

WHIPPET ENTERS ITS FIFTH YEAR

Car That Revolutionized Low Prices Field Still Holds Popularity.

TOLEDO, O., June 28.—Four years ago this month, with the introduction of the Whippet, the Willys-Overland company made its great contribution to the low priced field. This new car, which was widely acclaimed, brought a new conception of performance, economy, style and value to buyers of cars in the price class. Its introduction bore out advance rumors that the new car would practically revolutionize the low priced four-cylinder field. Now well proved that rumor is now history, since most of the features first brought out in the Whippet were later adopted by other car manufacturers.

It was the simplicity and thoroughness of the Willys-Overland engineering and the wide public acceptance of the new car that caused an almost immediate trend toward Whippet design in other cars but the credit for the universal change is given to the Toledo manufacturer.

The new car evoked widespread interest which resulted in an exceptionally high sales volume. It was not the body design alone that attracted buyers but the motor also which was a radical departure from the then accepted engineering practice.

It is a tribute to the designers of this power plant, now entering its fifth year of production, that the major changes have been necessary in its general design although refinements and betterments have been made from time to time to meet the ever-changing marketing demand.

Through the first four years it has been on the market hundreds of thousands of Whippets have been placed in the hands of owners. In fact, most of the first Whippets sold are still in every-day use after thousands of miles of service, which is definite proof of inbuilt quality and sturdiness.

Even the design of the body still adheres to a great degree to the original car, this being explained by the fact that when the Whippet was first placed on the market it was far in advance of other cars in its price class that no radical changes were deemed necessary.

It will be recalled that it was the Whippet that first brought to the low priced field such technical features as four-wheel brakes, full force feed lubrication, oversize tires, silent timing chain, low center of gravity construction, and other structural features, practically all of which were later adopted by other manufacturers.

Profits resulting from the great sales volume of the Whippet have from time to time been passed on to the public through price reductions which have placed it in a highly favorable position in its particular class. The latest price reduction brought one Whippet model, the sedan, to the conspicuous position of the lowest priced 4-door sedan in the world.

Willys-Overland dealers throughout the nation continue as enthusiastic about the Whippet now as four years ago and the fact that it has continually held the recognition of the public, and from every direction will continue to do so, reflects the soundness of Willys-Overland engineering and designing.

JIMMY VALENTINE HIMSELF

OMAHA, Neb. (AP)—Clarence Hetherly, Omaha, third baseman, stole second, third and home on four pitched balls in a game with Des Moines. He also stole home a second time.

Paris—French deputies sustain Tardieu government in second crisis within two days.

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DODGE BROTHERS ANNOUNCE DODGE EIGHT MILEAGE MARATHON AND DODGE NATIONAL DEMONSTRATION MONTH

Thousands of owners of the Dodge Eight-in-Line are acclaiming it the greatest performer and the finest example of Dodge dependability ever produced by Dodge Brothers.

To get an accurate measure of the dependability of this car—its stamina—its economy—just what total mileage it can achieve—Dodge Brothers announce a Dodge Eight Mileage Marathon.

A Dodge Eight-in-Line sedan selected from stock starts from Detroit. It will be driven back and forth across the country from coast to coast—over all sorts of roads in every part of the continent—until it literally can be driven no longer. We confidently expect that the total mileage obtained will startle the world.

To give every motorist a first-hand acquaintance with the luxury and sparkling performance of the Dodge Eight-in-Line, a Dodge National Demonstration Month will be held during July.

You are cordially invited to come in and drive the Dodge Eight-in-Line. Thrill to its flashing acceleration—its sureness and steadiness on the road—its ability to do the difficult without effort. Test its internal hydraulic brakes. Experience the luxury of its beautiful, safe and silent Mono-Piece Steel Bodies.

Here is a car that is going to be driven across the continent as no car has ever been driven before. Learn from that what a sound car it is—learn from your own experience what a glorious performer it is.

Here is a picture of incongruity and within it is another. Now and then a cowboy dismounts and enters an automobile to hurry to some distant point on the ranch.

New York—Ambassador Davies sails for London after two weeks' visit in United States.

