

1930 BUICK NOW ON DISPLAY HERE

Greater Power, Longer Wheelbases and More Beautiful Body Lines.

At last an eager public has the answer to "What is Buick going to do for 1930?" More powerful and more sensationally beautiful than ever, the new Buick 1930 car is now on display in the show-rooms of Vern Jennings La Grande dealer, and in the buildings of Buick dealers everywhere.

Greater power, longer wheelbases, lower, longer and more sensationally beautiful bodies and innumerable mechanical improvements are outstanding achievements of the Buick for 1930.

Fourteen models, divided into three series, comprise the new Buick array. Series 40 embraces six models, a five passenger two-door sedan, four passenger sport roadster, five passenger phaeton, two passenger business coupe, five passenger four-door sedan and four passenger de-luxe coupe. Series 50 is composed of a five passenger four-door sedan and a four passenger coupe. Series 60 is made up of a seven passenger four-door sedan, five passenger four-door sedan, five passenger coupe, seven passenger phaeton and seven passenger limousine.

The wheelbase in the 40 series has been increased from 116 to 118 inches; in series 50 from 121 to 124 inches, and in the 60 series from 129 to 132 inches. The famous Buick valve-in-head engine on the 40 models has been stepped up to 80 1/2 horsepower, while the larger motor in the 50 and 60 series has been increased to 99 horsepower. All models develop an actual speed well in excess of 70 miles an hour.

As anticipated, the 1930 Buick is a highly distinctive creation. All models have been lowered approximately two inches; body contours have been refined, and the radiator shape has been revised to give it a long, racy appearance. The margin of the radiator shield has been reduced and the radiator core has been protected with thermostatically controlled shutters.

New type, mechanically operated internal expanding servo four-wheel brakes have been adopted on the new Buick. This is a larger brake than used heretofore and is controlled by a patented hinged shoe construction, assuring smooth operation and elimination of grabbing.

New semi-elliptic springs, making possible the lowering of the body, and new double acting hydraulic shock absorbers, checking the car on both the bound and rebound, are other noteworthy improvements on the 1930 Buick. The action of the shock absorbers is controlled by metering valves which insure uniformity of action under all road conditions.

Evidence that no cost was spared in making the 1930 car the finest Buick in history is apparent in the incorporation of double breaker arm distributors on all cars in the 50 and 60 series to insure proper firing of the larger engines under all speeds and conditions. The gasoline pump has been redesigned and improved and the low speed carburetor adjustment has been eliminated, each carburetor being accurately calibrated to give best all-round results.

A remarkable case of steering has been obtained in the new Buick by the use of an accurately made and fully adjustable worm and roller type steering gear. In addition, all road shock through the steering wheel is eliminated by a special road shock eliminator placed at the front end of the frame on the steering gear side.

An improved multiple disc clutch is used on all models and the centralized lubricating system has been retained. Bodies on all models are larger and have three-fourths of an inch lower roofs. All closed body interiors are exceptionally attractive and richly appointed. The popular tandem-blade electric windshield wipers, introduced by Buick for the first time on the 1929 models, remain standard equipment on the 1930 cars.

NEW BUILDING TO BE ERECTED BY OLDSMOBILE

Another huge building will be added to the rapidly expanding Oldsmobile-Viking factories, according to an announcement just made by I. J. Reuter, president and general manager of Olds motor works. This is the tenth large structure to be built by the company during the past two years. This latest addition will be devoted to service parts. It will be 428 feet long, 130 feet in width and three stories high, containing, in all, 165,298 square feet of floor area. With this new building and other construction projects either completed or now under way, there will have been 1,154,495 square feet of new floor area added to the Oldsmobile-Viking factories within the past two years. The new building will be constructed of concrete and yellow face brick to correspond with the other size new structures.

Chrysler Wins Many Races In Last Five Years

DETROIT, Aug. 3 — A Chrysler "70" phaeton, one of the first of the cars bearing that name to come off the production line in Detroit in 1924, is still winning dirt track, stock car races throughout Pennsylvania at a mile a minute pace. For the greater part of the Chrysler's existence it has been owned by Paul Lasiecho, of March Chumk, Pa., a youngster who is still in getting the best out of a road motor car as is a born jockey, in bringing out the speed in a thoroughbred horse.

