

OLDS TOURING CAR BREAKS OLD RECORD

Run From Chicago to Detroit made; 301 Miles Done in Than 6 Hours

All previous records of running between Chicago and Detroit were broken this week by a stock Oldsmobile touring car driven by Floyd Clymer of Denver. The 301 miles from the loop in Chicago to the center of Detroit was made by Clymer in five hours and 58 minutes, including two stops en route. This is the fastest time ever made between these cities by an automobile and is 16 minutes faster than the Wolverine, the crack Michigan Central train. The run was officially checked by Western Union.

The best previous time made by an automobile between these two cities was over a route 297 miles long and required 6 hours and 5 minutes, or seven minutes longer than the Oldsmobile's time.

Clymer, who made the record breaking trip, last fall lowered the Pikes Peak and Lookout Mountain stock car records in an Oldsmobile. He used the same car on his Chicago-Detroit run. It is a stock car with top and front side curtains up. The only changes made in equipment were the additions of two extra spot lights and a muffler cut out.

Clymer was accompanied on the run by his wife, Mrs. Meryle Clymer. This was her first participation in any of the several record breaking trips made by her husband. When the Clymers were met at Dearborn by an escort from the Detroit branch of Olds Motor Works and they changed places with a pilot to guide her husband into the center of Detroit, she was asked if the run had frightened her.

"Yes," she replied, "I was afraid Floyd wouldn't break the record."

Clymer and his Oldsmobile checked out from the Western Union office at Washington and LaSalle streets, in the heart of the loop district, at 12:1 a. m. central time, Thursday. During the first hour, which included miles of driving in Chicago, he registered 47 miles.

When about half way to this city, the Oldsmobile record seeker ran into heavy snow for a distance of 35 miles. This caused the slowest time of the trip—44 miles in an hour. The most miles run in a single hour were fifty-seven.

One stop was made at Kalamazoo for gasoline, which took two minutes. The Oldsmobile did not halt again until it reached Dearborn where about four minutes were lost in picking up the pilot.

A Detroit motorcycle policeman also met the Oldsmobile at Dearborn with the intention of clearing the way for the car, but the Oldsmobile ran away from the motorcycle, which was handicapped by side-car equipment. The fastest speed consistent with safety was maintained through the city, and the Western Union office in the Union station, Fort and Third streets, was reached at 5:59 a. m.

Clymer said that he rarely drove his car at excessive speeds on the run, but that it was the ability of his Oldsmobile to maintain a high rate of speed hour after hour, together with exceptional braking and acceleration powers, that enabled him to set up a new record between Chicago and Detroit.

Road conditions were far from favorable for the test, in fact only the afternoon before Clymer started, the Detroit Automobile club advised against making the run at this season.

LOW LINES GREAT AID IN HANDLING

Lower Center of Gravity in New Willys-Knight "70" Affords Safety

With the buying interests in the automobile market centered on the new cars of moderate price, unusual comment of automobile show crowds has followed the showing of the new Willys-Knight Six-70. The unexpectedly low price on this sedan likewise has brought thousands of inquirers to Willys-Overland dealers throughout the country.

Willys-Overland show visitors continually praised the low and racy appearance of the new "Seventy," there are some unusual features incorporated in its design which are in a great measure responsible for the car's outstanding performance on the road. Conforming in lines with the latest trend in European car design and establishing a precedent in the manufacture of domestic cars, the new sleeve-valve car has secured an unusually large following on the strength of automobile show visitors alone.

Western Auto Celebrates Tenth Anniversary



By OLIVER WEST.

Ten years ago this March, the Western Auto Supply company opened its first store on the Pacific coast. Today over 125 stores throughout the west carry the Western Auto banner.

The first Western Auto Supply company store was opened in Los Angeles in 1916 by George Peppardine, founder of the company and its present head. This small store was opened with a stock worth approximately \$4000. Mr. Peppardine had had some previous experience in the automobile accessory business in a middle western state and came to Los Angeles with a thorough realization of the value of advertising and the friends that could be made by selling standard merchandise at as low a cost as possible consistent with quality, and standing absolutely back of very sale that

was made. This policy, which has continued through the entire growth of the company, has probably been the secret of the organization's success.

From this modest start with one store in 1916, the Western Auto Supply company grew to a chain of 20 stores in 1920, and the business had increased to an annual worth of about \$400,000. The business was then incorporated and additional capital secured through the sale of stock, a large portion of the stock being purchased by employees of the company. The business was extended to all the large towns and cities in the Pacific coast states and grew with such rapidity that the 135th store was recently opened.

Western Auto now has 90 stores in California, and one or more stores in every other important community in Arizona, Colorado, Idaho, New Mexico, Ne-

vada, Oregon, Utah, Washington and the Hawaiian Islands.

The growth of the Western Auto Supply company is actually the growth of an idea plus a determination on the part of one man to see his idea through. The indomitable courage of George Peppardine in rigidly adhering to his policies in the face of competition, both fair and unfair, has resulted in the building up of a business that had a turnover of over \$11,000,000 in 1925.

