

AUTOMOBILES, TRUCKS AND TRACTORS

MOTORCYCLES — BICYCLES — ACCESSORIES

NOTHING OMITTED ON NEW OVERLAND

New Model Sponsored By
Willys-Overland Is Un-
usually Complete

Nothing has been omitted from the list of equipment made standard on the new Overland Red Bird but what is necessary and convenient for the motorist who demands something out of the ordinary and who at the same time does not want to plunge into reckless extravagance in having his ideal satisfied.

Included in the equipment are bumpers front and rear, wind shield wiper, scuff plates, door grips, spare rim and tire carrier, outside door handles, scuff plates and back curtain window frame are admirably set off by a khaki top with red bindings and welts.

Red Spanish grained upholstery leaves a pleasant impression when blended with the superb and rich, gleaming Mandalay maroon, a shade that is exciting much interesting comment, affording to the eye as it does a delightful sense of sprightliness, artistically subdued to a tone of agreeable refinement.

The Red Bird has a roomier \$800 used player \$365. Terms only \$10 a month. Here is a fine player, just like new, with rolls and bench. Geo. C. Will, 432 State St.

body, riding on a lengthened wheel base of 106 inches and a spring base of 136 inches. This specification alone insures extremely comfortable traveling at all times and under the most adverse conditions. When the patented triplex springs, adopted by Overland engineers are further considered it will be readily understood that restful riding is one of the many outstanding merits of this new car.

Straight side, Fisk cord tires, 36 by 3 1/2 are also standard equipment on the Red Bird enhancing its value to the purchaser and adding to his motoring satisfaction.

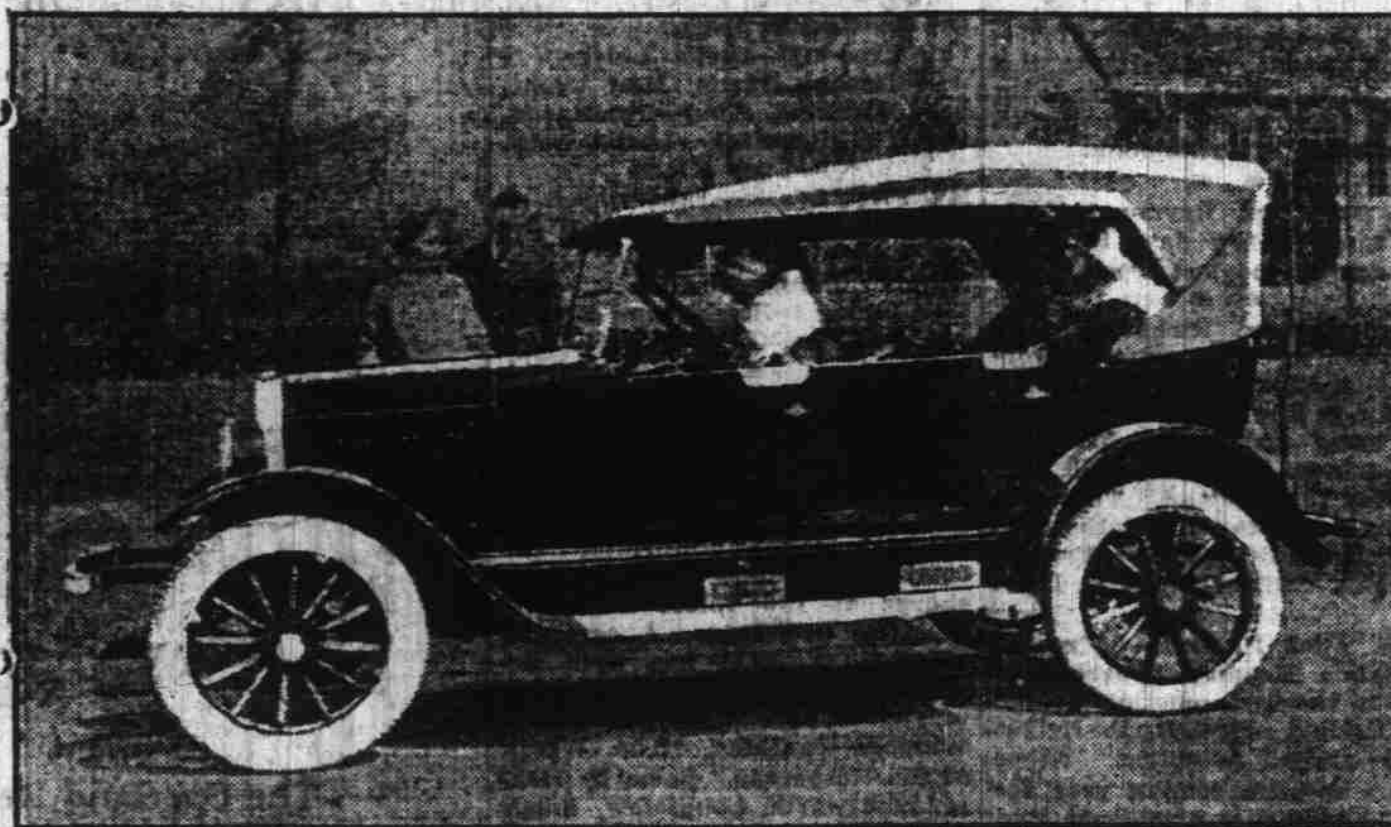
The engine is larger and more powerful and in every way adapted to maintain that far-reaching reputation of creditable, economical performance gained by the Overland motor. Speed, flexibility, quick pick-up and low cost of operation are established and proven facts.

