

999 MOTOR BOAT IS RACE VICTOR

All About What Is Hidden Beneath Deck of the "Nine Ninety Nine"

There's a new victor in the motor boat racing world and wherever enthusiasts gather for the next few months to speculate on the big events scheduled for the coming season, its pretty safe to presume that they will have considerable to say about "Nine Ninety Nine."

Edsel B. Ford's new car is a marvel in its class. To the old timers who gathered for the sweepstakes race down at Miami, Fla., a couple of weeks ago it was a complete surprise.

"Nine Ninety Nine" made its debut when it entered for the Biscayne Bay 1924 championship on the afternoon of March 7th, with a half dozen other contenders for the honor. At the gun, the trim, sturdy little craft fairly leapt into the fray and then settled down beautifully for the 20-lap grind around the two-mile course. Soon it had taken half a lap ahead over its nearest competitor and steadily maintained this until the end of the heat, and without being pushed to any extent carried away the honors of the day in splendid style.

"Nine Ninety Nine," with the same sure, confident air of the first day, and letting out a trifle more went into the second heat of the race with a new burst of speed, lapped its nearest competitor three times and easily held that lead to the end of the 40-mile grind, winning the championship and the McAllister Hotel Trophy, a magnificent silver cup standing 29 inches high on its base of ebony.

"Nine Ninety Nine" arrived home a short time ago—at the Ford Engineering Laboratory out at Dearborn, Mich., where it will remain until the big classics later in the year.

The name, "Nine Ninety Nine," flashing its silvered letters on the sides, seemed rather familiar and perhaps a bit significant.

Many will remember the name. Not a score of years ago, when Henry Ford was pioneering in the automobile business he developed a racing car, christened it "999" and drove it to victory in races all over the country. It was with "999" that he first broke the mile-a-minute record.

Ford experts, pioneering now in sea driven nautical engines, seem to have attained a notable achievement in the motor hidden beneath the glistening deck of "Nine Ninety Nine," which returned a winner in the first race of its career.

The "Nine Ninety Nine" is 28 feet long and has a 6-foot beam. It is of V bottom displacement and built for the International Sweepstakes class. It is of mahogany with a three-ply bottom, two-ply sides and one-ply top. The deck is of streamline design and there is no raised engine hatch.

The engine, a 12 cylinder Ford Liberty marine conversion is a distinct development of Ford engines. In building it they used the crankcase, crankshaft and connecting rods of the Ford Liberty aircraft engine.

The pistons, camshafts, valves, valve springs, ignition system, carburetors, induction manifold and exhaust piping are of new design. The cylinders are of an entirely different design than in the Liberty and are made of steel forgings welded together.

The original displacement of the Liberty was 1650 cubic inches, but in the new engine the displacement is 1350 cubic inches, about 20% less than that of the Liberty, but despite this, more horsepower is developed.

A dry plate clutch was designed and this with the gear box were built in the Highland Park plant of the Ford Motor Co.

The gear box is an engineering achievement and a type heretofore never used in motor boat engines, designed to stand up under the most severe continuous driving and able to transmit 99% of the power from the engine to the driving shaft. Gear boxes used in other marine engines are formed of cast iron, straight teeth, while in the Ford Marine 12 the gear is of fine pitch, herring bone bevels which transmit the power without any appreciable noise, a new feature in engineering design.

There is nothing of the "hay-wire engine" about this power plant. It was built from the "boards" up. Stresses in all parts were carefully calculated and the designs were worked out and developed by the highest engineering skill.

The propeller shaft strut is entirely eliminated and the shaft alignment is maintained by a bearing carried in trunnions in the rudder. The rudder, itself, is controlled by a worm gear.

Another new development is the use of a two-gear universal joint in the line of drive, so that whenever the power plant is out of line with the bottom of the boat there is sufficient leeway to prevent any loss of power due to binding.

Riding in the cockpit of the "Nine Ninety Nine" is much like riding at the drivers' seat of a Lincoln limousine so far as cleanliness is concerned. There's none of the dirt, oil and grease usually associated with motor boat driving. The air coming in at the front of the engine, circulates through it, down underneath the cockpit and comes out through aluminum louvers in the rear hatch. The boat has storage capacity for 150 gallons of gasoline.