On the \$900,000 LH17 ranch just a few miles outside the city limits, an old-fashioned "chuck wagon" loaded with flour, bacon and beans still is in use.

Almost from atop Houston's tallest structure may be seen 33,000 acres ranch with cowboys on ponies shouting out the calls of the range as they weave in and out among the cattle.

It is a picture of incongruity and within it is another. Now and then a cowboy dismounts and enters an automobile to hurry to some distant point on the ranch.

HOUSTON, Tex. (AP)—It's only 30 miles by motor from Houston, Texas' largest city, to where the cowboys in chaps ride the range in old-time fashion.

Through this great performance and astounding economy, Chevrolet has become the most popular six-cylinder car on the market.

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The "merry-go-round" was started by Judge David Watson, the amount of fine assessed against motorists has produced a sort of "merry-go-round" at San Antonio.

It works like this: increased fines enable the city to hire more motorcycle policemen to catch more motorists to pay more fines to hire more policemen, and so on. In 1928 traffic fines totaled \$49,770. Last year they reached \$110,480.

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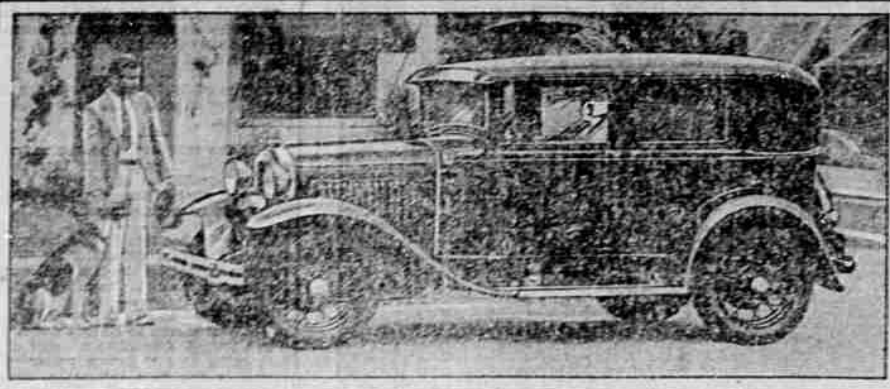
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Ford Offers New De Luxe Sedan



Ford De Luxe Sedan

THE De Luxe Sedan, recently added to the Ford line, is designed for those who desire distinctive and unusual comfort in an automobile. The interior is inviting and roomy with wide doors to both compartments. Absence of rear quarter windows gives the car a striking individuality and affords privacy to the occupants.

Interior trimmings and appointments are luxurious. Upholstery is either in brown mohair or a deep tan Bedford cord patterned after that used in high-priced cars. Other refinements include arm rests

for the rear seat, mahogany finished garnish moldings on the windows and beneath the windshield, flexible tube rail and hardware in an attractive pattern.

The front seat is adjustable within a range of four inches to suit the convenience and comfort of the driver. It is moved quickly and easily by a small, inconspicuous handle in the front center of the seat just above the floor.

The De Luxe Sedan, like other Ford body types, can be obtained in any one of several color combinations.

WRECK THOUSANDS OF AUTOMOBILES

Ford Motor Company Systematically Tears Down Cars for Materials.

DETROIT, Mich., June 28.—Following the systematic wrecking of more than sixteen thousand antiquated motor cars, the Ford Motor company today announced that the salvaging of materials obtained in this manner is practical and that it is now increasing its facilities for continuing the work on a more extensive scale.

At the present time a force of 120 men at the Rouge Plant, Dearborn, dismantle these apparently worthless motor cars at the rate of 375 cars every sixteen hours. Many parts, such as tires, are salvaged in their entirety, other materials are being converted into useful articles, while the steel is remelted in furnaces to do its bit in the manufacture of Ford cars and Ford trucks.

The scraplets are bought from Ford dealers at a fixed price of twenty dollars a car. There is no restriction as to make, age or condition, except that all cars must have at least some semblance of tires and a battery.

60 Different Makes Jinked

To date the Ford motor company has confined itself to the Detroit district. Many dealers bring their trailers loaded with junked wrecks to the Rouge plant and depart with new Ford cars aboard. To date more than sixty different makes have walked the plank.

