

HIGH GEAR TEST
MADE ON COAST

Sealed Essex Challenger
Driven from San Francisco to Canada

SAN FRANCISCO, Mar. 23.—Sealed in high gear, and with hood and radiator so sealed that it was impossible to touch the engine or to add oil or water, a stock Essex the "challenger" coach just completed one of the most sensational reliability and high-gear power tests ever attempted.

It was driven from San Francisco to the Canadian border, south to the Mexican line and back to San Francisco, a distance of 3492 miles over eleven mountain ranges, by Paul J. Feely and B. M. Sharpe, of Stanley W. Smith, Inc., Hudson-Exess distributors here.

Not only did the Essex conquer all of the notorious grades of the Pacific highway in high gear, but it crossed the Sierritas and Cascade mountain ranges twice, and traversed the coast road north from Los Angeles to include the Santa Susana, Casitas, Cayota, Maquiol and Cuesta passes and the San Juan grade. Of course, the famous Tejon pass on the Ridge Route between Bakersfield and Los Angeles was part of the high-gear luzzard.

Presented Before Editors. After all this phenomenal high-gear pulling without an adjustment of any sort after the car was launched on its epoch-making journey, hitting slick mud in the north where the highway is being revamped, slippery snow and treacherous icy pavement atop the Sierritas and the Cascades, the car was unscathed and refilled with oil and water in the presence of San Francisco automobile editors.

Amazing as it may sound, it took only five quarts of water to fill the radiator to the top and three quarts of oil to place the gauge at the "full" level.

When the seals were broken the motor was purring with the smoothness and rhythm that suggests an endless flow of power. The amount of oil and water left indicated that the car could have continued its test for at least another thousand miles, for during the last stages of the trip it was functioning with the same perfect cooling—as indicated by the motor temperature gauge—as when it was speeding north over the flat California highways for its first joust with the mountainous grades.

This is the same car with which Sharpe recently won the famous challenge trophy offered by the Oakland Post. Enquiries for the fastest stock car time up Mt. Diablo.

Victor In Race
Against Time In
Model A Coupe

"How Poncet Won His Wager." "From Saigon to Hanoi in 43 hours, 58 minutes" might be the title of an account of a race against time made in French Indo-China in a Model A Ford Coupe, in which Mr. Poncet covered 1795 kilometers (1116.5 miles) in the lapse of time of less than 44 hours and in a driving time of 32 hours.

The story of the trip as given by "Le Courrier Automobile" at Hanoi, has been received by the Ford Motor company as evidence that the speed and reliability of the new Ford has attracted attention in Asia as well as in Europe and the United States. It must be borne in mind that Asiatic nations do not possess the roads and have not been so accustomed to fast driving as have Americans. In describing the trip the account says in part:

"First of all it was a magnificent sporting exploit that proved the qualities of audacity and endurance of the person accomplishing it; secondly, it is a magnificent mechanical exploit that proves the qualities of speed, power and flexibility of the new Ford.

"Mr. Poncet had made a wager to arrive in Hanoi in 43 hours. His friends tried to persuade him not to leave. 'You have lost in advance,' they told him. 'Don't risk your life to be vain-glorious.' He did not listen and he was right. He had a passenger as far as Tourane, Mr. Gaillard. From Tourane he was alone and drove the whole distance himself.

"In leaving Panther, a horse literally threw itself at the car and it is a miracle that the trip did not come to an end then and there. The search light was demolished, the right head-light broken and could not be used. The rest of the trip was made with a single headlight.

The account gives a detailed schedule of the trip, and continues: "The stops made for gas and water, for rest and meals and the time spent in crossing in the numerous ferry boats on the way made a total of 12 hours. The actual driving time was thus 32 hours or an average of 52 km. (32.77 miles) per hour. At the arrival nothing was out of order, nothing broken. Not one spark plug had been changed. Before starting, the car had already covered 3,000 km., driven carefully and exclusively by the owner."

NEW YORK, March 23 (AP)—Fast auto driver as well as fast swimmer is Gertrude Ederle. If police gentlemen are correct, she has failed twice to appear in court and a warrant is out.

Too Fast For Motor Bandits



(Photo from Elizabeth N. J. Journal)

These hard hitting Westfield, N. J. officers sent their Nash "400" Special coupe to seventy-three miles an hour the other day in a five-mile chase of fleeing automobile bandits. The thrilling race ended when the bandits, pressed to the last ounce of speed in their big sedan by the police car, overturned in attempting to negotiate a sharp turn, and were gathered in by the officers. The police departments now equipped with the fast, steady Nash "400" are marked "detour" on bandit schedules.

FOUR KILLED
OVER OREGON
IN FEBRUARY

SALEM, Ore., Mar. 23 (AP)—Four persons were killed and 267 were injured in traffic accidents in Oregon during February, says the monthly report of T. A. Rafferty, chief state traffic inspector. The total number of accidents reported was 1802.

Collision was involved in 1765 accidents, injuring 198 persons and killing three. Of the total number of collisions, 1522 were one motor vehicle with another. Non-collision accidents totaled 38, with nine injured.

Of the numerous causes of accidents, 288 were due to a vehicle not having right of way, 145 to failure to give signals, 238 to skidding. Drunkenness was responsible for 18.

Arrests totaled 319 and fees collected were \$8,096.75. Stolen cars recovered had a value of \$4,000 and motorcycles \$225.

MAY CHANGE FLAG SIGNALS

American championship drivers have voiced unanimous approval of proposed changes in race flag signals for communicating information to drivers as they whirl around the tracks. The new code calls for a green flag to start or go; blue flag to pull over, another competitor is trying to pass; red flag, held stationary, caution—watch out for conditions ahead or get your car under control; had conditions ahead; red flag, waved, slow down still further; black flag to stop next lap for consultation; white flag, you are entering your last lap; checkered flag, you are finished.

DUBLIN, (AP)—Librarians have reported that Hugh Walpole, an English author, is more popular among Free State readers than any Irish writer of fiction. Donn Byrne is the only Irishman whose books have a wide circulation. The librarians noticed that Eamon de Valera and other members of the republican group are reading works on constitutional law.

JUDGE HAD SPEED

Judge: Speeding, em! How many times have you been before me? Speeder: Never, your Honor. I've tried to pass you on the road once or twice, but my bus will only do 55.—Collingwood Bulletin.

AOSTA, Italy, (AP)—This mountainous region in northwest Italy is making a record in Mussolini's campaign for larger families. Within a recent five days period eight mothers presented twins to the fatherland. Congratulations from the premier and a present of 300 lire—equivalent to about \$15.75—were conveyed to each family by the prefect of the district.

LONDON, (AP)—Mrs. Helen B. Taylor, a pioneer suffragist, died here at the age of 94. She canvassed for John Stuart Mill when the author of treaties on political economy sought the parliamentary seat for Westminster.

A delegation of Missouri women went before the legislature the other day asking for the right to serve on juries. At least somebody wants to serve on a jury!

Traffic Experts
Enlisting Aid Of
Business Firms

In an effort to assist in the growing problem of traffic congestion in western cities, traffic experts have enlisted the aid of business institutions with surprising results. Many new suggestions have been advanced by business houses located in congested areas. It is reported, and a number of institutions have solved the parking problem as concerns their own patrons. Among the latter is a large bank-

ing institution in Oakland, Cal., which, according to word received here today by Jim Morelock, local Durant dealer, has installed a curb depository to permit patrons to make deposits at any hour of the day or night without leaving their machines.

Use of the device, which was invented by John J. Flynn, an executive of the bank, was demonstrated for the first time last week by representatives of the western Durant factory. Patrons make out deposit slips in triplicate at their place of business, put coin, checks and currency in a bag together with the original and duplicate deposit slips, drive up to the curb, and drop the deposit into the

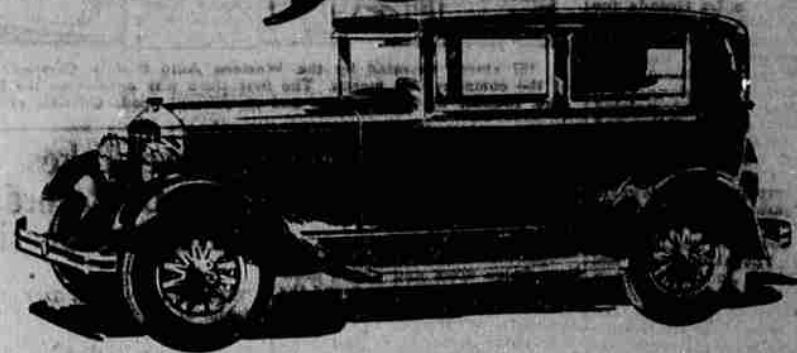
chute. The information card is then sent to the bank through regular mail channels for business purposes.

In the bank vault, scheduled collections are made at frequent intervals, the deposit is checked against the deposit slips and credited to the patron. The original slip is retained by the bank and the duplicate mailed to the customer with a notation that his account has been so credited.

Oakland municipal authorities have cooperated with the bank in designating ample space on both sides of the structure as a "no parking zone". The chute is said to take several hundred parked machines off the streets of the downtown district.

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THE GARDEN

GARDENS FOR LIMITED AREAS. Sizes does not limit a garden's beauty. However small the space or unfavorable the location at the disposal of an earnest gardener, something can be grown there which will give pleasure.

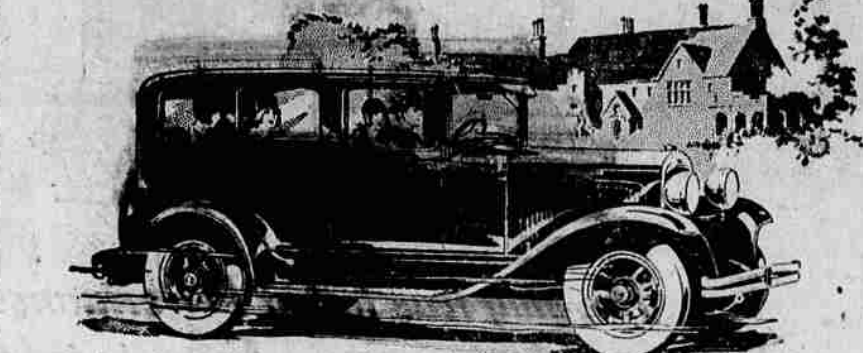
The small garden often calls for a greater effort to produce an artistic and attractive result, just as in the furnishing and decoration of a small room in the house, we take more care in each detail of the effect. When successful we are repaid by the small garden, as by the little room, with an intimacy and association not always felt in more spacious surroundings.

Everything is seen closely in the small garden. A single plant or flower becomes the subject of attention rather than the mass of the border. More care must be taken to remove minor imperfections, but there is less for which to care. Color schemes may more easily be handled and close attention to color will be well repaid here.

Pots, seats and ornaments become of great importance in the small garden. It is important to keep them in scale. An oversized ornament will dwarf the garden; proportion must be carefully considered in every detail of design.

It is not always possible to grow grass in small gardens. But areas paved with flagstones, brick or other suitable surfacing may still be gardens. Many plants will thrive where grass refuses to do so. And where the soil conditions refuse to allow plants to be set in pots or tubs. Adverse conditions can usually be overcome.

Small gardens have the sanction of antiquity. Many homes of ancient Pompeii had tiny court gardens. A description has survived in which it is said: "Sometimes a mere tablecloth of free ground is so disposed," showing that where there is love for a garden, almost no plot is too small for its expression.



CHRYSLER "65" 4-DOOR SEDAN, \$1145

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Chrysler "65's" unparalleled low price marks it instantly as exceptional value.

Chrysler "65" has that flashing performance that distinguishes Chrysler motor cars from all others.

Chrysler "65" has its spring-ends anchored in blocks of live rubber, which, with hydraulic shock absorbers, enable the "65" to travel any

road without lurch or pitch. In style, the Chrysler "65" stands out as the fashion-plate of its price field.

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\$1040 AND UPWARDS

New Chrysler "65" prices—Business Coupe, \$1040; Roadster (with rumble seat), \$1065; 2-Door Sedan, \$1065. Three other body styles, \$1075 to \$1145. New Chrysler "75" prices—Royal Sedan, \$1535; Coupe (with rumble seat), \$1535; Roadster (with rumble seat), \$1555. Six other body styles, \$1655 to \$2345. Wire wheels extra. All prices f.o.b. factory.

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- Etc., etc.

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