What is the speed of the "Nine Ninety Nine"? No one knows, or rather no one tells. About the most any one will say is that in tests made in the big boat slip at the River Rouge plant of the Ford Motor Company the speed attained was everything that was anticipated.

Where 7 Destroyers Went on Rocks in Pacific, and Salvage Crew Cutting Up One of the Hulks



The seven destroyers which plied up one after the other on Point Hondo on the California coast last September were a total loss. Members of the salvage crew were using acetylene torches to cut it to pieces.

MANSFIELD IS CANADIAN MGR.

Former Dort and Gray Man Now President and General Manager

John D. Mansfield who recently became associated with the Maxwell Chrysler organization after long identification with the management of the Dort Motor Car company of Flint, Mich., and the Gray-Dort Motor Car company, Ltd., of Chatham, Ontario, has been elected president and general manager of the Maxwell-Chrysler Motor Co., of Canada, Ltd., according to a factory announcement.

Mr. Mansfield's election to this important post is undoubtedly a forerunner of even more vigorous efforts on the part of Maxwell-Chrysler in the Canadian market than have been expended in the past. His reputation places him as one of the foremost executives of the industry, and as one of the best known. His name has been linked with motor car manufacturing from the very beginning of motor car history. Undoubtedly the fast growing popularity of Maxwell-Chrysler products in the Dominion has had much to do with his recent move.

Maxwell-Chrysler operates a large factory in Windsor, Ontario, for the manufacture of cars for Canadian and export sale. Mr. Mansfield will establish his headquarters at the Windsor factory immediately.

Motor Car Fitted to Rails Used for Track Inspection

CINCINNATI, April 26.—Veteran railroad men in the Southern railroad yards at Ludlow, Kentucky, have had a surprise. Down the main track recently, sandwiched between the "Sewanee River Special" and a freight, came a sedan auto on flanged wheels. It had full steering gear, both front and rear axles being immobile; it weighed 5000 pounds, and was heavy enough to operate the electric block system of the railroad.

The "sedan" was equipped with "cowcatcher"; dashboard speed control, and a motor regulated by a switch formed like a rheostat. It is believed the new car is the only one of its kind.

The designer says the car primarily will be used for inspecting tunnels, and for emergency duty.

Woman may be vain, but the average man thinks himself rather pretty just after a shave.

Quakes and Heavy Rains Demolish Lisbon Houses

LISBON, April 6 (Mail).—Lisbon threatens soon to become a city of ruins, unless something can be done to save its collapsing dwellings. For a variety of reasons, including poor foundations, the use of a soft clay, a series of heavy rainstorms and a number of slight earthquakes, houses seem to be falling to pieces, with consequent injury to the inhabitants.

Hundreds of families have been obliged to leave their unstable homes, and some 50 tenements have been declared dangerous. The dwellers have been moved into convents and barracks. The first house went down about two weeks ago during a heavy rain storm.

Microphones Will Aid Deaf At British Empire Exhibition

(By Mail) LONDON, April 11.—Special arrangements are being made to enable deaf persons to take part in the various conferences which will be held at the British Empire Exhibition.

The four conference halls are being fitted with highly sensitive microphones. Some 200 seats will have ear pieces attached to them to enable their occupants to pick up the voices of the speakers. Attached to each ear piece is a regulator so the occupants using the ear pieces will be able to control the degree of amplification.

OLDS LOANS TO THEIR EMPLOYEES

Over \$4000 Loaned During Past Three Years—Only \$10.67 Loss

If there is truth in the adage that honest workmen make an honest product, then the Oldsmobile ranks 100%, according to the Olds Motor Works Welfare Association. This organization is composed of and officiated by the employees with the cooperation of factory officials.

During the past three years the association has had outstanding an average of \$4000 in loans ranging from \$10 to \$100. These loans were to employees, and mostly unsecured except by a personal note. In that time the association has lost only \$10.67 through borrowers defaulting in their promises. No interest is charged employees for loans.

Three factory "stores" are the chief support of the Welfare Association. These sell candy, fruits, tobacco, soap, gloves and such articles employees need at their work. All profits from the stores revert to the Association. These have created the loan fund and maintained the Association.

Since increased production has required a larger working force, the Olds company has installed two additional first aid stations in their Lansing, Mich., factory. Those located in the motor plant and sheet metal plant are open day and night, while the one at the axle plant is used days only. Trained nurses are in charge at all times, and all minor injuries are treated at the plant.

