

MAKE AUTO FUEL FROM THE TREES

Anti-Knock "Gasoline" Reported Derived From Tar in Douglas Fir.

CHICAGO (AP)—"Gasoline" made from trees is announced in a report to the American Chemical Society by Dr. Jacques C. Merrell and Dr. Gustav Krieger of Chicago.

They have produced an anti-knock motor fuel from the tar in the Douglas fir. While this fuel now is in the laboratory stage, the report says it can be made in commercial quantities from present wood waste.

"The development of a practical and economic means of converting wood waste into motor fuels," says the report, "has a deeper significance than the immediately important factor of conservation. It provides a source of motor fuels for the future which is under the direct control of man."

"Our great storehouses of potential motor fuel from petroleum, coal and oil shales are heritages from past ages, while wood tar and other vegetable products are producible under controlled conditions."

"Approximately 24 per cent of the standing tree is converted into useful products, while 75 per cent is wasted."

"As an example of the possibilities of the utilization of this waste, from an average annual yield of 7,500,000,000 board feet of Douglas fir, the equivalent of 2,500,000 cords of wood is available for destructive distillation, yielding the following products:

Turpentine and light oils, 5,500,000 gallons; tar, 7,000,000 gallons; wood alcohol, 9,750,000 gallons; acetate of lime, 187,500,000 pounds; charcoal, 2,440,000,000 pounds. And a large yield of gas for fuel.

"The 7,000,000 gallons of tar will produce by cracking, according to present research, 23,000,000 gallons of motor fuel equal in anti-knock properties to benzene."

These figures cover only one kind of wood. The report says that hardwood tar may be used to manufacture low-boiling tar acids and phenols, and that pine tar is suitable for making solvents and paint.

Wide Acceptance Of New Whippet Commercial Units

TOLEDO, June 22.—Designed to meet the requirements of practically every form of business, the new Whippet Six 1½ ton commercial unit, recently introduced by the Willys-Overland company, has met with an unusual acceptance on the part of users of this type of vehicle. The presentation of this new line completes the company's 1929 Whippet commercial car program.

Marked interest is shown in the mechanical features of the Whippet Six commercial chassis, which includes four-speed forward transmission, "Finger-Tip" control, "Invar-Strut" pistons, timing chain, heavy seven-bearing crankshaft and full force feed lubrication, which have been incorporated in the chassis design to meet the needs of commercial car operators who demand power, speed, lower cost per ton mile and general reliability throughout.

Before the introduction of these new units they were subjected to every known test to bring about an entirely advanced performance for the modern commercial car operator.

The various body types that are available through an arrangement between the Willys-Overland company and the leading commercial body builders of the country, are mounted on a sturdy chassis having a wheelbase of 131 inches. The six cylinder engine with a development of 36 horsepower in an assurance of ample power and speed under all conditions to provide safe delivery of merchandise with utmost dispatch.

The incorporation of a four-speed forward transmission in the new line of Whippet Six commercial units gives added pulling ability, especially in the low gears where the car carries a heavy load and provides a speeder pick-up and getaway, which is a distinct aid in city traffic.

Hudson Makes High Speed On Trailer Test

DETROIT, June 22.—(United Press)—Three hours before the arrival of Glen H. Curtiss, famed pilot, at Washington, D. C., waiting for a police escort through the city he enabled him to make up some of the time lost on the Miami to New York test run of the famed aviator's newly designed aircraft. The escort was provided but, according to reports, the Curtiss biplane, after dark and traveling at high speed, the Curtiss biplane, having been waiting at the airport for the waiting motorcade and before they were aware of its approach. By the time the officers had their machines in motion the Curtiss airplane was in the Hudson river, two blocks ahead and, although they put out their best speed, the Curtiss was unable to overtake it before it passed the city limits and the eagerly placed escort because of the long distance from the Hudson river to the city.

This test run was the final stage of experimentation by Mr. Curtiss of the unique vehicle which has been developed over a period of years. The idea back of the invention of the Aerocar was to produce a flying quarters coach for use with single seater automobiles which would be light in weight for rapid

Diamond Idol Utilizes Buick



Frank "Lefty" O'Doul, this season's National League hitting sensation, turned to this 1929 Buick phaeton for transportation during his recent sojourn on the Pacific Coast. "Lefty," hitting high in the 400 class with the Philadelphia Nationals, is a product of the Pacific Coast League.

travel, which would have sufficient strength for severe duty and which would afford maximum riding comfort. The passenger aerodynamic type of body construction offered the desired light weight combined with sturdiness and was easily adapted by the inventor. Later development time was occupied in refinements to body and equipment and in designing the unique coupler by which the car attaches to roadster or coupe. The name Aerocar is a logical appellation both because of the body construction and the coupling device. The coupler consists of an inflated

airplane tire mounted on an aerodynamic wheel and imbedded in a wooden socket which bolts into the rear compartment of the automobile. A triangular steel member attaches to the hub of this wheel and supports the Aerocar body. All up and down and sid-

wise motion is taken up by the tire, and the car literally rides on air. Mr. Curtiss put the finishing touches to the vehicle while in Miami and only an extended road trip at high speed remained necessary to confirm its practicability in service. Ability for high speed constantly maintained over long periods of time had already been determined for the inventor's personal car, a Hudson coupe, and this car was used for making the test run.

SYDNEY (AP)—British movie films will soon dominate the Australian market in the opinion of E. Trombull, an English firm representative, who has just returned from sessions of the British Empire Service League in London. He said that "talkies" were developing slowly in England.