With a growth of from one store to 135 in ten years, it would be interesting to know what the future has in store for the Western Auto Supply company. The history of this organization is definite proof that the motorist is quick to realize the savings offered in purchasing automobile equipment from a concern of this kind and it is reasonable to believe that Western Auto may so

continue to grow that it will at a future time become as much a national organization as it is now a western concern.

As a token of the company's appreciation of the patronage that has made its tremendous growth possible during the past ten years, the Western Auto Supply company is giving to each tire purchaser, during this sale, a new standard inner tube. Present high prices of rubber make this gift a money-saving feature of great importance. Throughout the three weeks of the sale, standard Western Auto merchandise in the most popular accessories will be offered at prices considerably less than the regular Western Auto low prices at which these goods are sold. The prices and the free inner tube will be in effect in all Western Auto stores, wherever they may be located.

signed the chassis of the new "70" to provide the greatest possible rigidity and strength in a weight consistent with the greatest possible economy. The heavy pressed steel frame of 3-16-inch material is 2 1/4 inches wide and 4 1/4 inches deep. Five heavy cross members, flattened at the points of greatest strain, further insure easy riding qualities as well as fine road performance. To remove all possible sideway, the radiator is triangularly braced to the cowl, while heavy cross plates under it eliminate all radiator movement.

The low-hung chassis of the new

Willys-Knight Six-70 is one of the characteristic features of this car. An unusually low center of gravity, in which the engine and body weight is evenly distributed, gives an ease of handling to the new "Seventy" which is a subject of much comment. Light Timken bearings in the front axle provide exceptional steering ease, together with an absence of all wheel-rattle.

The "blind Valentin" of Germany, Andre Mattoni is going to play Romeo to Mary Philbin's Juliet in a Universal production of Shakespeare's play.

Bootleggers' Former Nest Harbors Troops Guarding Indiana Mines



Former haven of bootleggers is billet of members of Indiana state militia being held in reserve outside of Evansville, to cope with any trouble arising in the non-union mines of southern Indiana, where outbreaks are threatened. Photo shows the house, and officers, including aviators, of the detachment.

Come on over



Spring Opening Week April 5th to 10th

THE latch string is out all day and every evening of our Spring Opening Week. Drop around and help celebrate the start of the big riding season. Whether you own a motorcycle or not, come and get better acquainted with motorcycling and its joys and pleasures.

The country-wide sensation—the 80-miles-to-the-gallon Single will be on display. Look it over, take it for a spin. Its comfort, ease of handling, its 80 miles to the gallon of gas economy have set new standards in safe, individual transportation. So easy to ride, even a beginner can learn in the length of a city block.

Come on over and join in on our good times. You'll like the bunch you meet and you'll like motorcycling.

HARRY W. SCOTT

"The Cycle Man"
147 South Commercial Street

Special Notice to Motorcycle Riders
Tuesday, April 6, 6:30 p. m. Club Run
Saturday, April 10, 6:30 p. m. Hare and Hound Chase
Get in on these good times—Don't miss them

Veedol Motor Oil, Gas Representative Is Here

Veedol motor oils and gas, distributed in the northwest by the Tidewater Oil Sales corporation, is now represented personally in Salem by Dave M. John, Jr., formerly of Corvallis, who has now taken up his permanent residence here at 630 Electric street. Friday the big Veedol service car, driven by D. C. Evans of Portland, was in Salem, in connection with sales work. This well equipped car is on the road much of the time visiting stations throughout the northwest on company business. Throughout the United States there are 30 similar cars used for display and for service.

British Tea Hour Only Movie Change for Gish

NEW YORK.—Five o'clock—the British hour for tea—constitutes the chief difference between American and English methods of motion picture production. So concludes Dorothy Gish, American film actress, who made "Nell Gwyn" for a British concern

and soon will go back to make three more pictures, one of which will be "Madame Pompadour." "When it became known last year that I was going to England to make my first film there, every one told me I would find things rather slow," she said. "I soon found, however, that things were done in the studios there with the same rush that characterizes our production. For seven weeks we worked

"Progressive Dinner" Fad Had Found Way to Paris

PARIS.—The "Progressive dinner" fad has struck Paris much to the disgust of those who like to enjoy the national cuisine in peace. Among the younger set, it is now the stunt to eat one's oysters at the apartment of a friend, say, way out in the Passy region; to come into the Arch of triumph's quarter for the lobster at another friend's home; to pick up the chicken at a studio in Montparnasse, and so on down the line. The guests-hosts draw lots to see which courses they shall serve in their homes. The last lot to be drawn is the costliest, for that means the champagne and the digestive jazz in an all-night restaurant of Montmartre.

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of repair shops, but when necessary, repairs can be made with a new convenience and quickness. It's a dependable and enduring Paige. Built only of highest quality materials—manufactured according to the exacting standards of workmanship that for 17 years have prevailed in the Paige factories—this latest and greatest Paige will, with ordinary care, serve its owners just about as long as he cares to drive it.

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