The salvaging of cars that have outlived their usefulness serves three ends. It will rid the highways of motor menaces that are dangerous both to life and traffic, it will to a large extent free the landscape from unsightly junk piles, and it will convert into usefulness material that would otherwise go to waste.

Experiments were begun by Ford engineers on February 9. Today, three

moving conveyors are in operation in the Open Hearth building. Two are used for dismantling purposes, one for Ford and one for other cars. The third carries scrap iron and steel to one of the ten open hearth furnaces and salvaged material, such as batteries, tires and floor boards, to waiting trucks.

Oil, Gas, Grease Saved

The present method is to first drain the cars of gasoline and oil, both of which are salvaged. Grease is also saved. The cars are then hauled into the building and placed on a progressive conveyor. The head light lenses and lamp bulbs are recovered. The spark plugs and battery are taken out. All glass is removed. That which is whole or may be cut to useful sizes is utilized for glazing in Ford plant buildings. The broken bits are sent to the Rouge glass factory for remelting. Floor boards travel to the box factory to be used for crate tops.

The cotton and hair obtained from upholstery and roof are separated, baled and sold. The metal from car tops and the better grade of upholstery covers are made into buffer and polishing wheels. The imitation leather got from curtains and tops is immediately transferred to electric sewing machine operators near the conveyor line, to be transformed into aprons for use in the blacksmith and shoe shops. Smaller pieces and trimmings are fashioned into hand pads.

Gasoline tanks are pressed and baled for the recovery of terra steel. Overhead compressed air works have been set in reverse to unscrew the wheel nuts. When the wheels are removed the tires are inspected. If the tread is good they are sold as used tires in the commissary, otherwise the entire unit is placed in automatic shears which severs both tire and rim. The tire is quickly stripped and tossed into a waiting cart to be sold as old rubber. The rim joins others for use as furnace scrap.

Horns are salvaged. Likewise hubcaps for aluminum, ignition wire for copper, oil cups for brass, bushings for bronze and other bearings for babbit. All metals are kept separated by depositing each kind in steel barrels.

As the conveyor-propelled and now

all but dismantled cars reach a station near the end of the salvage line, men with oxygen torches burn the motors loose from the frames. Overhead compressed air hoists are attached to the motors and they are swung to a Niagara washer. This bath of boiling water and soda ash expels them from the opposite end free from grease and dirt. Meanwhile what is left of the cars continues on the conveyor into a twenty-two ton press which crushes them as one would demolish so many match boxes. The remains are then transferred to the third conveyor which carries them to the furnace doors.

All Model T engines are conveyed past the washing machine to a group of specially designed presses. These aggregate the parts for remelting according to the metal each contains. As the salvage line serves as an anti-theft to an assembly line, the multiple screw presses here used operate in two similar to the many that once tightened Model T bolts work in an opposite direction and so unseat bolts, six at a time, from the face of the transmission on fly wheels. Other grease drive shafts, out of the transmission, strip the bushing from the shaft, and take the bronze bushings from the clutch. Another force the bushings out of the drums and gears and another press removes the wrist pin and bronze bushings from the piston.

As the cars brought in by Ford dealers arrive at Dearborn they are deposited in a field near the Open Hearth building. Besides present well known makes the list of arrivals includes many that are reminiscent of other days. Among them are the Apperson, Vellie, Bay State, Dort, Case, Maxwell, Scripps-Booth, Jewett, Elgin, Jeffery, Gray, Earl, Columbia, Mitchell, Brascoe, Saxon and many Model T Fords.

38,641 VISIT AT CRATER LAKE UP TO SUNDAY

PORTLAND, Ore., June 28 (AP)—Mrs. Lois Myers, editorial writer for the Portland Telegram, who has returned from a trip to Crater Lake, said that up to Sunday night 38,641 persons had entered the park or about one-third of the summer travel. She said this constituted a record for early summer travel.

During the first 10 days in June, Mrs. Myers said she was told that 815 cars entered the park. Automobiles represented 32 states and three Canadian provinces.

She said much improvement was under way in the park.

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