

OLDSMOBILE FOR 1930 SHOWN HERE

Improvements in New Model Enhance Driving and Riding Comfort.

Improvements which reflect the latest advancements in automotive engineering and new Fisher bodies that are more roomy and of distinctively modern lines are combined in the Oldsmobile six for 1930 which was displayed at the New York national automobile show and for the first time here in the showrooms of the Oldsmobile garage here.

According to F. G. W. Sudrow, Pacific regional manager of the Olds Motor works with headquarters in San Francisco, mechanical advancements have improved both acceleration and hill climbing; have enhanced driving ease and riding comfort, and contribute to even finer and more powerful braking action. "Fundamentally, however," says Sudrow, "the Oldsmobile six retains all the proven features which have contributed to its success in the hands of thousands upon thousands of owners during the past two years."

**One New Body Type**  
In addition to new bodies, one new body type is introduced this year. This is the patrician sedan with super-deluxe equipment. This year all standard body types can also be obtained with five wire wheel equipment at slight extra cost.

The standard body types include the four-door sedan, two-door sedan, business coupe, sport coupe, phaeton and convertible roadster. These types can also be had with special or deluxe equipment.

Bodies are wider, providing an additional inch and one-half width to the seats. This has been made possible by the new body lines and by decreasing the depth of the wheel housings. Bodies of the two-door sedan have also been lengthened one and three-quarters inches.

The radiator shell and front of the Oldsmobile remain unchanged, however, a molding runs from the radiator along the sides of the hood and cowl to the windshield post where it blends into a side panel formed by the molding and by the lower portion of the new window recess.

Windshield posts have been slanted to conform to the tilted windshield glass, which is set at an angle of seven degrees to eliminate glare and reflections from the headlamps of following cars. This forward slant of the posts adds to the dashing appearance of the cars and also permits the use of a distinctive curve at the forward end of the side panel. In addition to the new beauty incorporated in the Oldsmobile design, the bodies have been made substantially stronger through improvements of structural design. These include the use of heavier frame members and additional metal braces at roof, sills and corners where strains and stresses are more likely to occur.

A fully enclosed, two-shoe, pressed steel internal expanding brake has been selected for all four wheels. A high co-efficiency of brake lining is used and this is cut in a special manner to eliminate the possibility of noisy operation.

The parking brake actuates all four wheels. The steering gear also is a new development which gives ample freedom during sharp turns and smooth operation throughout its entire range.

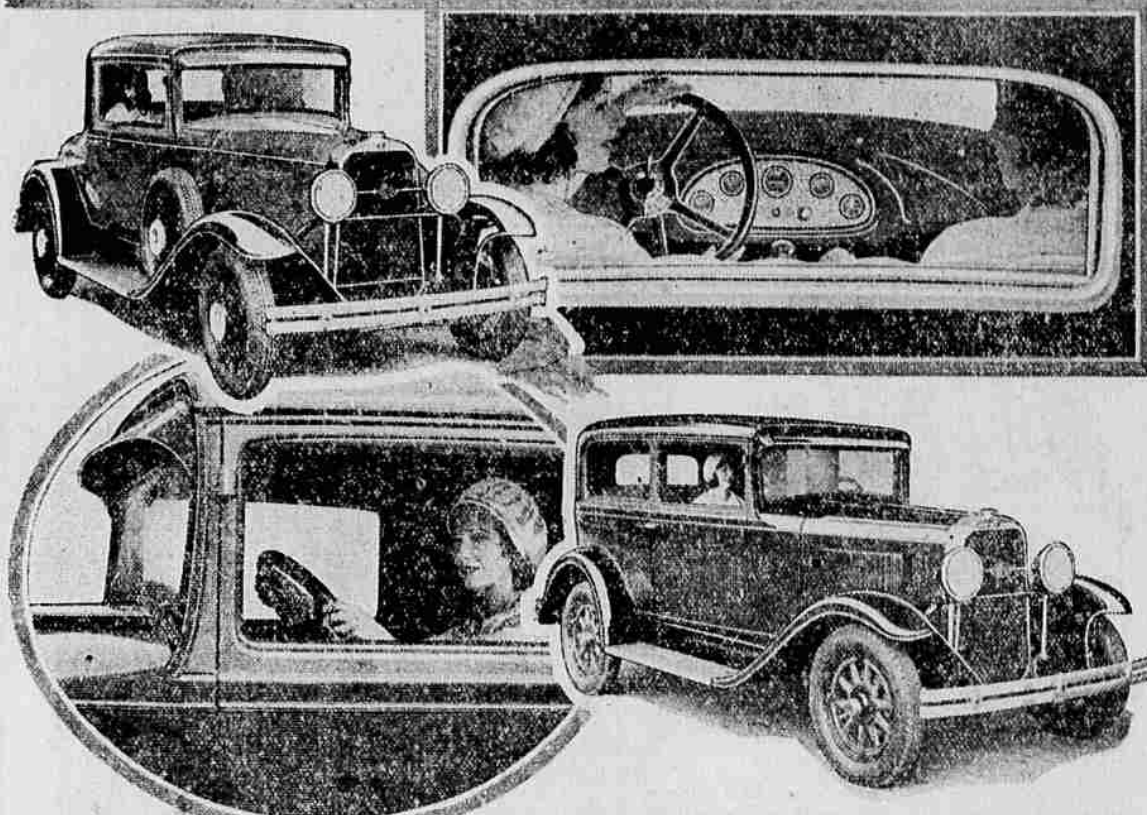
The engine is of "I-head" design. The bore is 3 3/16 inches and the stroke 4 1/8 inches, giving a displacement of 197.5 cubic inches. It develops 62 horsepower at 3000 revolutions per minute. Lubrication is by pressure feed to all main, connecting rod and camshaft bearings and to piston pins through rifle drilled connecting rods. The crankshaft is of heavy construction and operates on four large main bearings. The curves in the combustion chamber have been slightly modified, and this change has permitted placing the spark plugs more to the center.

**Faster Acceleration.**  
Faster acceleration and improved hill-climbing ability have been obtained by a change in the gear ratio from 4.41 to 4.54. Top speed remains the same. A new type rear axle housing is used.

Using six springs in the clutch has resulted in softer clutch action and a new type carburetor is employed which enhances smooth engine performance increasing gasoline economy and is easily adjusted.

This year's Oldsmobile not only

THE NEW OLDSMOBILE MODELS FOR 1930



The Oldsmobile for 1930 is being displayed by Olds and Viking dealers. Among the refinements is the new type sloping windshield as incorporated in the Fisher bodies, roller bearing steering mechanism, and improved brake linkage. Upper left—De Luxe Coupe. Upper right—New low rear window incorporated in all models. Lower left—Detail of sloping windshield. Lower right—New Oldsmobile Coach.

Great Roads of Future Seen As Lined By Trees

By Frank I. Weller (AP Feature Service Writer)

WASHINGTON (AP)—Long lines of trees, crossing and criss-

crossing the continent with every turn of a federal highway, are foreseen by Thomas H. MacDonald, chief of the bureau of public roads.

"Planting suitable trees and shrubbery along all highways of the federal-aid system, where such growth can be maintained, should be regarded as a necessary eventual step in the improvement of the system," he says.

An amendment to the federal-aid act on May 21, 1928, authorized federal participation in the cost of planting shade trees along the federal-aid system.

Prior to the amendment a number of states had begun work along effective lines.

The Massachusetts department of public works is empowered by law to make roadside improvements, the work including such planting, replacements and care as may be necessary.

Connecticut expects to spend in the next few years some \$500,000 in landscaping cuts, bridge sites and abandoned sections of right-of-ways. California has about 635 miles of highway along which trees have been planted and has surveyed others.

Civic organizations in Illinois have taken up roadside planting to such a degree that the state has had to issue regulatory rules. Georgia is endeavoring to make right-of-ways 100 feet wide. Missouri, Wisconsin, Kentucky and Delaware are other leaders in roadside planting.

Confidence in one's car which makes for mental comfort and ease of riding which results in physical comfort are assured, according to Ford dealers, by past performance and new improvements. The reliability of the Ford car has created public confidence and mental comfort.

Safety and easy riding are enhanced, according to Ford dealers, by the smaller wheels and larger tires in the improved cars, which result in lowering the center of gravity. Any change which effects the lowering of the center of gravity of a car increases its safety since it causes the chassis to hug the road. Furthermore, the freedom that a driver has from worry as to his safety is an important factor in his enjoyment of his automobile.

The six brake system and Trip-tex shatterproof glass, features of the model A have been retained in the new cars.

Physical comfort is provided by the roomy bodies in the new Fords which allow plenty of space for occupants and at the same time preserve the beauty of proportion of the various body types.

Headlamps shock absorbers supplement the transverse, Ford-designed springs and contribute to the ease of riding.

In the coupe and sedan models the front seats are adjustable within a range of four inches to accommodate comfortably persons of different stature.

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DODGE BROTHERS OFFER NEW LINE

New Six and New Eight-in-Line Models Are Presented for 1930.