The Red Bird has a one-piece differential case of great strength.

There are no bolts to work loose and no openings for faulty assembly to throw halves out of alignment through dirt or other foreign matter working in between the halves. The design permits of two unusually large differential pinions.

The ring gear is exceptionally large, of the spiral bevel type, and with the accurately cut pinion runs smoothly, quietly and without trouble or need of adjustment for many thousands of miles of service. Particular noteworthy is the substantial, well assembled, strong rear axle assembly, with axle shafts 1 1/2 inches in diameter.

The axles can be moved without disassembling the housing and all the bearings are of the highest types known. These features, together with the many estimable points of excellence in mechanism single out the Overland Red Bird as deserving of discriminating favor.



Overland Red Bird is the Ideal Family Car

OAKLAND EXCELS IN ECONOMY RUN

Camp Curry, California, Cal.
Economy Run Breaks All
Previous Records

CAMP CURRY, (Yosemite), June 1.—Motorist arrivals in the Yosemite are still talking about the sensational results of last week's Los Angeles-Camp Curry Economy Run, which broke all previous records for automobile gasoline and oil economy. An Oakland Six touring car, for

the second successive year, won its class and the coveted sweep-stake honors, showing a gasoline consumption for the 360 miles distance from Los Angeles of but 9.75 gallons, an average of 36.92 miles per gallon. Figured on the ton mileage basis, upon which the official winner is decided, the car finished with the high average of 65.05 ton miles per gallon.

The Templar and Duessenberg entries finished second and third, respectively. The class winners were announced as follows: Class 1-B, Overland; 2-B, Gardner; 3-B, Templar; 4-B, Oakland; 5-B, Stephens; 6-B, Duessenberg.

held under ideal road conditions, recent rains having hardened the roads. The trophy awards were made in the midst of a slight

snowfall, which heightened the beauty of the valley to a remarkable degree for the day.

The Camp Curry event, held annually under official observation and sanction of the AAA, is looked to as the greatest economy event of the year throughout the country.

MANY OPERATIONS ON CRANKSHAFT

Studebaker Light Six Crankshaft Requires Many Machine Operations

So important a part of the motor as the crankshaft deserves all the care that can be given in the selection of materials, quality of workmanship, and adequacy of inspection and test. The valuable experience which Studebaker has obtained in seventy-two years of manufacturing operation has demonstrated the importance of careful selection and test of raw materials.

