

VICK BROTHERS TO RETAIN TWO LINES

Will Keep Oakland and Pontiac, Knight and Overland Is to Go

The latest news in local automobile circles comes today with Vick Brothers announcement that they will hereafter confine their efforts to Oakland and Pontiac exclusively.

This change means that Vick Brothers will quit the Willys-Overland line which has been carried by them along with the Oakland and Pontiac for several years past.

The Oakland and Pontiac cars are both products of the General Motors Corporation, the largest manufacturers of automobiles today.

If it is Vick Brothers intention to appoint dealers in all of the four towns in the five counties.

Vick Brothers' sales organization consists of Geo. Vick, sales manager and seven salesmen: C. F. Patton, Bert Hill, R. H. Savage, Eugene Barber, E. A. Kurtz, Fred Hannan and Henry Lelcar.

AUTO MEN DINE

On a recent rainy day, employees of the executive offices of the Chevrolet Motor company in Oakland, staged a wienie roast in lieu of luncheon.

CHEV DEALERS MEET

The annual Chevrolet Motor company sales managers convention was held in Chicago during the National Automobile Show week there.

In 1925 approximately 270,000 individuals bought automobiles through the G. M. A. C. time payment plan.

PAIGE OFFERS NEW FEATURES IN AUTOS

Entire New Line Is Presented at Lower Prices; Have Five Closed Cars

A complete changed line of Paige cars is announced today by the Paige-Detroit Motor Car company, represented here by The Trumm Motor company.

Two outstanding changes of policy are revealed by the public announcement of the new car—the modification of the car to meet new-day conditions, in line with the recently presented New-Day Jewett, and price changes that put the Paige, a car long distinguished among high-priced American automobiles, into the popular and highly competitive \$1500 and \$2000 class.

The new models are as follows: Paige five-passenger standard sedan, Paige five-passenger de luxe sedan, Paige seven-passenger de luxe sedan, Paige seven-passenger suburban limousine, Paige four-passenger cabriolet roadster.

To carry out the company's policy of building cars to fit the new conditions that have arisen in motoring through the tremendous increase in ownership and use of automobiles, the new Paige has been designed to attain the maximum road efficiency, which is affected by a new motor of utmost economy in combination with high power output; standard equipment of hydraulic four-wheel brakes; reduced weight and shorter wheelbase; improved steering and control; and perfected steel body construction.

The new engine is of 72 horsepower, retaining the full power of the former engine despite its reduction in size. It is a unit of six cylinders, L-head type, 3 1/4 inch bore by 5 inch stroke. In design, it is typically Paige, but involves improvements over previous Paige motors. Noteworthy changes are the extending of the pressure oiling system to the wrist pins, and the deepening of the water jacket, which extends clear to the crankcase, surrounding the cylinder from combustion chamber to the extreme bottom limit reached by the piston skirt on its down stroke.

The front end drive is by silent chain, with automatic adjustment to maintain the proper tension, compensating for stretch and wear.

An air-cleaner, mounted directly on the carburetor, is standard equipment.

The chassis, of 125 inch wheelbase, six inches shorter than the previous models, is of unusually sturdy construction. The side members of the frame are seven inches deep, half an inch deeper than in the former Paige, and are strongly braced, the cross members including one tubular member of larger diameter, and a heavy moulded steel plate that serves both to brace the frame and to protect the gas tank.

Tires are 32x6. The external hydraulic brakes contract over 14-inch drums on all four wheels. Despite the superior compactness of the new car, the bodies

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Doom of Gas-Driven Autos Heralded as Oil Motor That Runs 50 Miles for Five Cents Is Developed

By W. Y. FERROL Central Press Correspondent DETROIT, Feb. 20.—Is the gasoline-driven auto doomed? More than one Detroit motor car manufacturer is asking the question.

The oil and gas power division of the American Society of Mechanical Engineers recently issued the following announcement thru its executive committee:

"A start has lately been made in the application of oil to drive locomotives, tractors and automobiles, and before long we shall undoubtedly see oil engines driving airplanes."

This brief statement from constituted authorities seems to foreshadow a revolution in motive power on earth, sea and air, or at least, a far more general use of oil power in fields hitherto dominated by gasoline and steam.

Interviews with various authorities brought forth the remarkable predictions:

In 10 years the Diesel driven automobile will be as common as the gasoline driven motorcar in 1910.

It will operate 60 to 80 per cent cheaper than present day automobiles.

There will be no ignition mechanism or spark plugs.

