

# Automobile News Of The Week

## CHRYSLER MAKES NEW LINE OF 8'S

### Revolutionary Style and Performance Represented in New Series.

Walter P. Chrysler today announced two lines of straight eight-cylinder motor cars—the first eight-cylinder cars ever to bear the Chrysler name—after a period of months of engineering development.

In these new cars Chrysler engineers have directed every effort toward designing a car with perfect smoothness, perfect roadability, perfect handling, and a total absence of rocking or rolling through lowered center of gravity, continental smoothness, exquisite body appointments, synchronization of engine, of transmission and of brakes—in fact, a perfectly balanced and correlated piece of mechanism.

The two lines have been designated as the Chrysler Eight and the Chrysler Imperial Eight. The former is of Imperial eight.

Outstanding mechanical features of both lines include the L-head type of straight eight engine, the famous Chrysler Silver Dome cylinder head; the four-speed transmission and gear shift; downdraft carburetors; automatically controlled radiator shutters; four-wheel hydraulic shock absorbers; four wheel internal expanding brakes, completely enclosed; fuel pumps; four point rubber engine mountings; impulse neutralizer; the bumperless proofing process on all enameled parts and scores of other refinements. Nothing has been overlooked to give the owner better and more satisfying motor car transportation.

In appearance, neither car has a counterpart. One of the remarkable engineering accomplishments has been the development of the chassis and body design as a unit, employing a new type of reinforced double drop chassis frame and welded all-steel body. Perfect correlation produces extreme lowness and increased headroom, with no sacrifice of road clearance.

Long graceful hoods covering the engine compartment narrow at the front and come to a point in a single vertical chromite line at the center, creating an atmosphere of speed, power and grace. Bullet-shaped chromium headlamps and sweeping air-wing fenders add to the fleet lines of the low front end. The lamp tie rod is concealed behind the radiator shutters, adding to the clean-cut front appearance.

From the chromium cowl bars and lamps to the Imperial Eight, the car again depart from orthodox body design. Sloping windshields are parallel to the forward slant of the radiator front. On the Imperial Eight, the windshields are in two panels. Door and window openings on all models are gracefully curved at the top. Wide molding of colors complementary to the body lacquers starts at the radiator front, crosses the cowl, and encircles the body of the car, tapering down the rear compartment of the coupe models. From front to rear bumper, there is a splendid contour about the car that contributes to their symmetry and balance. Viewed from every angle, the cars present a distinctly individualistic design.

In the Chrysler Eight, chromium beading lapsers from the radiator cap around the front of the car, in beautiful contrast to the enameled surface of the radiator shell. Mounted on the radiator cap are the silver wings of Chrysler design, neatly straight back to denote speed and grace. Head lamps, cowl lamps, cowl bars, bumpers, door handles and all exterior hardware are chromium plated. Chrome chromium plating is also used on the rims of the wire wheels and along the edge of the running boards.

All-Steel Bodies

All-steel bodies are introduced on every model of the Chrysler Eight, the first time this type of construction has been offered on cars in this price class. The front end, cowl, sides and rear compartment are one-piece stampings flash-welded and fused together to form a single body unit. Annoying squeaks and rattles are eliminated by perfectly fitting doors and windows. Doors are single steel stampings welded together with a bridge type of construction. Depressions and ribs stamped in the metal prevent rumbling and drumming.

The engine of the Chrysler Eight incorporates the latest Chrysler features, developing 80 horsepower at 3400 R. P. M. It has a bore of 3 inches, a stroke of 4 1/4 inches and a displacement of 240.33 cubic inches. S. A. E. horsepower rating is 28.70. Compression ratio of 6.2 to 1 is standard, but optional compression ratio of 6.5 to 1 is available. The engine is mounted in rubber, and completely insulated from the frame. Extensive road tests have proved its unmatched performance under all operating conditions.

## International Highway Route Linking Americas is Projected

PORTLAND, July 19.—Definite work is proceeding at both ends of the proposed International Highway linking the Americas from Alaska to Argentina, according to reports compiled by the Oregon State Motor association which has endorsed and is co-operating in plans for this project. This proposed longest highway in the world would link existing routes in California, Oregon and Washington and in British Columbia with a new road north to Fairbanks and south through Mexico and Central America along the Pacific slope into South America.

Coinciding with the recent blasting of the trail to Hazelton, B. C., near the boundary line of Alaska comes the news from Washington that the United States government is opening a field office in Panama to cooperate with the governments of the Central American countries in making surveys to determine the most desirable route for the proposed highway.

Five Nations Interested

Not only are Canada, United States, Mexico and the Central American countries at work on the huge project, but also the Argentine republic, the furthestmost south of the South American countries interested. Official announcement has been made that the Argentine republic has provided the initial appropriation for a road across the Andes from Buenos Aires to Santiago, Chile. Santiago marks the southernmost point of the great highway that eventually will extend from Alaska through Pacific coast provinces, states and nations down to the west coast of South America into Chile.