Forging Operations
From the billet to the completely machined crankshaft, the steel passes through an interesting series of operations. The long steel bars are cut to the proper length by a large shear, without heating. The bar is then heated and given what is called the "upsetting" operation. This is for the purpose of thickening the bar at the two points where the throws are formed. After the upsetting operation the shaft is forged on the crankshaft hammer, and then the forging is put under the trim press which completes the forging operations. From the time the bar is first heated until the forging is completed, the metal does not cool, although it is necessary to place it in the furnace between operations to bring it to the desired temperature.

After the drop forging operations, each crankshaft is heat-treated to give strength and hardness, and "shot-blasted" (revolved in a large cylinder with ball shot, to remove scale for close visual inspection) It is given the Brinnell test for hardness. Having passed this test, it is straightened and sent to the machine shop.

Three Score Machining Operation
Fifty-nine operations are required before the crankshaft forging is passed on to the assembly departments. Some idea of the extent of these operations may be gotten when it is learned that the weight of the forgings is eighty-four and one-quarter pounds, while the completed crankshaft weighs but 56 pounds and 2 ounces. In checking a large number of crankshafts recently it was found that the variation in weight was less than one-half ounce, or about two-tenths of one per cent.

The crankshaft is machined all over twice. It is first rough machined all over before any finish turning operations are done. This is done to remove all forging strains so that it is possible to make an even balanced part. Then follow operations to finish the bearings, bring the cheeks to the proper thickness and secure proper angularity of the throws.

FIFTY GARDNER CAR ANNOUNCED

Great Demand for Sport
Model Car Causes Gardner
to Adopt Color

Because of the large demand for the Radio Special sport model phaeton and roadster, the Gardner Motor company of St. Louis has announced that these cars are now available in a rich "lake," a deep tone of red, as well as in the popular limousine blue color combination.

The "lake" finished cars have Tuarc steel wheels to match bright black genuine leather upholstery, and a black top. Black head and cowl lamps are used. In all other respects the cars are equipped like the blue model.

The limousine blue "Radio Special" has a tan top and is upholstered in genuine leather of a color that makes a striking contrast with the body painting and other special equipment of this model. Radiator, cowl lamp, head lamps, bumper, front fender, mirror, the rods, and other fittings are attractively nickel plated. Aluminum step plates are on the running board and aluminum trunk rails at the rear of the body. Tuarc steel wheels are standard, as is the spare anti-skid cord tire with heavy tourist tube and tire cover.

Motorometer, with bar radiator cap, 32 by 4 cord tires, 18-inch steering wheel with aluminum spider and non-slip rim, heavy beaded crown fenders and aluminum body mouldings, are other items of equipment which add to owner comfort and enhance the "sporty" appearance of the car. Like other Gardner fours, these

models are powered by the Gardner five-bearing crankshaft motor, and are guaranteed in writing for one year.

Actual shipments of Gardner Fours during April established this month as the largest in the history of the organization, according to figures just released by the Gardner Motor company of St. Louis.

In spite of the fact that April, 1922, was a banner month during which manufacturers reaped the first real fruits of last year's boom, April, 1923, showed a very substantial increase over that period.

Officials of the Gardner company ascribe this increase to public demand for a four-cylinder car in the thousand-dollar price class, combining economy with brilliant performance.

"The five-bearing crankshaft feature of the Gardner has taken a very gratifying place in public esteem," says W. H. Yeldell, sales manager of the Gardner Motor company. "Then, too, the complete coverage offered by the Gardner one-year written guarantee has instantly appealed to the motoring public. This is true not only because of the protection it offers the car buyer, but also because it indicates the confidence this company has in its product. We know of no other case in which a manufacturer guarantees his entire car for a similar period."

The Gardner Four won first in its class under the national AAA Economy Run last week. The average on gasoline for Gardner was 28.89 miles per gallon.

A French actress visiting America has a \$200,000 hat, but we hope it doesn't go any farther. If the American girls get to shining up their lids with diamonds and emeralds we may yet have a hard winter. It would seem that \$200,000 was a lot of money to put into a beehive.—Exchange.

F. W. PETTYJOHN IS DISTRIBUTOR

Local Man Is Chosen By
Gardner Factory as Dis-
tributor For Oregon

A remarkable example of perseverance and strict honesty will do toward putting one forward in the automobile world is furnished by the firm of F. W. Pettyjohn & Co., who are now entering the fifth year of successful automobile merchandising in Marion county.

For several years local dealers in Silverton, Oregon, then opening salesrooms and service stations in several Valley towns then about a year ago opening headquarters in Salem with the Gardner line. This venture has proven so successful that when an opportunity presented recently for a state distributor this company was the successful applicant and is now enjoying a large wholesale trade in Yamhill, Clackamas, Marion, Polk, Linn, Lincoln, Lane, Benton, Douglas, Coos, Curry, Josephine, Jackson, Klamath and Lake counties.

ROCKED HUSBAND TO SLEEP

"Where are you going in such a hurry?"
"To the police station to get a warrant for my wife's arrest."
"On what charge?"
"Rocking me to sleep."
"You can't have your wife arrested for rocking you to sleep."
"Can't I? You should see the rock."—London Tit-Bits.

The June bride is standing tip toe on the misty marriage top waiting for the zero hour to go over.

10,000 CALIFORNIANS Bought Studebaker Cars in 1922

For two years Studebaker has outsold all cars except Ford and Chevrolet in California.

Studebaker sold next to Ford in New York City and in thirteen New York counties last year.

Studebaker sold next to Ford and Chevrolet in Detroit, Michigan in 1922.

America's Three Greatest, Motorwise Buying
Publics Have Unqualifiedly Indorsed
STUDEBAKER

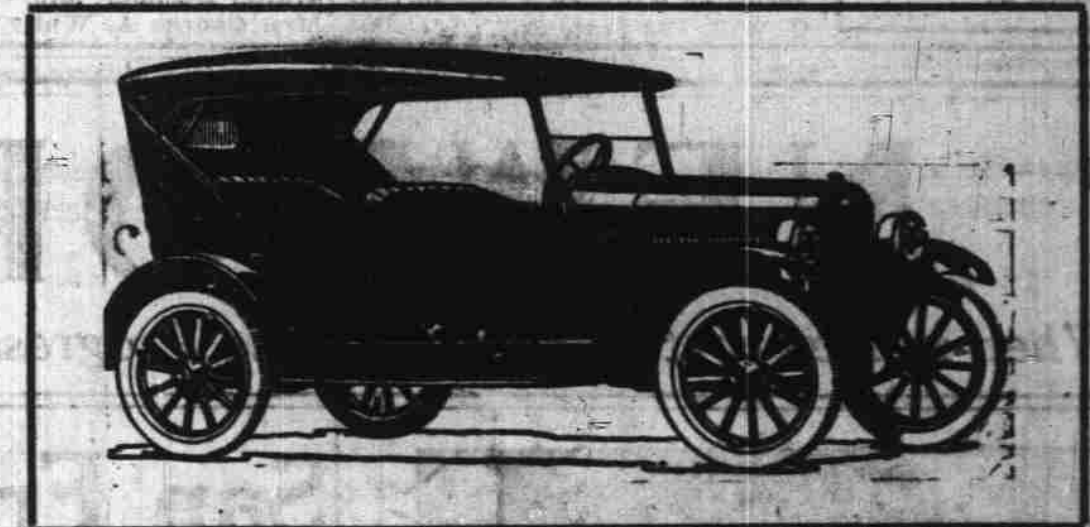
Studebaker Gives More for
the Dollar

Light-Six		Special-Six		Six-Six	
Roadster	\$1190	Roadster	\$1495	Touring	\$2040
Touring	1190	Touring	1525	Speedster	2130
Coupe	1450	Coupe, 5-pass.	2295	4-pass Coupe	2780
Sedan	1795	Sedan	2375	5-pass Coupe	2935
				Sedan	3155

Salem Prices

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