Instead of paying 20 cents per gallon for gasoline, and running 17 miles, motorists will pay around 5 cents per gallon for fuel oil and run 50 miles, is a typical prediction of what the new motive power for autos will accomplish.

The engine will occupy no more space than the present day motor. It will be many times as powerful; it will be run on most any kind of oil that flows through a pipe.

The Dieselized car of the future will be as nearly trouble-proof as any engine ever made, and will show a great reduction in engine costs.

Its endurance will be remarkable and it will be able to outlive three of the present gasoline engines.

Startling predictions of a revolution in motive power, based on the rapid improvement of Diesel practice, have been made recently by L. H. Morrison, Diesel engine expert, author of "The Diesel Engine," and O. E. Jergensen, consulting marine engineer of the Worthington Pump and Machinery Corporation. Morrison is secretary of the executive committee of the oil-and-gas power division of the American Society of Mechanical Engineers.

The predictions as to Dieselized passenger automobiles are all the more remarkable when it is stated that many engineers hold that the Diesel cannot be made to operate in the very small sizes and at the high speed required in passenger cars. The speed, flexibility and economy of the Diesel engine and its ability to burn lower grade fuels can be increased by atomizing the fuel, wholly within the



L. H. Morrison, and a photo of an oil-engine developed in Germany for trucks

cylinder by increasing the time the fuel is subject to the high temperatures of compression before ignition, and not by decreasing the time factor, it is said by opponents of the idea.

Experts interviewed believe that Diesel driven tractors, trucks and busses have come to stay. The Diesel electric locomotive is winning its way, particularly for switching and yard work. In marine operations they believe that bigger cylinders and greater power will be evolved on the high seas.

"On the Canadian National Railways a whole car has been run for one cent and one-half fuel cost a mile," says J. C. Barnaby, operating engineer of the Worthington Pump and Machinery Corp., who saw the Diesel-electric car that ran from Montreal to Vancouver in sixty-seven hours actual running time, the greatest cross-country run ever made. With half-fare one cent and one-half per mile, a child as a passenger would pay the fuel expenses of the car, it was explained.

"The modern motor car engine developing 45 horsepower and running as it ordinarily does is only five per cent efficient," says Mr. Morrison. "The high speed of around 3,000 revolutions per

minute in motor cars was only made to get more horsepower per pound of cast iron in the engine. No radical change has been made in the motor car since 1910. The Diesel engineer has gone much further in his field than the motor car engineer. While the modern car is a marvel of synchronization and runs smoothly its efficiency has not been increased.

The Diesel will run more smoothly at slower speeds than the automobile engine. It will burn 5c oil instead of 20 gasoline. The Diesel can use almost any kind of oil. Should the motorist run out of fuel he could pour a bucket of tar oil taken from a road building camp into the tank and run along without difficulty. The Diesel engine can use straight gasoline, kerosene, benzol, fuel oil, tar, in fact any oil that will flow through a pipe. It has no carburetion problems to be overcome. There are no spark plugs or ignition complications.

"A 400 horse-power gasoline Liberty motor was converted by the United States navy at Langley Field, Va., into a modified oil burning Diesel engine. It was then rated at 480 horsepower and burned fuel in less than half the quantity the usual gasoline motor consumed."

PUNISHMENT SAID NEEDED

SAFETY CAMPAIGN LEADERS ASK TO ENFORCE LAWS

Although the National Safety Council believes in uniform license laws for automobile drivers, S. J. Williams, in charge of public safety activities of that organization, says that regulations alone never will solve the traffic problem. He feels that there should be adequate laws but points out that unless these rules are carried out, as a result of prompt punishment by the courts of reckless and care-

less drivers or common sense on the part of the operators, the regulations will do little good. The motorist himself must be thoroughly sold on the idea of safety, avers Mr. Williams, who declares that until all of us practice what everyone is preaching regarding safety the number of fatalities on the streets and highways will continue to grow. Too many of us forget that safety sermons are not all intended for the other fellow.

All Chevrolet dealers are now in a position to render Duco service.

GREATER VALUES IN AUTOS ARE OFFERED

Present Day Prices Give Best Dollar for Dollar Value, Maker Says

The automotive industry is offering unprecedented values it is declared by R. H. Grant, vice president and general sales manager of the Chevrolet Motor company, who bases his opinion upon the exhibits which he has inspected at the New York, Detroit and Chicago shows.

"A large majority of automobile buyers will receive during 1926 an even greater value for their money than they did in 1925," Mr. Grant asserts.