Lasiecho, an auto race enthusiast, long cherished ambitions to be a speed demon of the dirt tracks, of which there are several circuits throughout the eastern part of the Keystone state. Many of these events are of a "free-for-all" character, and it was in these competitions that Lasiecho gained his first lessons in race driving. Confident that his Chrysler could show its rear tires to the other stock cars entered in these contests, the youth stripped the automobile of its top, windshield and fenders and began to win races in a manner that has since gained for him an enviable reputation as a daring, skillful driver.

During 1927 Lasiecho and his Chrysler, then three years old, started to become the star attractions on the tracks operated by the United Auto Racing corporation at Allentown, Reading, Pottsville, and York, in Pennsylvania and at Trenton, N. Y.

Until Decoration Day, 1927, the Chrysler had covered 73,900 miles in regular driving and in races; just about enough, Lasiecho figured, for the motor to be nicely broken in. He figured a few minor adjustments should make the car a winner in the big holiday race for stock cars at Leighton, Pa. True to his prediction, Lasiecho won the event for six cylinder cars. The Chrysler continued to bring home the bacon through the season and to pile up new mileage figures on its speedometer.

When "mile-age" totaled 100,000, Lasiecho celebrated the event by capturing a ten mile race at York, Pa. on October 27, 1928. In his first race of this season, again at York, Pa., on May 30, with the car having traveled a total of 120,000 miles, Lasiecho again won.

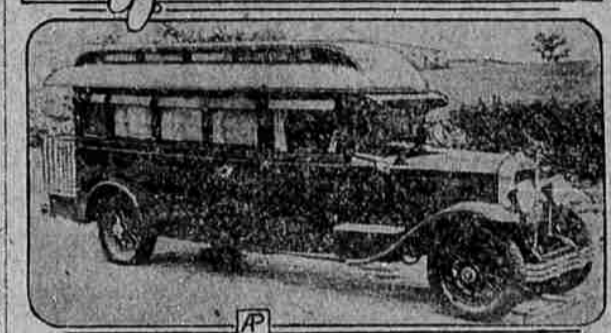
A wealthy auto tourist lost his pedigree dog while stopping in a small town. He inserted a lost ad in the newspaper, offering a reward of \$100.

The next day he went to the office to inquire, but no one was to be found except a decrepit janitor. "Where the thunder is the newspaper force" asked the tourist impatiently.

"They're all out," the old man replied, "tryin' to find yer dog."

An Englishman was visiting this country for the first time, and as he was driving along the highway saw a sign "Drive Slow. This means YOU!" The Englishman stopped in surprise and exclaimed, "My word! how did they know I was here?" —Traveler.

Pullman And Bungalow Combined By Millionaire In Special Car



Fred D. Martin, of Kansas City (above), has all the home comforts in his traveling motor car.

KANSAS-CITY (AP)—Ten years ago, when the Pullman and bungalow combined in his ultra-modern equipment. That's too long for Fred D. Martin to wait. This Kansas City millionaire owns a specially designed automobile—a camp car, office and home on wheels—in which he proposes to tour the country without experiencing discomforts necessitated by the most modern orthodox device for the motorist.

The Martin traveling home accommodates a driver and four passengers by day. There are berths for two. A rear compartment provides hot and cold water. Heat from an unseen stove will now every cross-country tour. There's an ice chest, there are electric fans and a radio. A table between the seats may be used as a writing desk, for cards or a meal. Electric lights are available for night reading.

An aluminum body reduces the car's total weight to 7,715 pounds. It will travel 65 miles an hour, and handles with the ease of an ordinary sedan. The vehicle is 26 feet long, understung, yet tall enough inside for passengers to stand.

New Laurels In Hill Climbing Are Won by Studebaker President Eight

New laurels were added to the hill climbing performance of Studebaker's President Eight with the successful negotiation of four notoriously stiff hills in a series of California road tests recently. The tests were carried out under the severest conditions, the cars under test being called upon to carry as many as sixteen passengers in their record breaking ascents, according to M. J. Goss, Studebaker-Erskine dealer here. "At Watsonville, a President roadster with Ab Jenkins at the wheel and four passengers aboard climbed the historic Mount Madonna trail. Two other Presidents later duplicated the performance. The steep and unpaved mountain road was traveled with ease in high gear, the gradient being 25 per cent and the narrow trail twisting and winding from a few feet above sea level to 2,000 feet in a few miles. "The five full grown persons aboard weighed to total of 550 pounds. Throughout the trip the President Eight motor never fal-

tered for an instant. Throttled down to 22 miles on one of the dangerous curves during the ascent, the car leaped ahead to 27 miles an hour as soon as the curve was cleared.

