

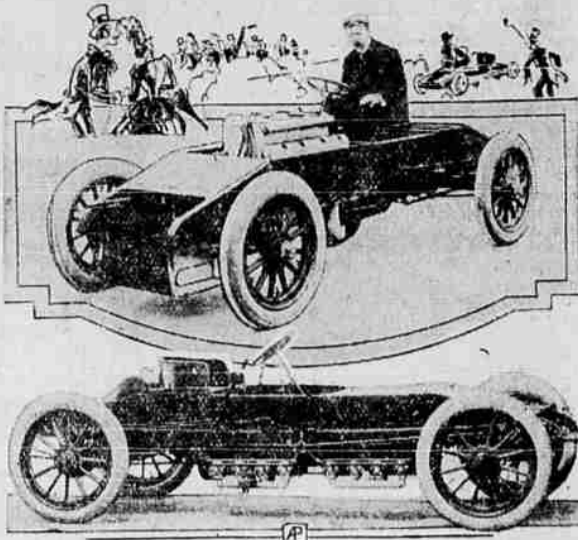
STATE USES ALL MOTORIST MONEY

Influx of Revenue is Directed Into Funds Used for Highway Purposes.

"Oregon uses every cent of money derived from the motorist for highway purposes," said Senator Charles H. Hall, Director of the Oregon State Motor association...

"In doing this, Oregon is following the example of practically every state in the union as only three states—Florida, Georgia and Texas—divert the motorist's money for purposes other than roads. In Florida, the gasoline tax per gallon and of this amount, 1 cent per gallon is diverted to the free public school fund...

First Cars to Set Marks Down at Daytona Beach Are Given Museum



The "Bullet No. 1" (above) and the "Bullet No. 2," champions for speed in their day, have been placed in the Smithsonian Institution. Alexander Winton, builder of the cars, is shown at the wheel of No. 1.

By Allen Quinn (Associated Press Automobile Editor)

WASHINGTON (AP)—The first racing car to roar along the sands at Daytona Beach and startle the

the "Bullet No. 2," the gifts of the Winton Motor company and have been placed in the museum beside other automobiles of ancient make.

It was in the "Bullet No. 1" that Alexander Winton, its builder, first raced along Daytona Beach in 1901 to make a record of a mile in 51 seconds. It was a far cry from the 231 miles an hour made at Daytona Beach by Maj. H. G. D. Segrave of England, but the 72 miles an hour in that day of the infancy of the motor car was a noteworthy mark.

The engine of the "Bullet No. 1" is a massive thing, compared with four-cylinder engines of today. It has a six-inch bore and a seven-inch stroke.

An elaborate oiling system is a feature, and cradling in the extreme beside copper tubes, each controlled by a screw valve, run to each bearing from the oil pump, situated at the front of the motor.

The cumbersome radiator hangs between and below the springs, with barely six inches of clearance from the ground. The entire car is low, with the front and rear slanting downward, as in Major Segrave's racer, but the driver sat above, exposed to the blasts. The car is believed to have been the first equipped with both internal and external brakes on the same drum.

In 1902-'03 Alexander Winton built the "Bullet No. 2," the "fastest car in the world" at that time, drove it on the sands of Cape May Beach, N. J., in 1905, attaining a speed of nearly 100 miles an hour for a one-mile stretch. It was run

in 34 seconds. The "Bullet No. 2" is believed to have been the first eight-in-line car. In reality the motor is two four-cylinder engines coupled together. It takes up half the length of the car. The engine is hung beneath the frame and the cylinders lie horizontally.

That engine, too, is enormous in comparison with the modern eight-cylinder automobile engine. Its bore is 5 1/2 inches and the stroke seven inches.

United States Is First in Total Cars

The United States ranks first in the registration of motor cars, the United Kingdom second and Canada third.

The United Kingdom has a registration of 754,254 passenger cars, 21,000 buses and 248,267 motor trucks. Canada has 223,764 passenger cars, 15,025 buses and 84,953 trucks. Canada, however, ranks far ahead of the United Kingdom in motor vehicles per population. In Canada there are 10.7 persons to every automobile, while the United Kingdom has 43 persons to every motor car.

"So you want to take out an insurance policy on this car?" "Yes, how much will it be?" "Eighty dollars."

"Well, just let it stand and deduct it when somebody steals the car."—Smully.

HEASTY STATION RECEIVES AWARD

\$50 Prize Given Local Business Place in Texaco Cleanliness Campaign.

J. F. Heasty, proprietor of Heasty's Filling station located on Adams avenue west of the business section, is \$50 richer at present—merely because he believes in keeping a cleaner service station.