"The values represented by present-day automobiles are emphasized by the fact that despite all improvements made during the last decade, the ratio of present and pre-war automobile prices is 65 cents per dollar, a reduction of 33 per cent. The average price of all commodities is 67 per cent higher than in 1913.

"The garage in which you shelter your '65-cent' automobile now costs \$1.96 for each dollar it would have cost in 1913. While the utility of automobiles improved and their prices decreased, the cost of living was rising to \$1.67 per pre-war dollar, the cost of clothing to \$1.74, the cost of shoes to \$1.65 and the cost of house furnishings to \$2.16.

"Most of the cars shown at the recent exhibits are better cars than those offered last year. The industry is not resting on its honors. It continues to progress. In some cases prices have been reduced even in the face of important improvements and attractive body refinements. The reason, of course, is that the cost per unit drops as the volume of manufacturing increases."

LIGHT CAR OUT

Peters of Yoevil, oil engine makers of London, have placed a new light-car on the market. The vehicle will be known as the Pether and will retail for \$750. It has a four-wheel gear box. As traffic increases European motor manufacturers are finding a ready market for light, easily handled cars, as is the case in America.

OFFICE IMPROVED

New wicker office furniture has been installed in the offices of Smith & Watkins at Court and High streets, for the convenience of customers.

Chevrolet's expansion program so far completed has involved the expenditure of about half a million dollars. This is on the opening of three new zone offices and additional sales and service buildings at four other zone points.

DOWN THE ROAD

By FRANK BECK



Who Said a Mile Was as Good as a Mile?

Senate Action on Tax Vindicates Auto Industry

By SENATOR JAMES COUZENS of Michigan (Written for the Automobile Daily News)

WASHINGTON, Feb. 20.—The action of the United States senate in removing all automotive taxes clearly vindicated the contention of the automotive industry that it already has contributed many times more to the federal government than the government has contributed to the states in the way of aid in the construction of good roads.

The automotive tax is an unjust tax for many reasons. One of them is that it represented the means of livelihood of a great number of individuals, who, with small capital, invest in an automobile or truck on the installment plan to gain a living.

Transportation by motor truck is the only transportation business that I know of which had an excise tax placed on it. The 2 per cent tax placed on trucks by the senate finance committee was the most unjust tax of all the taxes found in the bill, and I am sure that the senate, in voting its repeal, did the only righteous and fair-minded thing that could be done.

Admitting that many trucks are owned by persons who in all

probability can well afford to pay, I know from actual experience that in 1920 and 1921 and in the years following the close of the World war many trucks were bought on the installment plan, costing from \$2,000 to \$3,000, on which a small payment originally was paid.

The owner of the truck not only has to drive his own truck and handle the load it contains, but he has to pay installments and interest on deferred payments and make a living out of the truck. If such a man buys a \$2,000 truck he would have had to pay \$40, or perhaps more than he would earn in a week, just for the purpose of enabling the government to collect \$5,000,000 at 2 per cent.

The senate finance committee proposed to take \$5,000,000 out of the business of the little truck owners, who are earning their daily bread throughout the country, yet the senate deliberately agreed to credit estates to the extent of \$85,000,000. This is one of the many inconsistencies that cropped up during the discussion on the revenue bill, and when the broadminded members saw the light under the bushel they immediately wiped out the truck tax.

I protested against the tax on

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MOTOR GROUPS HOPE BAN WILL BE LIFTED

British Rubber Restriction Continues; Automobile Men Disturbed

"Motor groups both here and abroad are disturbed by the continued action of foreign governments in restricting new materials necessary to the manufacture of automobiles," said Alfred Reeves, general manager, before the directors of the National Automobile Chamber of Commerce, at its meeting in Chicago last week.

"Now we learn that New Zealand has just enacted a law controlling the production and price of kauri gum of which this country has been the largest buyer. This gum is used in automobile and other paints.

"This act coming on the heels of the control of rubber presents a situation demanding serious thought on the part of everyone who uses motor transportation.

"Our industry does not object to the high price of rubber if it is the result of supply and demand, but the industry opposes any plan which prevents a person from selling his product at a price he thinks is right. When laws prevent sales of a product in hand, the commodity becomes the football of speculators, who, in the case of rubber, received the higher prices instead of the growers.

"It must be born in mind that there is still an arbitrary control of rubber supply in the British possessions.

"The so-called 100 per cent production now permitted simply means 100 per cent of the 1920 output which was arbitrarily taken as the standard. If all rubber on hand were shipped the total would probably be 120 per cent of the 1920 production.

"We are hopeful, however, that the British government will continue to broaden its policy. The return to the so-called 100 per cent plan is a step away from restriction even though it still shuts down on a potential production of 100,000,000 pounds annually.