"Following Jenkins' trip, Mrs. A. D. Sparlato of Santa Cruz, took the wheel and negotiated the climb with the same ease noted in the previous performance. Then Roy Wittschen of Watsonville drove a fully loaded President sedan up the steep mountain grade starting on a 25 per cent grade a few hundred yards from the bottom.

"At San Francisco, a President roadster carrying sixteen passengers weighing 2,752 pounds roared to the summit of South Peak, the highest point in the city. No roads lead to the top of the hill, and the President had to negotiate the 51 per cent grade with nothing better than loose dirt and gravel for a roadbed. Not only this President made the climb, but another President likewise demonstrated its hill climbing ability by following its predecessor to the flagpole at the summit of the hill. This car was likewise loaded with as many passengers as could find a place to hold on.

"The Marin Avenue Hill at Berkeley was the next to be conquered by the President. Carrying nine men it negotiated the stiff climb in second gear. The gradient registers from 25 to 26 per cent on this hill which is seven-eighths of a mile long. Few cars have ever made this grade in second gear, even without passengers. "At Fresno the President made a successful ascent up the famous Toll-House Grade, fully loaded. Again the sturdy straight eight motor roared to the top with apparent ease and without any strain, evidently demonstrating its ability to mount any grade on which the wheels could find traction.

"The climbs were made in the presence of large crowds of spectators who witnessed their enthusiasm by generous cheering and congratulations to the drivers on the successful completion of the tests.

GARAGE GOSSIP

Carload of Oldsmobiles—The Oldsmobile Sales company is expecting three carloads of cars next week.

New Service Cars—Three new service cars, a ton truck, a pickup and a wrecker, model A and A-A, have been installed at the Perkins Motor company this week. They are having a special paint job done of them.

painting the body blue with white wheels. Blue and white are the Ford colors.

Recent Chevrolet sales from the Larison Chevrolet garage include the following: Frank Pearson, of North Powder, bought a ton and one-half truck; Helen Yardsstrom of Hot Lake, Imperial sedan; J. L. Westenskov, of Imbler, sedan; Car's Furniture company, a light delivery truck; R. A. Knowlton, of Pendleton, coupe; Pearl Williams, an Imperial sedan; Wealthy Brothers of Elgin, truck; L. C. Hale, of Elgin, a ton and a half truck; Dr. George S. Hoffman, of Union, a sport coupe, and Glenn E. Galloway, of Elgin, a coach.

Here from Spokane—J. T. Murphy, of the Oakland Motor company, of Spokane, is spending this week on business at the Oakland-Pontiac garage here.

Accepts Position—D. J. Frye has accepted a position as mechanic at the Blue Mountain garage.

Travels in Air—Roy Downs, a farmer at Joseph recently purchased a new Waco airplane. Mr. Downs is now taking passengers and using his plane for pleasure. He has been the owner of three Chrysler cars and is used to fast travel. The employ-

ees of the Chrysler garage have all been up with Mr. Downs and find him a satisfactory pilot. He took flying lessons at the Rankin school in Portland.

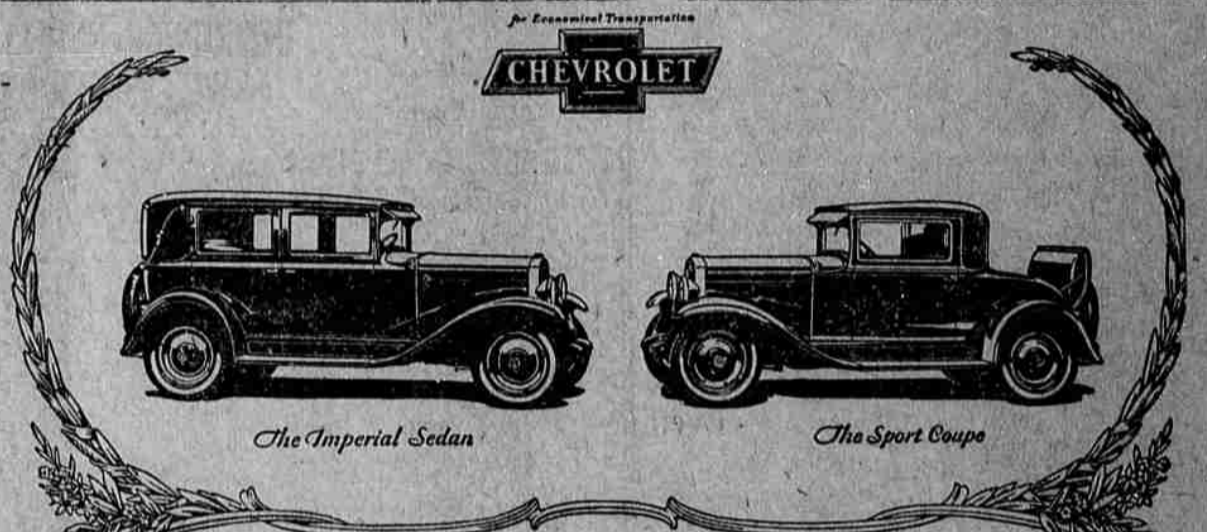
Away on Business—Harry B. Waggoner, of the Packard Motor company, is in Portland on a business trip.