Recently the Texaco company decided to stage a Texaco clean-up campaign, in three classes—100 per cent Texaco stations, sub-lessee service stations, and 100 per cent Texaco garages. All selections were made on the basis of persistent cleanliness in respect to every item in the proper maintenance of a service station or garage. A careful check was kept on participants throughout the drive and final winners selected after a study of every factor and detail.

The campaign, which started Oct. 1 and ended Mar. 31, has been recognized as one of the features of Texaco distribution on the Pacific coast and it is felt that the habit of cleanliness will continue throughout the summer and fall months. Mr. Heasty has always believed in the policy of keeping his station spotlessly clean, and the campaign

was "made to order" for him. According to announcements just received here, Mr. Heasty was one of two winners in the Class C and received a check for \$50. This was announced in the "Texaco Mission," the monthly publication of the Texaco company, and a picture of the front of Mr. Heasty's service station was included in the group of winners.

Salesman: This Speedee coach has just been reduced one hundred dollars.— Prospective Buyer: I don't care anything about the price. How much is the first payment? —Oregon Motorist.

Garageman: Check your oil? Motorist: No, I'll take it with me.

Advertisement for Texaco Motor Oil. Text: YOU'LL ENJOY BUYING CLEAN, GOLDEN Texaco Motor Oil from This Clean, Friendly Station Heasty's Corner Adams and Second

Radical Changes In Gas Markets On West Coast

Economists of the present day are remarking more and more on the very evident trend of modern business towards a reduction of costs and selling price and improvement of product, both developed through a program of increase in volume of business.

This is the opinion expressed by A. B. White, district manager of the General Petroleum Corporation of California, in discussion of the recent radical changes in gasoline markets of the Pacific coast.

"There is no new 4," says Mr. White, "pointing out the rapid steps that have been taken in the automotive industry along the line of improved motor design. The fundamental principles of internal combustion lead on inevitably to the acceptance of the high compression motor. However, of the 21,000,000 passenger cars now on the highways of the United States, less than a third even approach the high compression type and that means that the refiner of today's motor fuel must manufacture a product that will function equally well in either a high or low compression motor. It is equally evident that if he can develop a fuel that will answer the needs of not only drivers of high compression motors, but of any type of engine found in use today, the manufacturer should next bend his efforts towards putting his product on the market at no extra cost to the public."

Through the use of highly selected western crude oils and an exclusive refining system, the General Petroleum corporation has been able to accomplish this very thing in the marketing of its antiknock fuel, Violet Ray gasoline. Our process enables us to develop entirely through refining techniques and without the addition of any injurious compounds as entirely efficient modern antiknock fuel. To protect the public against misrepresentation and to a guarantee of purity, we have colored this product with an identifying violet color.

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HIGH SPEED TOLL ROADS CRITICIZED BY EXPERT

BOSTON (AP)—Proposals to build high speed toll roads from point to point in this country have met no approval from Thomas H. MacDonald, chief of the bureau of public roads of the United States. During a recent visit to Boston, Mr. MacDonald referred to a road now proposed through Connecticut. Such roads, he said, would be in practical competition with railroads and, he asserted, either would be unsuccessful or would bring financial disaster to the railroads.

"I bought a new car and traded in my player piano as first payment. I didn't know they accepted player pianos as payment on new cars." "They don't usually, but the salesman is a neighbor of mine." —Judge

When "SHE" Drives --no tires can be "too good"

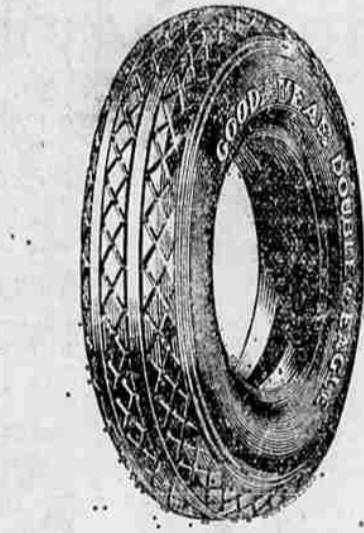
WHEN she is behind the wheel, probably with the little ones making whoopee in the back seat, you'd give anything to insure the safety of that car. You don't even want her to be delayed or annoyed by a puncture.

You want her to be protected, too, on slippery and steep streets and highways with tires that actually grip the road and stop the car quickly in emergency.

When she drives, no tires can be "too good." If your present tires have reached the stage of occasional punctures and a slippery smoothness of tread, why not—especially for her sake—exchange them on an equitable basis for new Goodyears?