"It is natural that as American citizens we should be distressed at these arbitrary limitations which not only raise prices but actually shut off the availability of needed products at any price. This difficulty, however, is not primarily a dispute between nations but an economic hazard to all users of motor transportation. The burden is felt keenly abroad as well as here. Motor groups in Great Britain have expressed their objection to the Stevenson idea.

"Opposing restriction these British societies—Royal Automobile club, Commercial Motor Users association, Motor Manufacturers and Traders, Cycle and Motor Cycle and Traders Union—have issued a manifesto saying: "We feel the time has come

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DEATH SPOTS ARE MARKED ON ROADS

Safety Campaigns Initiated in Attempt to Curb Reckless Drivers

Death spots have been placarded "One Was Killed Here," safety campaigns are in order, fines are regular and jail terms are not infrequent in the widespread effort to curb the reckless automobilist.

Civic authorities are doing what they can to break up the practice of willful recklessness at the steering wheel. But one important phase of the motor accident problem, apparently is being overlooked in many communities. It is the peril of the slippery pavement.

Probably the need for non-skid pavements on city streets is even greater than on country roads. Blind intersections are more numerous, turns are sharper, traffic is often heavier and the inevitable pedestrian contributes further hazards.

When the rainy season is on, motorists are forced to face this menace of skidding wheels every time they venture on pavements that are not built of skid proof material. The most careful driver and the best equipped car are helpless on the glass-smooth surfaces of many types of pavements.

DEMANDS ON ENGINE INCREASING VASTLY

Need for Fuel Economy, Silence, Greater Power, Call for Improvements

During the past five years, the demands put upon the power plant of the automobile, have increased by leaps and bounds.

The increasing price for fuel has set up an even greater demand for fuel efficiency, popularly expressed in more miles to the gallon.

The vast improvements in roads with hundreds of thousands of miles of improved highways inviting motorists to long trips, has resulted in a call for increased motor reliability and stamina.

The turn toward enclosed cars has brought with it an appreciation of the finer qualities of construction, quieter operation, but, perhaps of greatest importance, pleasurable comfort under all weather conditions.

Motor engineers have been asked to combine economy with power, in itself no mean accomplishment.

They have been expected to combine endurance with silence, a problem of no little import. And they have turned to the finer builders to find the answer.

It is true and so accepted, that the European builders go in for greater refinements in engine design. The original cost of the car, in countries of low production, does not play the same part as it does here where we gain for colossal production. Many of the European cars are hand built.

But the theories and practices of the European engineer, worked out along American production lines, have taught us a great many important and interesting things.

In Europe, fuel economy is an absolute necessity with petrol at 75c a gallon.

All European economy records have been established by Knight-type motors, following the small bore, long stroke design.

There is a constant clamor for power among users of cars in this country. To get power from a poppet-valve type of motor, the valve areas must be large. To life the large valves requires a heavy lift construction. The result is that there is a leakage of unburned gases by the valves.

Economy has to suffer if power is to be obtained. Hence, the poppet-valve motor came to be economical in the same ratio as it develops power.

With the Knight type motor, the intake and exhaust operations are controlled by the positive actions of the sleeves which slide by each other.

The requirements of power are met by the position and size of the ports in these sleeves. At the moment of ignition, the cylinders are completely sealed, and there is no opportunity for leakage. Hence, demands for power do not decrease the opportunity for economy.

The same valve construction in the poppet-valve motor which precludes economy, adds to the necessity for mechanical attention.

The load put upon the cam shaft by the spring tension in the valve mechanism, the change in the capacity of the valve springs with the change in motor heat, the action of the exhaust gases on the valve heads, all contribute to the necessity for frequent adjustment of the poppet-valve type of motor if it is to be kept anywhere

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LANDAU SEDAN OFFERED

FIRST SHOWING OF NEW MODEL BRINGS RESPONSE

OAKLAND, Feb. 20.—Display for the first time of the new Star six landau sedan at the annual San Francisco automobile show brought orders by the scores for this new model, from prospective purchasers and dealers alike, and orders to rush production on this model have been issued at the Durant Motor company's big factory here.

The landau-sedan model is destined to achieve as much fame in the low priced field as did the original "coach," according to production heads at the Durant plant.

The model combines beauty and utility at a lower price than a sedan, and despite the fact that it is higher in price than a coach model, the equipment and appearance easily offsets the slight difference in original cost.

The model is making its debut today at the Los Angeles auto show, for the first time in southern California.