Athletes Favor Chrysler Cars, Survey Shows

Athletes of every type, both professional and amateur, accustomed to being a perfect condition at all times, ready to engage in contests of skill speed and strength, demand the same fitness in their automobiles. It has been found by a survey of the registration records of Chrysler cars that many of the outstanding figures in the sports world drive Chryslers, for in these automobiles the athletes find those qualities so necessary in their own daily existence—speed, stamina, perfect control and consistent performance.

Among America's most famous golfers these cars are exceptionally popular. Walter Hagen is a Chrysler driver of many seasons. Hagen has found that with the Chrysler he can drive to

and from the links without any exertion that would tax his skill during a match. Charles "Chick" Evans, the great Chicago golfer, drives a Chrysler Convertible Coupe. A woman golf star who is steadily climbing toward championship honors and who is also a Chrysler driver, is Virginia Van Wie. Miss Van Wie, who was runner-up in last year's tournament and defeated only by Glenna Collett, drives a "25" Sport Roadster.

Other golfers who find pleasure in motoring in Chryslers include Jesse Sweetser, Max Marston, Roland MacKenzie and Watis Gunn. Boxers also find Chryslers "just the cars for them." Jack Dempsey has long been a Chrysler enthusiast and recently, while in Florida, added an Imperial Sport Roadster to his already large fleet of Chryslers.

Jess Willard, from whom Dempsey took the championship crown, just a short time ago purchased a "25" Business Coupe, which carries his huge bulk on his numerous

business trips through Southern California. Ray Miller, promising lightweight, who recently defeated "Billy" Petrolle in Detroit, purchased a "75" Roadster while in the motor city. William L. "Young" Stridling, Georgia heavyweight, recently ac-

quired his fourth Chrysler "75" Royal Sedan, while Tommy Grogan, a contender for the lightweight crown, has just selected the same model for his personal use. College athletes in many universities favor Chrysler cars. An indication as to the extent of their popularity among "iron war-

riors and track athletes is given in a recent census taken at the University of California where 154 students owned Chrysler cars, most of them roadsters. The interest of these athletes in Chrysler cars is an excellent tribute to the reputation of the automobiles.

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OUR AUTO BODY REPAIRING WILL FIX IT

Doors, trim, glass and metal work, all repaired and replaced so that your car once more looks as it should. Our facilities and fine workmanship insure satisfaction. Estimates given.

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WHAT IS CHRYSLER ENGINEERING?

It is a matter of opinion as to who did most in creating the automobile, but it is a matter of fact that Chrysler has done most in modernizing it.

Chrysler engineering, analyzed in simple terms, is a combination of far-sighted vision and resourceful genius that succeeds in accomplishing inspired improvements. In one word, Chrysler engineering is... Progress.

This is not a vainglorious gesture—it is a statement of plain, hard-shell fact fully borne out by the following partial list of advancements which Chrysler has pioneered, developed or popularized:

Hydraulic Four-Wheel Brakes
Rubber Shock Insulators
"Silver-Dome" and "Red Head" High-compression Engines
High Turbulence Offset Combustion Chamber
Fully Counter-weighted 7-Bearing Crankshaft

Non-wearing Chilled Cast-Iron Face Tappets
Isotherm Invar Strut Pistons with Tungsten Rings
Rubber Engine Mountings
Modern Plain Tube Carburetion—with Positive Pressure Pump Acceleration and Semi-Automatic Choke Valve
Indirect Lighting of Instrument Panel
Small Diameter Road Wheels
Modern Roadster Body Type
Beaded Belt Moulding and Modern Body Color Treatment

The Chrysler you buy today is the direct beneficiary of all the progress that Chrysler engineering has made in the five years of its brilliant history. Let us give you a demonstration.

CHRYSLER "75"—\$1535 to \$1795—Eight Body Styles. CHRYSLER "65"—\$1040 to \$1145—Six Body Styles. All prices f. o. b. factory. Chrysler dealers extend convenient time payments.

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Thrilling Speed and flashing acceleration!

The COACH \$595

The Roadster	\$525
The Phaeton	\$525
The Coupe	\$595
The Sedan	\$675
The Sport	\$695
The Convertible	\$725
The Light Sedan	\$400
The Light Coupe	\$595
The Light Sedan	\$545
The Light Coupe	\$650

Among all the delightful performance characteristics of the Outstanding Chevrolet—none is creating more widespread enthusiasm than its thrilling speed and flashing acceleration!

The great new six-cylinder valve-in-head engine responds to the accelerator with an eagerness that is literally amazing. Touring speeds are negotiated with such smooth, silent, effortless ease that you almost forget there's a motor under the hood. And when the throttle is opened wide on the highway—the pace is faster than the most experienced driver would care to maintain!

Back of this exceptional performance is a brilliant array of engineering advancements—typified by a high-compression, non-detonating cylinder head... automatic acceleration pump... hot-spot manifold... semi-automatic spark control... and a heavier crankshaft, statically and dynamically balanced.

Come in and drive this car. Learn for yourself, at the wheel, that no other car can approach it in the price range of the four!

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Other Models are the Standard Coupe, Standard Sedan, and De Luxe Coupe

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THIS smart, richly-appointed New Durant Six Sixty-Six is destined for a distinguished career. It improves vastly on the same sound engineering principles which enabled the Durant Four-Forty and the Durant Six-Sixty to shatter all existing performance records for low-priced cars. Its abilities are almost revolutionary. Fuel economy is 20 per cent greater than that of its predecessor, the successful Durant Sixty-Five. Acceleration is increased by 50 to 60 per cent. Hill-climbing is 12 per cent better than the Sixty-Five.

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SILENT THIRD—DOUBLE HIGH
The most efficient Four Forward Speed transmission in the world, designed and patented by Durant engineers, is used. It is noiseless and operates with remarkable ease. Drive the New Durant Six Sixty-Six for an UNFORGETTABLE THIRD.

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