Depending on how far, how fast and how furiously your car will be driven before you trade it in, Goodyear builds four safe types of tires in four distinct price classes:

- THE NEW IMPROVED GOODYEAR PATHFINDER. THE FAMOUS GOODYEAR ALL-WEATHER.



THE FAMOUS GOODYEAR ALL WEATHER—HEAVY DUTY—and THE MATCHLESS GOODYEAR DOUBLE EAGLE tires. Superlatively fine quality—built without a cost limitation of any kind to endure the hardest punishment that tires are given.

We will recommend the type which, according to the way your car is driven, will give you safety, combined with the required mileage at lowest cost.

GOODYEAR Millions More People Now Ride On Goodyear Tires

Bohnenkamp's

THE Marquette IS HERE



BUILT BY BUICK

A great new achievement in the automotive world—Marquette, built by Buick. Marquette is the smartest of the smart. Low-slung, rakish, hug-the-road lines. Beautiful color harmonies. Tailored and fitted to perfection.

And what a performer this remarkable car is! Imagine flashing from 10 to 60 miles an hour in 31 seconds! Think of accelerating from 5 to 25 miles an hour in high gear up a long 11.6% grade! (The average road grade is 7%). Think of riding at 68 to 70 honest miles an hour with complete safety and comfort. That's the kind of pick-up and power and speed you need in a car nowadays—and that's what you get in the Marquette.

THE MOST COMPLETE CAR EVER OFFERED IN THE \$1000 FIELD

- Long rakish lines—114-inch wheelbase—a full size car in every respect. Body by Fisher. All closed bodies are the latest product of the world's finest closed body craftsmen. Non-glare Fisher VV type ventilating windshield—a brand new feature. With the tilted windshield the driver is not annoyed by headlights in back of his car or coming toward him—there are no distracting reflections. New type mohair upholstery—has rubberized back—is waterproof and dustproof—a new development by Fisher, first shown on the Marquette—a great improvement. Spacious rear seat—37 1/2 inches in width—three adults can ride in perfect comfort. Ample leg room in front and rear compartment—interiors are spacious and comfortable, no feeling of being cramped in this car. Adjustable front seat—driver can adjust seat at will, for his personal comfort and convenience. Automatic windshield wiper. Rear vision mirror—all models. Remarkable power plant—motor develops 62.5 brake horsepower and provides the most brilliant performance ever achieved in this price field. Piston displacement 212.8 cubic inches—a bigger displacement than in any other car in the \$1000 field, indicating power to meet every demand. High-compression cylinder head—special non-detonating design. Rubber engine mountings—at all four suspension points—shocks and jabs to chassis frame are absorbed before they reach the engine. Counter-balanced crankshaft—vibration eliminated and power delivered in a smooth, silent flow. Automatic heat to carburetor—saves fuel and insures quick warm-up and easy starting in all seasons. Completely sealed engine—oil filter, fuel strainer and air cleaner prevent dust, dirt and water from entering engine. Crankcase ventilator prevents oil dilution. Forced lubrication—to all main bearings, connecting rod bearings, cylinder walls, camshaft bearings, and chain drive—the best engineering practice. Crankshaft bearings stepped in size from front to rear—reducing vibration to a minimum. Crankshaft weighing 75 lbs. is placed in both static and dynamic balance—to assure a smooth, quiet motor at all speeds. Lovejoy hydraulic shock absorbers, both front and rear—perfect riding ease. Four-wheel internal-expanding brakes—Duo-Servo type protected from dirt and water. Brake cross shaft is equipped with three bearings as an added protection—providing useful braking power in every event. Controlled with self-aligning bearings which are not affected by chassis strains and twists. Adjustable steering wheel—driver can have steering column raised or lowered to suit his particular preference. Hydrostatic gasoline gauge on dash—a much-appraised convenience. Guide tilt-ray lamps—a fine car feature unusual in a car in the \$1000 class. Full-crown one-piece fenders—add distinction and beauty to appearance. A host of other extraordinary features that combine to make the Marquette America's most complete car in the \$1000 field. You must see the Marquette to get a true impression of its marvelous value. On display today at Buick and Marquette dealers.

BUICK MOTOR COMPANY, FLINT, MICHIGAN

\$965 to \$1035

These prices from Buick Factory, special equipment extra. Marquette delivered prices include only reasonable charges for delivery and financing. Convenient terms can be arranged on the liberal G. M. A. C. Time Payment Plan. Consider the delivered price as well as the list price when comparing automobile values.

JENNINGS MOTOR CO. INC. ADAMS AVE.

WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM