducing the license revenues about 50 per cent. If the highways are to be maintained, the unimproved roads constructed, the principal and interest on bonded indebtedness paid, the funds thus depleted must be replenished through other forms of taxation, and property may ultimately be required to carry the burden, for the bonds are a debt against private property. The bill, however, is so poorly and loosely drawn that a construction and interpretation of its provisions by the supreme court will be necessary before it can be intelligently administered. Meantime, we may consider Mr. Dunne's bill in the light of his own interpretation.

The proposed law is unfair and destructive of public good for these, and other reasons:

1. It proposes on grounds of equity to reduce the motor vehicle license fee. Yet in 1927, 53,636 cars, or one-fourth of the total number licensed, weighed 1790 pounds, or less and paid a fee of $15 each. These were mostly Ford touring cars. A comparison of fees to be paid by the owner of one of these cars would show that under:

Payment	Present Law	Dunne Bills
License Fee	$15.00	$10.00
Gas tax, 400 gal.	12.00	20.00
Total	$27.00	$30.00

A 29-passenger Fageol bus, weighing 13,500 pounds and now paying less tax per ton mile than the Ford pays, under the Dunne bill will enjoy a decrease of $549 as compared with an increase of $3 for the Ford.

Why should the owner of an old used Ford have his total tax increased $3 to give the big stage a reduction of $549? One stage company alone would save $24,000 a year under the Dunne interpretation of the Dunne bills.

A common carrier truck of 5-ton capacity, weight 10,909 pounds with 36-inch solid tires, hauling a six-ton trailer, weight 7309 pounds with 32-inch solid tires, would pay a total under:

Payments	Present Law	Dunne Bill
License for truck	$126.00	$128.75
50c per in. of tire	18.00	0
Common carrier Portland-Eugene run	295.56	15.00
License for trailer	62.00	0
50c per inch	16.00	0
Common carrier fees (Portland-Eugene)	254.16	15.00
Total	$772.72	$158.75

Prospect of a reduction from $772.00 to $158.00 makes it quite obvious why truck lines favor the Dunne bill. Even if the gasoline tax carries and the truck used 6,000 gallons a year, the 2-cent increase would amount to only $120 and the truck operator would save $500 a year on each of these trucks he operated.

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To give the ordinary motorist a reduced license offset by increased gas tax, it should not be necessary to donate such a large gift to the transportation companies use use the highways so heavily.

2. Under the Dunne bill, trailers equipped with pneumatic tires must pay the license fee prescribed therein, based upon weight, while trailers equipped with solid tires pay no fee at all, regardless of weight, capacity of use.

3. Two-wheel trailers, under the Dunne bill are exempt from the payment of any license fees, whether such trailers be operated as common carriers for compensation and regardless of the weight of such trailers or of the load on their wheels.

Carrier Companies Save 80%

4. The Dunne bill declares in its title that one of its objects is to require all motor vehicles operated as common carriers on the public highways to pay additional fees, while in the body of the act there is an attempt to relieve all such carriers (bus and truck lines) from the payment of any and all other fees or taxes now prescribed by law, except only the $15 charge.

5. The public service commission has estimated that under the Dunne license bill the estimated annual revenue paid by motor carriers operating for hire would be only $45,000, while under the present laws these same carriers paid in 1927 $284,052.58. The for hire busses and trucks thus would pay only one-sixth, 16 per cent, of their present fee.

Defeat of People's Will

The voters of the state authorized the highway bonded indebtedness on the assumption and assurance that the debt would be paid out of the motor vehicle license fees. The Dunne bill now repudiates that assurance and promise.

Already the threat of revenue loss has had the effect of holding up much-needed road work.

Even federal aid is jeopardized if the Dunne bill passes, for Oregon would be unable to match federal funds. Federal road money allotted to Oregon would then go to other states.

Right now, more than $1,500,000 of federal funds are available to be matched for road work in Oregon, but Oregon is unable, under the threat of the Dunne license bill, to match these funds and may forfeit the money.

If you do not want the highway indebtedness to fall on your home and on your business, if you want your present highways maintained and preserved from destruction; if you want the balance of the highway system completed, if you want your present bonded indebtedness paid out of revenues resulting from the use of such highways, vote 303 X— No.

September Auto Deaths Total 26

SALEM, Ore., Oct. 20 (AP)—Traffic accidents in September caused the death of 26 persons in Oregon and injuries to 531 persons, says a report by T. A. Raffety, chief state traffic inspector. Traffic officers arrested 552 drivers and fines imposed totaled $1869. Delinquent fees collected totaled $2751.65 and stolen cars recovered had a resale value of $8,600.

An Oklahoma Indian of the old school approached a Studebaker salesman who had recently sold him a car.

The natural query of the salesman was "How do you like the Commander?"

"Like 'im," replied the Indian "sure like 'im. Old car all time giddap, giddap, but Commander—whoa boy, whoa boy."

Husband (in car) Great heavens! The engine is terribly overheated.

Wife (calmly) "Then why don't you turn off the radiator?

"Who Would Pay Such A Price For A Tire?"

IDENTIFICATION:
On the sidewall of this tire you will find in silver silhouette the Double Eagle: world mark of superfine quality and value, symbol of that Goodyear union of seasoned experience and youthful progress which has produced the tire of tires.

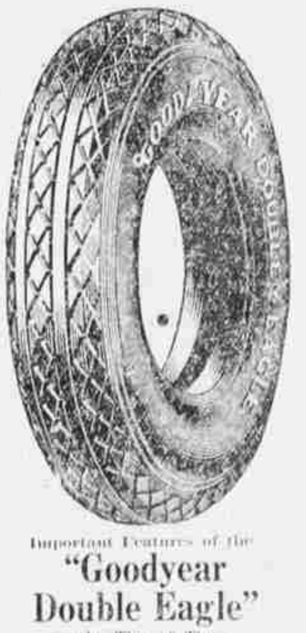
A natural question until you have inspected this distinguished new type of tire at our store. Then you'll understand why the GOODYEAR DOUBLE EAGLE is, for many of those who are buying it, more than a mere indulgence in the finest of its kind. It's the talk of the town. Come in, just to see it and to know all about it.

We are showing a tire such as the world has never seen—the new GOODYEAR DOUBLE EAGLE. Built without limit as to cost—Goodyear's 30th Anniversary achievement. Admittedly a better, costlier tire than most people need.

It should last as long as the average owner uses his car. Virtually puncture-proof and free from risk of blowout, no tire has ever, we believe, withstood such abusive tests of speed and endurance. Perhaps you've noticed it adding further distinction to swift, smart cars. True, their owners can afford the finest things money can buy.

But the real reason for purchase is actual, unusual need. Their cars are driven harder, faster, over more destructive roads and cover more ground yearly than most cars.

Even oversize, extra-ply or heavy duty tires proved none too good for them. They needed still greater strength, endurance. A new type — a super-tire. The GOODYEAR DOUBLE EAGLE will lower their costs per mile. Come and see it.

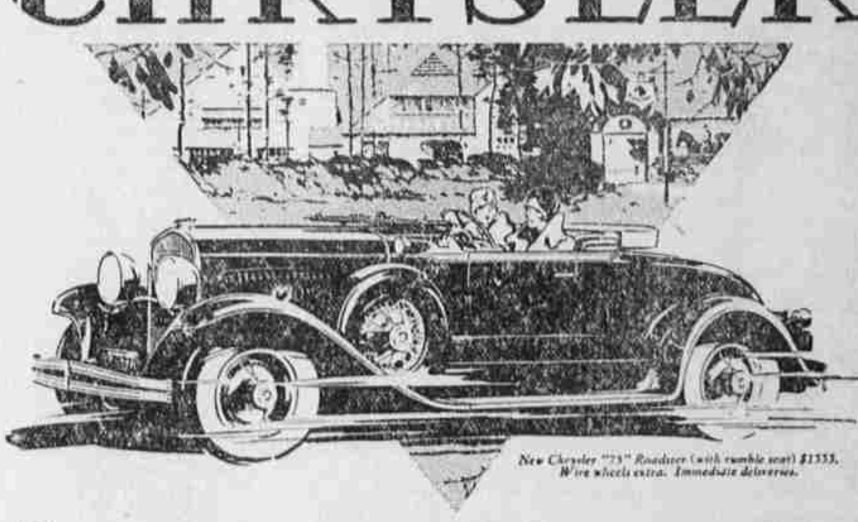


Important Features of the "Goodyear Double Eagle" —the Tire of Tires

1. The finest, strongest, handsomest tire that money can buy.
2. The deep-cut, tractive All-Weather Tread is practically double-thick.
3. The toughest and longest-wearing rubber compound in this tread Goodyear has yet developed.
4. The body of the tire is built of extra-heavy SUPERTWIST cord fabric to a new oversize dimension both in cross-section and overall diameter.
5. More plies of cord fabric; more rubber between the plies.
6. Lined with an extra layer of rubber to protect the cords from moisture.
7. Special low temperature cure.
8. The finest materials, the finest construction, regardless of cost.

W. H. Bohnenkamp Co.

CHRYSLER



New Chrysler "75" Roadster (with rumble seat) $1555. Wire wheels extra. Immediate deliveries.

Chrysler's only real competition —is Chrysler

THE first Chrysler established a margin of superiority over all other cars in style, performance and value that has been maintained ever since . . . ¶ The true competition Chrysler has to face therefore is with Chrysler—to make sure that each succeeding Chrysler is better than the Chryslers that have gone before . . . ¶ Public demand for the newest Chryslers today tells how well Chrysler has succeeded. *Chrysler's largest production is just now beginning to satisfy that demand* . . . ¶ The public is delighted with the new style that re-styles all motor cars — new slender-profile radiator, arched-windows and the graceful sweep of the new "air-wing" fenders—*avoidance everywhere of the bulky and cumbersome* . . . ¶ And with Chrysler's smooth performance, riding luxury and safety—"Silver-Dome" high-compression engine, using any gasoline; internal-expanding hydraulic 4-wheel brakes, efficient in any weather; and hydraulic shock absorbers . . . ¶ Other cars seek to compare themselves with Chrysler in style, performance and value which really do not compare with Chrysler at all. Chrysler's only real competitor is—Chrysler.

Prices—New Chrysler "75" (with 6-ply full-balloon tires)—Royal Sedan, $1535; Coupe (with rumble seat), $1535; Roadster (with rumble seat), $1555; Town Sedan, $1635; Crown Sedan, $1655; Convertible Coupe (with rumble seat), $1695; 5-passenger Phaeton, $1795; 7-passenger Phaeton, $1865; Convertible Sedan, $2245. New Chrysler "65"—Business Coupe, $1040; Roadster, (with rumble seat), $1065; 2-door Sedan, $1065; Touring Car, $1075; 4-door Sedan, $1145; Coupe (with rumble seat), $1145. All Prices f. o. b. Detroit; wire wheels extra 1477

L. W. WEEKS
Holmes Bldg. Phone 180-J

LET A RIDE DECIDE

There's only one way to find out what this new Oldsmobile will do . . . *drive it yourself!*

Try it in traffic. Pull up abreast of the line at the stoplight and outsprint the field. Seek a crowded boulevard. Oldsmobile's sparkling acceleration, finger-tip steering and positive-acting four-wheel brakes make you master of every situation.

Take it out on the highway. Note how quickly the great new 55-h. p. engine responds to the throttle. Test its speed, its power, its amazing hill-climbing ability. Mark its smoothness and quietness at every speed.

Then make the same performance tests with any other car and compare results. If you let a ride decide, you're sure to choose an Oldsmobile.

TWO-DOOR SEDAN $925 f. o. b. Lansing Spare Tire Extra

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