Three Carloads—Three carloads of Fords were unloaded Tuesday of this week at the Perkins Motor Co., making a total of fifteen cars.

Go to Baker—Mr. and Mrs. Herman Littlefield are leaving for Baker, on a business trip for the Blue Mountain garage. N. H. Parker, of the garage, is also at Baker, receiving medical treatment.

"What is a whiffletree?" asks the Stous Falls Argus Leader. "What is a thill? These once-familiar words have a strange sound in this motorized age. For the benefit of the younger generation it may be necessary to explain that whiffletrees and thills are essential parts of a buggy." Oh, yes, to be sure. And what is a buggy? —Detroit News.

Sitto: Has the Scotchman bought the gasoline station? Ditto: Well, the free air sign is down.



Announcing Two New Models of the CHEVROLET SIX

Broadening the appeal of a line of cars which has already won over 950,000 buyers since January 1st, Chevrolet presents two distinguished new enclosed models of the Chevrolet Six—the Imperial Sedan and the Sport Coupe. With beautiful new Bodies by Fisher available in a variety of striking color combinations and with numerous advanced convenience features—these new models provide, in abundant measure, those elements of distinction ordinarily associated with more expensive automobiles. When you examine the new Imperial Sedan and Sport Coupe,

you will be impressed by their individuality and completeness. But you cannot fully realize what an achievement they represent until you get behind the wheel and drive! For here are all the qualities of six-cylinder smoothness, power and acceleration which Chevrolet alone provides in the price range of the four—combined with economy of better than twenty miles to the gallon of gasoline! Come in today. Learn for yourself the new standards of quality and luxury that Chevrolet has made available in six-cylinder cars— at prices within the reach of all!

The Roadster, \$525; The Phaeton, \$525; The Coupe, \$595; The Coach, \$595; The Sport Coupe, \$645; The Sedan, \$675; The Imperial Sedan, \$695; The Sedan Delivery, \$595; The Light Delivery Chassis, \$400; The 1 1/2 Ton Chassis, \$545; The 1 1/2 Ton Chassis with Cab, \$650. All prices f.o.b. factory, Flint, Mich.

COMPARE the delivered price as well as the list price in considering automobile values. Chevrolet's delivered prices include only reasonable charges for delivery and financing.

LARISON CHEVROLET CO.

Next to Observer G. L. Larison Manager Phone Main 2

EIGHT TYPES OF BALLOONS TO FIT YOUR MODEL A FORD

(Also Many Types in Balloon and High Pressure Sizes for Model T Fords) But We'll Tell you WHICH Type, at WHICH Price, it Will Pay YOU Best to Put on.

We want to make it clear why you should drive your car to reliable tire specialists when you need tires. For it depends on your particular driving needs which type and price tire is the right buy for you. No man is ever urged to take an expensive type here if a low-priced type will do for him. When an inexpensive grade tire is all he needs, we honestly say so! We make friends and permanent customers by selling low-cost satisfaction—not just tires. Long experience enables us to ask intelligent questions about your driving and to advise the Goodyear which costs least yet will give all the service you happen to need. We carry Goodyears exclusively—there are nearly 150 types for all cars. We have found, as the world has, that Goodyear Tires are by far the best. Building millions more tires than any other company, it only stands to reason, doesn't it, that Goodyear can give MORE quality at each price.

More Ford Owners Ride On GOOD YEAR Tires Than On Any Other Kind W. H. Bohnenkamp Co.

A SIX IN THE PRICE RANGE OF THE FOUR