The United States government has appropriated \$50,000 to aid in making preliminary surveys through the Central America. This Inter-American highway congress that met in Panama last October provided for the appointment of an Inter-American Highway commission to study feasibility of routes. The U. S. bureau of public roads will co-operate with this commission and will assist in making surveys in the countries requiring such help. Costa Rica, Nicaragua, Guatemala, Salvador and Panama all have requested assistance or indicated their adherence to the international plan.

Invasions New Lands

Invasions little visited lands to locate a feasible trail for the International Pacific highway northward, an official caravan started a trail blazing trek into northern Canada. Oregon was represented on this caravan by Edgar McDaniel, director of the Oregon State Motor association, who made the entire pathfinding trek to Hazelton, the present road's end.

Enthusiasm exhibited by all authorities in meetings that have been held en route indicates clearly that the British Columbia-Yukon Territory sections of the International Pacific highway, some 400 miles in length, will be constructed in the near future. The expedition was officially opened with the meeting at the Canadian border at Blaine of Premier Toime and his party with the members joining the caravan from California, Oregon and Washington.

Alaska is often compared with an

## Hudson Eights Take First In Polish Contest

The Hudson Motor Car company has received cable notifications to the effect that three Hudson's Great Eights cars finished equal firsts in the important annual International Eight Day Reliability trial sponsored by the Polish automobile club. This victory, the largest field ever entered in the classic, gave Hudson the City of Warsaw trophy, the Silver Cup, the Bronze cup, the Automobile club cup and a cup offered by the Vacuum Oil company in addition to three gold badges.

First place in the international trial to which great significance is attached throughout Europe, goes to the car finishing the eight-day trial with the fewest penalties incurred over the route. The test includes speed, endurance, reliability, acceleration, hill-climbing, brakes and economy.

Each of the three Hudsons completed the grind without a single penalty, making 17 days in all in open European competition this year that Hudson cars have won without a single penalty. This according to a judge, denotes the highest possible of automotive perfection.

The International Trial in Poland ranks with the Tour de France, annually attracting entries from American and European manufacturers. The Tour de France was also won by a Hudson which completed the nine day series of tests without a penalty and won the Ansaldo trophy, the Spido trophy, the Dunlop trophy and the gold award.

In this contest returns on the reliability tests undertaken by Hudson distributors show that 55 Great Eights have completed in excess of 250,000 miles in seven day non-stop tests. In every case the motors were sealed and the runs staged in city traffic, in hill climbing, speed tests and inter-city runs.

## HAND-BUILT CAR NO LONGER GOOD

### Precision Demands of Mass Production Tend to Brand it as Crude.

"Hand built throughout" used to be the hallmark of American industry, the "Tiffany touch," to the quality output of American manufacturers everywhere.

Today, such are the precision demands of mass production in the automobile and many other industries, that to call a product hand-built would be to brand it as a crude product indeed.

When parts are put together at the assembly line they must fit to hair-breadth accuracy, else the efficiency of the whole unit is destroyed and delays are occasioned that are far above cost limit. Such a variable factor as the human equation must play only a minor role in measuring variances, for research engineers have found the light ray infinitely more exacting than the human eye. And so they have developed many wonderful instruments to displace the old-time workman with his calipers— instruments tons and hundreds of times more accurate.

Concrete examples of the exactness required in precision manufacture are provided every few steps along the assembly line of the motor plant of the Chevrolet Motor company, at Flint, Mich. Here every motor has to undergo 5,162 separate precision inspections, and one man in every six is an inspector.

"Check and double-check" has become a part of the American vernacular, but in the Chevrolet plant it is the law and the statute. Without it the enormous volume of the company would be impossible, for precision is the first law of volume production.

Among the thousands of inspections in the plant, the following prove of unusual interest to visitors.

Cylinder bores are subjected to individual tests to determine accurate smoothness, straightness, size and the correct right angle of each bore to the cylinder block, with a size tolerance held to less than one-half thousandth of an inch. The cylinder head is hydraulically tested under high pressure to make certain that all water passages and openings are correct.

The crankshaft's bearing surfaces, after final rolling and polishing, are subjected to nine inspections for size. Each Chevrolet piston is hand-fitted to the cylinder bore with absolutely no deviation from a standard clearance permitted. It is then gauged for size, taper, and absolute roundness with instruments that register correctly within one-quarter of a thousandth of an inch. Each is then weighed with its bronze bushings and placed in sets of six. A half-whipped crankshaft is then rejected, piston in a set results in its rejection.

## Clean Campsites Motor Club Urges

Few car owners would permit their front lawns to be littered with empty cans, wrapping paper and bits of garbage, yet many motorists think little of leaving such rubbish on camp sites and picnic grounds, according to the Oregon State Motor association. If all motorists would remember to place the refuse after a picnic in the receptacles that are usually to be found for that purpose, the grounds would appear far more attractive to those who arrive later, it is pointed out. Leaving trash in the open is a sign of thoughtlessness and discourtesy. Campers and picknickers who possess a sense of the fitness of things and realize the rights of others will see to it that the areas they have occupied is clean before they leave.

### CHRYSLER SHIPMENTS

Shipments of Chrysler built cars in June amounted to 28,407 cars, being 67 per cent of last year's June shipments, and exceeding the 1928 record by more than 1,500 cars.

Deliveries to the public of Chrysler Motors' products are continuing to run better than 77 per cent of last year's retail sales, with field stocks 31 per cent lower than at this time in 1929.

### LIVE AND LEARN

"I bought a new car, and traded in my player piano as first payment."

"I didn't know they accepted player pianos as payment on new cars."

"They don't usually, but the salesman is a neighbor of mine."—Judge.

### GIVEN NOTICE

"Did you hear about Sam?"

plunged his car into ten feet of mud before the eyes of 800 people."

"What happened to him?"

"Well, he made a big impression."

### EASIER

Brown: How does Smith manage to keep up the payments on such an expensive car?

Jones: By the new easy-payment system of paying for each installment on the installment plan.—Life.

### AUSTRALIAN GHOST CAMEL PROVES TO BE AN ALBINO

ADELAIDE, Australia (7)—What natives believed to be the ghost of a camel and what zoo authorities believe is the first pure white camel in existence, has been discovered near the Wirraminna cattle station.

With the increase in automobiles, thousands of camels have been turned loose to fend for themselves. Within recent months rumors of a "holy camel" disturbed aborigine camps.

R. K. Jenkins, manager of the cattle station, determined to investigate the apparition and discovered it to be an albino camel. The camel now is in the Adelaide zoo.

You think the land has gone wildly effeminate and then you reflect happily that nobody yet serves whipped cream on hot dogs.—Corvallis, Gazette-Times.

The basic fault in a republic is that the fellow who needs hanging has a vote somebody else needs.—Medford Mail-Tribune.

Andrews Takes Dodge Caravan To Gobi Desert

Word has been received by John R. Lee, vice president of commercial relations of Dodge Brothers, from Roy Chapman Andrews, American explorer and zoologist, now in China, that his latest expedition into Mongolia in search of the birthplace of man is under way.

Five months will be spent in the field, according to Dr. Andrews' message, and the explorers of the American Museum of Natural History plan to cover an area of between 3,000 and 4,000 square miles in the Gobi desert traveling by means of the fleet of eight Dodge Brothers motor vehicles which has been used instead of camel caravans on a series of previous Central Asiatic Expeditions, starting in 1927.

The latest expedition, it is reported, was held up for a considerable time by the unfriendly attitude of native Chinese bandit chiefs. However, it is believed, that Dr. Andrews has finally negotiated amicable arrangements with the tribesmen which will enable the party to complete its explorations of the trackless wastes in the great inland desert of Gobi, where it has already found traces of the world's largest land mammal, standing 16 feet high at the shoulder and weighing more than 20 tons.

All the real exploring, according to Dr. Andrews is done with the Dodge cars. It is expected that the latest expedition will develop much additional scientific information and add materially to the collections of fossils,



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The Coach..... \$665	or <b>CONVERSION</b>	The Sedan..... \$675
The Coupe..... \$665		The Special Sedan..... \$725
The Sport Coupe..... \$635		(6 wire wheels standard on Special Sedan)

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## PRESENTS TWO NEW STRAIGHT EIGHTS

All progress is change. Only by change do man and the factors of his civilization move from the lower to the higher state; from the cruder to the finer development.

Our Chrysler engineers devote their lives to study, to analysis, to experimentation. And out of this constant searching and trying come the knowledge, conviction and decision that lead to progress.

In announcing two complete lines of New Straight Eights, in addition to our lower-priced Chrysler Sixes, we now register our most important change and progress—all designed, all worked for, all created to give the world better and more satisfying transportation.

In our progress there is no departure from fundamental principles.

To maintain public approbation, we must give always finer, more dependable, more dynamic car performance—must offer always greater value, as well as cars better suited to the needs of modern transport.

Thus, our latest Chryslers—the new Chrysler Eight and the new Chrysler Imperial Eight—containing as they do, outstanding engineering and style improvements—are, we believe, milestones along the course of automobile progress.

We are proud and eager to submit these cars to the inspection and test of the public.

W.P. Chrysler



CHRYSLER EIGHT: Standard Models — Roadster, \$1495; Coupe, 1495; Sedan, 1525 — Special Coupe, \$1535; Special Sedan, \$1585; Special Convertible Coupe, \$1635; Sport Roadster (six wire wheels and trunk rack) \$1585. All f.o.b. Factory. Special equipment extra. CHRYSLER IMPERIAL EIGHT: Seven-Passenger Sedan, Sedan-Limousine, Five-Passenger Sedan. Closed-Coupled Five Passenger Sedan. Arrange with us for an immediate demonstration.

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