

Willys - Knight Coupe Is Shown In Salesrooms

TOLEDO, O., Oct. 26 — A notable newcomer in the great Willys-Knight line of automobiles is the Willys-Knight Great Six coupe, now being exhibited in Willys-Overland salesrooms.

Designed to meet the requirements of the select group who prefer an all-year sport model, it strikes new notes in luxury and dashingly gracefulness. Low sweeping lines and spirited color combinations suggest the speed and power developed by the perfected sleeve valve engine.

Blue and gray are the predominant colors. The upper body is lacquer gray, as are the raised portions of the lower body and hood, while the depressed part of the lower body and hood are matte blue. The molding and striping and wheels are in satin gray. Fenders are black.

The adjustable seat provides the "tailored to fit" feel so appreciated by long and short drivers accustomed to fitting themselves to the rigid measurements of average cars. Capacious foot space is still further enlarged by the location of the hand brake, which is on the left of the driver, close against the side. A roomy and comfortable rumble seat is provided in the back. The deep front cushion is in bedford cord with cream leather used for the visible seat.

The elegant, bronze instrument panel, harmonizing with the bronze of all the interior hardware, contains all of the instruments essential and desirable in driving, including the manual heat control, which secures a quicker warming up of the incoming gases, a distinct advantage in cold weather driving. All instruments are indirectly lighted, while an additional light at the right provides clear illumination of the interior of the car when desired.

"Finger-Tip Control," standard on all Willys-Overland products, is another feature of the Great Six coupe. The one-shot lubricating system efficiently oils shackles, chain bearings, clutch and all stationary parts. Hood fins, easily opened and closed, and automatic radiator shutters assure proper engine heat under all conditions.

Parking lamps on the forward fenders add an unusual effect which is heightened by the corresponding arrangement of lights on the rear fenders, which include a back-up light on the right rear corner.

Large chromium plate hub caps set off the wire wheels and give an added touch of smartness to the general effect by the mounting of the extra wheels in the front fender wells.

Annual Supply Co. Sale To Open

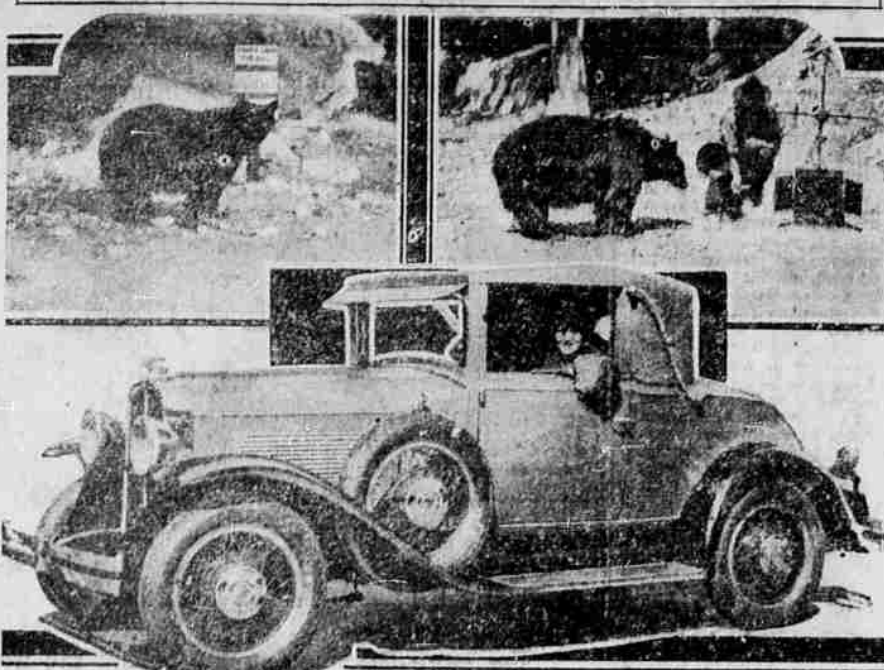
Twice a year the Western Auto Supply company, said to be the largest retail distributor of automobile supplies in the world, offers automobile owners of the west a week of even greater bargains in automotive equipment than usual.

This sales event, which is declared by Mr. Kendall, local manager of the company, to be one of their most popular, will be in effect at all Western Auto stores from October 15th to 25th. "The purchasing power of the motorist's dollar will be greatly enhanced at Western Auto during this semi-annual dollar week," said Mr. Kendall, "and in many cases the motorist's dollar will do almost double work during these days of special values."

"No Jones has two cars now?" "Yes, he couldn't get all his accessories on one."

McGuinness had been teased to keep guard over the entrance of a road which led to an old and unsafe bridge. Presently a car came along and he held up his hand.