Other welfare activities include free advice on every imaginable subject, given by F. L. Parshall, director of personnel. A mutual sick and death benefit organization is also maintained in connection with the Welfare Association.

THE LAST DAY OF SCHOOL

Did you stand on the platform in a little country schoolhouse and make your first attempt at "speaking pieces" by stammering out:

"You'd scarce expect one of my age To appear in public on the stage." or

"Many fishes in a brook Daddy catch 'em with a hook."

It was the last day of school and mothers, fathers, and friends had come to hear the dialogues and recitations in which the teacher had so carefully trained the children. You were one of the youngest and made your initial bow with the same classic half dozen lines that most beginners used. After the "Speakin'" was over you and your schoolmates told the teacher good-bye and went home for the long summer vacation. The last day of school celebration is a good old American institution that ought not to be abandoned. It was an expression of good will and neighborliness, a community gathering very much worth while. Of course it can be made somewhat different now. (None of us older folk care to say that it can be made better.) It is so easy to hop into the auto and run over to the schoolhouse for that last afternoon. School work is different; the children have more poems, games, dialogues, music and drawings to show their elders and they meet grown folk more naturally. The teacher is not under the strain of making a show time of it but can have a school "at home" day. Whether you are a patron of a one-room school or a good big consolidated school, by all means try to keep up the old, fine custom of a "last day of school."

Waiver Fancies Painting Buys it on Installments

CHICAGO, April 26.—(By Associated Press.)—The principles behind the plan of buying your home, bonds, real estate or automobile on installments were extended by a waiter in a restaurant here to cover the purchase of a painting in the Chicago Art Institute.

This waiter had no cultivated gift of sensing high art, but his native eye became delighted at a half-length figure of a young girl painted in the costume worn in the south before the Civil war. It was his first visit to the institute and the picture was one of hundreds on exhibition.

He asked the price and found that it was marked at \$175. It was reasonable, but he drew only a small salary. Approaching the sales agent he said: "I like that picture. I would like to own it, but I cannot pay for it now. May I deposit \$10 and give you something every week until it is paid for, you to keep the picture until then?" His offer was accepted.

He has since paid for it in full and has been offered twice the amount it originally cost him.

Read the Classified Ads.

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WILLARD BATTERIES STANDS SEVERE TEST

The "Blizzard," the Gardner sedan driven by Cannon Ball Baker in the phenomenal mid-winter cross country run, from New York to Los Angeles was equipped with Willard Threaded Rubber Insulated storage battery.

No small amount of the success of this heart breaking endurance run is due to the battery which encountered conditions never met by ordinary driving.

Dragged snow drifts, icy water and mud, the Willard battery faithfully delivered the electrical energy necessary to give the spark life to the sturdy motor at every piston stroke and light the high power lights that guided the driver over treacherous mountain passes, blinding snow storms at night.

Baker says, "The motor never filtered in mud, water, snow or desert sand." That means that the battery never filtered in spite of the great heat generated inside exposed to the zero weather outside.

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Certified Automobiles Are Worth the Money

WE cite the following incident in support of the above assertion. Two theatrical groups traveling by train bought used cars from us to continue their journey to California. They had looked over cars at other cities to the north and said the stock at the Salem Certified Public Motor Car Market impressed them as the best they had seen.

Following is a letter we received from one of them. We value it particularly because it was unsolicited; we thinking we would never hear from them as they were going so far away. But theatrical people are very human and when they are treated right they appreciate it, for too often they are taken advantage of because they are transient.

April 14, 1924, Oroville, Calif.

Dear Friend:

I know you will be glad to hear we arrived O. K. Didn't have a bit of trouble and from Roseburg we jumped into Chico which is 400 miles and we only had a day, yet we did it easily. We left Roseburg at 4 A. M. the following morning after our performance so you know the car stood a wonderful test. We are more than pleased with it. Many thanks to you for your courtesy. I trust you will get some more business from the theatre at this rate we can always give you a great boost.

With best wishes and many thanks, we are
Sincerely yours,
MR. RAYMOND LOFTES.

The one who bought the Paige.

OUR AMBITION is to have every man or woman who buys a car from us feel as enthusiastically pleased as this man did whose letter appears above.

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Byron Wright, Manager 255 N. Church St.