DODGE BROTHERS auto section, celebrating 15 years of successful production of dependable motor cars, Dodge Brothers for 1930 present as companions to the present Dodge six and Dodge senior, a new six at amazingly low prices and a new eight-in-line of commanding value. This is the most representative line of automobiles ever offered in the history of the company.

Retaining all the basic ruggedness and dependability that have characterized Dodge Brothers products for 15 years, the new cars embody progressive principles of engineering and design that promise to command a high place in public interest.

Following a motif that is essentially expressive of the finest blending of grace and solidity, the body styles on the new cars, from the wider radiator profile straight through the deftly merged lines and curves at the rear, stamp them with an individual personality fully reflecting the outstanding reputation of the Dodge engineering organization.

Mono-piece bodies, incorporating the latest advances made in stamping and welding practices, are used on both new lines. Described by engineers as "the automobile body of the future," this type of construction assures complete continuity of structure. With the floor boards mounted directly on the frame, Mono-piece design not only conforms with the present tendency for lower lines, but also actually promotes safety by affording a lower center of gravity.

The elimination of body joints by welding the major sections away with anoying squeaks and rattles and adds further to the safety factor. In addition to gains in strength and rigidity due to improved design of the new bodies, headroom, width and general interior comfort and roominess have been increased.

Vision-ventilation windshields, set at an angle which avoids reflections, are features of the new cars.

**Body Types**  
Body types of the eight-in-line include a four-door sedan, coupe with rumble seat, convertible coupe with rumble seat, roadster and phaeton.

The new eight is a splendid example of modern automotive design. The motif is based on the perpendicular lines and recesses that give strength and beauty in modern skyscraper construction. Body moldings and decoration throughout the car follow this laminated pattern, from the instrument panel in which are grouped the speedometer, engine temperature indicator, fuel gauge, ammeter and oil gauge, down to such details as the switch plate emblems, etc. Upholstery of the closed models is in mohair, broadcloth or fine box grain leathers. Leather is used entirely in the open models.

The entirely new, ingeniously-designed power plant with eight cylinders in line has been pronounced by eminent engineering talent as a marvel in the quiet development and smooth application of tremendous energy. It is of the blue cast I-head type, with 2 7/8 inch bore, 4 1/4 inch stroke and

a piston displacement of 220.7 cubic inches. The power plant develops a maximum of 76 horsepower. Four-point engine suspension system is used, with rubber insulation at the rear supports to absorb vibration.

The crankshaft, which is statically and dynamically balanced, is drilled to permit the forcing of oil at 25 to 30 pounds pressure to all bearings. To the size and perfect balance of this shaft, plus the rigid bearing support, and the effectiveness of an impulse neutralizer is attributed the smoothness of engine performance throughout the entire range of operating speeds.

Pistons are of the light alloy, ventilated bridge-type, each being fitted with three compression rings and one oil control ring.

Metric thread spark plugs with heavy electrodes, similar in design to those necessary in racing car and airplane motors, permit the engine more capably to meet the requirements of both idling and high speed driving. The latest type of gasoline and oil filters further insure engine efficiency.

The down-draft carburetor, introducing a new fuelization principle of extraordinary importance, is an outstanding feature. Fuel is "dropped" into the engine, assisted rather than resisted by the forces of gravity.

Fuel from a 15-gallon supply tank is fed to the engine steadily in measured quantities by a new fuel pump, driven from the crankshaft.

The improved transmission, unusually quiet in operation, is a unit with the engine. Steering is of the semi-irreversible worm and sector type, adjustable for wear.

Dodge Brothers hydraulic, internal expanding weatherproof four-wheel brakes in 12-inch drums provide a total braking area sufficient to insure positive control of the car at all times.

Exceptional riding comfort at any speed is made possible by the unusually long semi-elliptic springs mounted in rubber. Balloon tires (5.50 x 18) with non-skid tread on all wheels, properly complete the roadability of the new eight-in-line.

On top of the steering column are the light control switch, gasoline throttle and horn button. Gear shift is standard, three speeds forward and one reverse. The gear ratio is 4.6 to 1 on all models.

