

Oakland's New Foundry Opened; 1,500 Men Busy

Completion and operation of a new gray iron foundry, considered by factory officials the last word in modern foundry practice, equipment and facilities, is announced by L. M. Dreyer, Pacific regional manager, on the strength of information provided by Gordon LeFevre, vice-president in charge of operations of the Oakland Motor Car company.

This newest manufacturing unit, another development of the huge expansion program not only increases the number of parts manufactured in Oakland, Pontiac plants to fully 90 per cent, but in modernity parallels all other units of the industrial group. Seven buildings make up the foundry group, all connected by an extensive conveyor system, with service yards between.

The one remarkable feature is the innumerable time and labor-saving machines, so arranged and co-ordinated that raw parts or material are handled by hand.

This enterprise, costing several million dollars, adds 250,000 square feet of floor space to the Oakland-Pontiac plant. It was designed and its construction supervised by J. E. Linabury, who has erected foundries for several General Motors divisions, and is said to possess equipment and processes developed by Mr. Linabury that are entirely new in foundry practice.

Make Fast Time To Grand Canyon In Model A Ford

Two youths in Manteca, California, Floyd and Bill Staylor, mechanics working for Stretch Motor company, Ford dealers, heard of the remarkable time made by a Stockton automobile dealer on a trip to Grand Canyon, Arizona, recently. They decided to see if they could lower his record. They checked out at the Western Union office in Stockton with their Model A roadster at 8:55 p. m. Friday, April 26, and 17 hours and 20 minutes later they checked in with the railroad agent at the Grand Canyon, approximately 800 miles distant, according to information reaching W. C. Perkins, local dealer.

Because of various stops were delayed 33 minutes on the way, their running time averaged 59.4 miles per hour. For hundreds of miles the road led over mountain

and desert. After staying 30 minutes at the canyon they started home, arriving in Manteca at 11:55 a. m. Sunday. The distance traveled was 1,395 miles; the total elapsed time, 39 hours. Time lost was 4 hours and 23 minutes. The average for the round trip was 46.2 miles per hour. Ninety-four and one-half gallons of gasoline was consumed and 2 gallons of oil. No water was required, despite desert traveling.

Whippet Style, Economy Adds To Popularity

The more sweeping lines of the Superior Whippet six cylinder model, made possible by a longer wheelbase and a heavier frame, give the car an appearance and style appeal that has greatly added to its popularity this year and played an important part in increasing production of six cylinder cars by the Whippet-overland company.

The fenders, hood and radiator have a higher and longer appearance while the chassis and body are obviously longer. The front seat is longer and deeper which gives the driver an even greater degree of comfort while driving. The latest models develop seven horsepower more on a brake test and will travel considerably faster.

WORLD MOTOR RATIO SHOWS BIG INCREASE

WASHINGTON (AP)—The rapidity with which the world is being motorized is emphasized by A. W. Childs, acting chief of the automotive division of the department of commerce. He cites figures showing the world ratio of persons to motor cars has dropped in the last three years from 71 to 1 to 41 to 1.

The United States ratio of 4.87 persons to each automobile accounts for the high world average, which would be 2.47 to 1 if this country were not taken into consideration.

Arabia has the fewest automobiles in relation to population. In one Arabian state, Asia, there are 75,000 persons to every automobile.

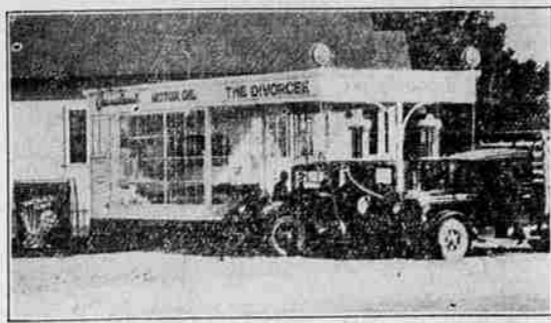
"Why does a chauffeur wear a uniform?"

"To distinguish him from the owner of the car."

"How long did it take your wife to learn to drive?"

"It will be ten years in December."

SIGN BRINGS BUSINESS



In Reno, Nevada, where divorce attorneys, divorcees and alimony are three important subjects of conversation, a very smart young man has hung a sign over his automobile service station that is literally flooding his place with business. It reads: "The Divorcee, a Free and Happy Service Station." The Divorcee service station when opening its doors selected "Violent Ray Anti-Knock Gasoline and General Service Paradise Motor Oil" as the product it would feature. "People will be coming to Reno for relief for a long, long time and I want every one to leave here with the feeling that the service is as good as the products, which are great," he adds.

School Safety Patrols Reduce Auto Deaths Among The Children

By Allen Quinn (Associated Press Auto Editor) WASHINGTON (AP)—With traffic deaths mounting annually to staggering totals, child fatalities during school hours are being reduced in many cities where school safety patrols have been organized.