National Park Haven for Bear's



A Pontiac sport coupe recently visited Yosemite National Park to obtain these photographs of the bears who make their home in this protected area. Because of the restrictions placed on hunting, the bears are quite tame and can be seen in all parts of the valley. They are a source of never-ending interest with their antics and tricks.

Price Reduction In Studebakers Includes Eight

The price reductions made by Studebaker on all models result in notable motor car values. One of the most striking is the Commander Eight sedan for five, according to M. J. Goss, Studebaker-Eastlake dealer here.

"This model typifies the ideal combination of championship performance, arresting beauty and low price. Such unusual value is made possible only by the complete consolidation of Studebaker's One-Plant manufacturing facilities."

"Reliable indices show that the six is now accumulating to the eight just as the four gave way to the six a few years ago. In 1922 only 10 per cent of all makes of cars were eights. Today that figure is 41 per cent. Studebaker, foreseeing this trend, introduced popular priced eights two years ago. Today, Studebaker is the world's largest builder of eights."

"The Commander Eight offers eight cylinder power, eight cylinder smoothness, eight cylinder flexibility in the same price range as competitive eights. No amount of extra gear shifting will give the six the advantages of the eight. Long, low and graceful, its double design swings the body closer to the road, increasing riding comfort and safety. The body, mounted on a chassis of 120-inch wheelbase, is longer and wider, permitting more room and comfort."

"Smart body lines are emphasized by the low sweep of fenders, carried low over large balloon tires. Twin beam head lights harmonize in shape with twin cow lamps supported on a thin chromium cow head banding. All brightwork is of gleaming chromium."

"The utmost in riding ease is assured by long plant spring suspension. Powerful hydraulic shock absorbers are supplemented by the greatest improvement in motorist comfort since balloon tires—patented ball bearing spring shackles, pioneered by Studebaker."

"The interior of the Commander Eight sedan is richly upholstered in fine mohair. Deep-sprung seats are wide and proportioned for five passengers and scientifically shaped for luxurious travel ease."

Eight-Cylinder Cars Gaining In Demand, is Claim

Transition from the four to the six-cylinder automobile which occurred some years ago, and the present increasing trend toward the eight-cylinder car, are very clearly outlined in an article which appeared in a recent issue of "The Business Week," an authoritative magazine of business.

"While there have always been more four-cylinder cars produced than any others," the article reads, "the relative number of four-cylinder models on the market has been declining for at least fifteen years. Six-cylinder models increased steadily up to 1924, when they started downward to give way to eight-cylinder cars, which now comprise nearly 50 per cent of all models on the market."

Commenting on the article, M. J. Goss, local Studebaker-Eastlake dealer, said: "Four-cylinder engines were at their peak in 1911, in that year 44 per cent of all makes of cars were using four-cylinder power plants. But in the succeeding years we saw the popularity of the four waning in favor of the six. This change was first noticeable in the higher priced cars, but ultimately reached down into the lower priced brackets."

New Equipment For Road is Furnished

ENTERPRISE, Ore., Oct. 26.—Two pieces of improved equipment will be in service on state highways of the upper valley. One, a powerful one-man blade and scarifier, is here already, and the other is expected soon. This will be a new truck to which a snow plow can be attached in the winter. These machines will greatly strengthen the hands of Patrolman P. J. Berry, who has charge of the upper valley and the Flinn highway.

In addition, it is hoped a rotary snow plow will be provided for winter use. It is hoped a rotary snow plow will be provided for winter use. It is hoped a rotary snow plow will be provided for winter use.

Sandy: How much to the station?
Catsman: Two shillings, sir.
Sandy: Does that include the charge for my bags?
Catsman: I'll take those for nothing.
Sandy: Excellent. Then I'll walk!

with the result that by 1924 sixes had definitely forced fours out of first place. In that year 70 per cent of the makes of cars were sixes, while fours dropped to 19 per cent. The remainder represented approximately the manufacture of eights, which at that time were still in their infancy and considered an expensive luxury.

Trend Toward Eights
"With the growing demand for increased power in automobiles and a gradual lowering of prices as a result of this added demand and improved manufacturing methods, the eight-cylinder has been competition in the high priced field. Today all of the finest American cars are eights. In Europe such automobiles as Bianchi, Renault, Mercedes, Lancia, etc., have their finest models powered by eight-cylinder engines."

In 1923, Studebaker inaugurated its President eight—a quality eight-cylinder car selling at its cylinder price. Even at that time the response to an eight-cylinder motor in this price field was remarkable. Within six months after the President's introduction Studebaker was selling more eight-cylinder cars than any other manufacturer in the world, a position in which it is even more firmly entrenched today as the result of the Commander eight and Dictator models introduced this year.