Conical type headlamps of the most modern design with cowl lights following the same general design, are said to achieve a new effect in artistic blending with the

Union Teams At Imbler For Two Games of Ball

By Mrs. L. Z. Terrall (Observer Correspondent)

UNION, Ore. (Special)—The Union volleyball team and the Union M. I. A. basketball team braved the frigid cold of Thursday evening and journeyed to Imbler to play a double header. The Imbler volleyball boys promised that they wouldn't play their best, but their second or third best was too good for the Union team and they ran away with the requisite three games in almost record time. Although the Union team garnered but 11 points in these games one of the members of the team remarked that the games were not as close as the score 11 to 45 would indicate. After the scheduled volleyball games were over the basketball games took the floor but the Union team were two men

short to make up the allotted five. Adrian Goodbrod was drafted to play forward and F. N. Fox and L. Z. Terrall alternated as guards. In spite of their handicap with substitutes the three regulars and Adrian Goodbrod were too much for the Imbler team and won by a good sized margin, 34 to 18. Although the weather was cold the hospitality of Imbler was warm and the Union boys were glad they made the trip. Those who went from Union for the volley ball were L. Z. Terrall, F. N. Fox, Adrian Goodbrod, J. F. Hutcheson, M. I. Bideler, and Clarence Rosewall. The M. I. A. basketball players were Wm. Baxter, Omand Orton and Arnold Edvinson, accompanied by J. W. Baxter. The other boys had grief with their car at Lone Pine and decided to abandon the idea of playing basketball.

Mrs. Merton Davis underwent a major operation at Hot Lake Wednesday and is reported getting along quite well.

The members of the bridge club met at the home of Mr. and Mrs. L. Z. Terrall Wednesday evening and enjoyed an evening at cards. Two couples, Dr. and Mrs. George Hoffman and Mr. and Mrs. Tex Knight, served as alternate to make up the four tables. At a seasonable hour refreshments were served and prizes awarded. Dr. Hoffman won high score for the women and Mrs. George Winship the low.

Ray Jordan has been tagging sheep for Will Vogel and other sheepsman in the valley this week. Mr. Vogel figured it would take three days to finish his band.

Mr. and Mrs. Claude Houghton and two children, of Klamath Falls, have been visiting with her parents, Mr. and Mrs. Thos. Kerr, at the Union hotel this week. They plan to return on Saturday and put the children back in school, before starting their trip to San Francisco.

A. DeMerritt, auditor of the Standard Oil company, from Walla Walla, was a business visitor in Union on Wednesday.

Mr. and Mrs. M. A. Compton and children, of Boise, visited at the home of Mr. and Mrs. George Winship on Tuesday. They were on their way to Seattle.

Mrs. N. Fox was a charming hostess to the members of the Lucky Thirteen and several other guests at a delightful bridge luncheon at the Union hotel yesterday afternoon. Covers were laid for 23 at a long dining table with red and white carnations forming an attractive centerpiece. The afternoon was spent in playing six tables of rummy and bridge with high honors going to Mrs. Ruby Knight as guest, Mrs. J. C. Hutchinson, club prize, and Mrs. Mary Hutchinson, low. Out-of-town guests were Mrs. Claude Houghton, of Klamath Falls, Mrs. Harry McClay and Mrs. Ruby Knight, of La Grande, and Mrs. Forrest Scroggins from the valley.

S. O. B. calls went out to the plumber from many parts of town yesterday as a result of the sub-zero temperature of the night before. The government thermometer at the experiment station registered 15 degrees below zero while some of the town thermometers registered 20 degrees below.

The Women's club program that was to be given next Tuesday evening has been postponed indefinitely.

She: "Just think! A man came into the music room and said, 'Not a sound or I fire!'"

He: "Were you just going to sing?"

ANNOUNCING

A NEW 6

OF AMAZINGLY LOW PRICE

AND

A NEW 8

SENSATIONAL IN VALUE

BY

DODGE BROTHERS

Superlative performance—incomparable value—traditional dependability—comfort, beauty and style of an entirely new order—you are assured of these in the new Dodge Six and the new Dodge Eight in generous measure. Worthy additions to the present notable Dodge Six and Dodge Senior, these latest achievements make the current lines of Dodge Brothers cars the most comprehensive from every standpoint, ever offered by Dodge Brothers.

UPHOLDING EVERY TRADITION OF DODGE DEPENDABILITY

L. C. SMITH

5th & Depot

Comfort Is An Important Part Of New Fords

Increased mental and physical comfort are features that contribute to the enjoyment of driving the improved model A Ford recently introduced.

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Your tire money draws real "interest" here

FIRST, we charge the very lowest price for the right type Goodyear for YOUR particular driving needs. SECOND, we put on the tire carefully—clean and straighten the rim, insert tube properly, give a first-class job. Other tires shifted to best advantage. THIRD, we watch your tires through the year—in-spect and inflate them—check wheel alignment—keep lugs tight—to help you get ALL the trouble-free service Goodyears can deliver. That's real "interest," isn't it, on a mighty sound investment—Goodyear tires!

Here, too—more people ride on Goodyear Tires than on any other kind

BOHNENKAMP'S