The safety patrols, sponsored by American Automobile association clubs, safeguard the lives of thousands of children in more than 500 cities of the country by guidance across traffic laden streets on the way to and from school.

Nearly all of the cities where patrols have been organized, report marked reductions in child traffic fatalities during school hours, and several, Washington among them, have not had such a death recorded in more than two years.

While the Automobile association attempts to make no definite claim as to the number of lives saved, it cites the fatality reports from the various cities as evidence of the effectiveness of the patrol system.

There have been numerous instances of life-saving by the school boy patrolmen, however, and this year the automobile

association began the practice of awarding medals to the young heroes for "distinguished service in protecting the lives of children."

Five medals have been awarded for acts of heroism. Two Birmingham, N. Y., boys, Kenneth Brownlow and John Ousky, were given the award for pulling little girls from in front of automobiles. Kenneth Hoover of Harrisburg, Pa., who was injured rescuing a child from the path of a car, received a medal. Others went to Arnold Hurd, Bluefield, W. Va., and Robert Greter, Charleston, W. Va., for similar acts.

A couple of university students were hauled into traffic court the other day on a charge of highway hurling in the collegiate fly.

"Have you a lawyer to act as counsel for your defense?" The judge inquired.

"No, your honor," responded the elder of the two, a young man with a frank open countenance. "We don't want a lawyer; we're going to tell the truth."

O, bury him deep— In some shady bower— He drives in the middle of the road At ten miles an hour.

—Buffalo Evening News.

Automotive Co. Opens Doors On Greenwood Today

The Automotive Electric company of Spokane, manufacturer's representatives for Willard batteries, Delco-Remy, Bosch Northwest and Autolite parts, has completed the renovation and fitting of the new place at 213 Greenwood street, and is announcing the opening for the Automotive Electric Co. of La Grande, according to G. W. Sine, local manager.

Jack Key, formerly with the Cox Electric Co., will be in charge of the electrical department. Willard 5-point service on all makes of batteries will be featured as well as the inspection and setting of generator rates to care for overcharging during the hot weather. This will be free service to the public, says Mr. Sine.

REFUEL PLANE QUICKLY FROM TANK ON CAR

SAN ANTONIO, Tex. (AP)—Just how closely the automobile may be associated with the airplane is demonstrated by a refueling truck designed by Wayne Parks, manager of Winburna field.

It accommodates 300 gallons of gasoline, 75 gallons of oil and 25 gallons of water. Special pumps and an air compressor are driven by a power take-off from the truck's transmission.

By dispensing all fuels at the same time, it takes about three minutes to refuel an airplane completely, as compared with 20 to 40 minutes by ordinary methods of pumping. Parks' pump shoots about 20 gallons of gasoline a minute into a plane's tank.

Four-Tube Radio Sets Are Being Revived In U. S.

By C. E. BUTTERFIELD (Associated Press Radio Editor) NEW YORK (AP)—Popularity of the four-tube sets of the earlier days of broadcasting is being revived by the AC screen grid tube.

The modern "quarto" receiver is a much better instrument that its predecessor, both in construction and performance. Experiments have found. Developments have been such in circuit design and in tubes, that the four-tube set has been made to do as well as many sets did with more tubes.

They meet modern requirements of selectivity, tone quality and volume without sacrificing any receiver necessity. The item of cost is correspondingly reduced. The four-tube set has been developed through the elimination of the second step of audio, and making the one remaining a power stage. The RF amplifier has been improved by incorporation of screen grid tubes. Only two RF tubes were used in one experiment, with an impedance coupled stage for volume and a tuned band filter for the second.

The layout was such that either grid bias or a grid leak could be used on the detector, which also was a screen grid tube. The power stage had a 245.

In the experimental layout selectivity was all that could be desired provided the antenna was not too long. A piece of wire 25 feet long gave the best all around results. A longer antenna boosted signals with a drop in selectivity.

The accepted method of controlling volume by a potentiometer in the screen grid battery supply led gave smooth regulation. Bypasses and choke coils were used pro-

fusely, there being five chokes and a half dozen or more bypasses. With a four-tube layout working satisfactorily, steps have been taken to reduce the tubes to three by the use of regeneration on the detector, a single stage of RF and a power audio stage.

First Chauffeur: Have you ever been pinched for going too fast? Second Chauffeur: No, but I've been stopped.

A woman driving ran into an embankment and bent a fender. It worried her. She went to a garage and asked the mechanic: "Can you fix this fender so my husband won't know how it was bent?" The mechanic looked at the bent fender and then at her, and said: "No, lady, I can't. But I'll tell you what I can do. I can fix it up so that in a few days you can ask your husband how he bent it."

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