In 1922, of all types of engines used in American passenger cars only 10.4 per cent were eights. Today that figure is 41 per cent, with every indication pointing to a decided increase year by year. Today the percentage of sixes had dropped from 70 to 55 per cent, while only 1 per cent of the various makes of engines are fours.

"Europe offers convincing evidence of the turning of the tide. At the 1925 Olympia show in London there were 25 makes of eight-cylinder cars displayed as against 15 the year before. At the Grand Palais in Paris last year there were 27 makes of eight-cylinder cars exhibited as against 15 in 1925. The Grand Palais is the leading automobile show of Europe and annually attracts exhibits from all over the world."

Rapidly Driven Car Needs No Fan

NEW YORK (AP)—An automobile driven at 35 or more miles an hour needs no fan to cool it, according to Prof. Vincent C. George of the University of California.

At high speeds, he says, it is doubtful if any power is absorbed by the fan because the headwind rushing through the radiator is sufficient to drive it. Racing cars have no fan but points out.

Interested in the large variety of fans used on automobiles, Professor George made wind tunnel tests of a number of types, discovering that the fewest number of blades and the smallest blade developed the greatest efficiency. A two-bladed fan developed half as much power as one with eight blades. Blades with small angles ran more quietly than those with large angles and flat blades were more quiet than the curved type.

Great Speed Seen For Cars of 1930

NEW YORK (AP)—By 1930 there will be motor cars capable of transporting passengers safely and comfortably at 100 miles an hour and more, predicts Paul G. Hoffman.

"It is true that we shall need roads engineered for such speeds," said Mr. Hoffman, who is vice president of the Studebaker corporation of America, "but they will come."

HAULING LOGS TO UNION MILL DURING WEEK

By E. H. Miles
(Observer Correspondent)

CATHERINE CREEK (Special)—The logging trucks are all hauling logs from the Hall ranch this week, in order to get the logs which are cut to the mill before they close the season.

Kenneth Prather and Isaac Gibbons left last Saturday evening for Portland where they expect to find employment.

Rex Briggs, Ivan Hess and Whitford Miles left last Saturday for North Powder country for a deer

ning with a fine five-point buck. A most enjoyable evening was spent at the home of Ed Fickel last Saturday by a large crowd. Dancing was enjoyed and dainty refreshments were served.

A. N. Busiek is making a very substantial improvement on his ranch this week in the way of good fences.

Miss Louise Porter was a caller at the Ed Miles home last Thursday evening. Miss Porter is teaching the school here this year and reports many improvements made recently on the playgrounds, such as swings, ladders, boards, etc.

Archie Mandy has recently installed a radio in his home.

J. D. Love has just returned from a camping trip on the Minn. country where he has spent the last month. He brought in a five-point buck's head that he is having mounted.

Mrs. W. J. Hallmark, Mrs. Fred White, Mrs. A. H. Orton, and Miss Kay Kelley spent Wednesday at the home of Mr. and Mrs. H. H. Gannett in Muddy Creek.

Mr. and Mrs. Dave Lloyd have just returned from So.thern Idaho where they have spent several weeks picking apples.

They returned Sunday eve-

Aged Resident Of Union Laid To Rest Today

By Mrs. L. Z. Terrall
(Observer Correspondent)
UNION, Ore. (Special)—Funeral services were held at 2 o'clock this afternoon at Cook Brothers undertaking parlors for Emmanuel Gonzales Church, who died at his home in South Union Wednesday afternoon. The Rev. R. C. Lee officiated at the services.

Mr. Church had been ill for the last three weeks and relatives had been summoned but had returned to their homes. They came back here yesterday—Mrs. Sam Hoon and Mr. and Mrs. Lester Mann, all of Walla Walla. The two women were Mr. Church's daughters. He also leaves his widow and a son, Guy Church, of Union.

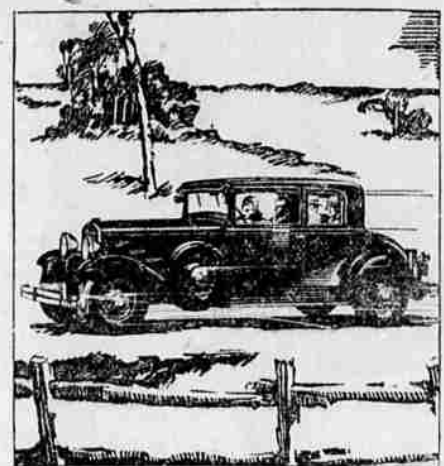
Mr. Church was 75 years of age and had been a resident of Union for 21 years.

"There are two kinds of colleges in America," a noted educator says. "Unlabeled. Those who wish they had fired the coach last fall, and those who wish they hadn't."

MATCHLESS UNDER ALL DRIVING CONDITIONS

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formed the standards of motoring. Come have that drive.

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OR
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