

DIMINUTIVE MOTOR POWERS LITTLE CAR

Present European Automobiles Use Small Power Plants to Advantage

The discussion which has been aroused recently through the appearance of several European small cars in this country and further by the well known fact that a few of our larger manufacturers are taking the European inspiration seriously makes it interesting to note what certain European builders are doing in the way of securing greater power from small motors.

A recent announcement appearing in the English motor papers calls attention to the fact that a new Fiat product from Italy achieves 300 h. p. from a motor of 1500 c. c. displacement. This means a piston displacement of below 100 inches which is in line with the requirements of the Indianapolis speedway in the cars which will travel the 500 miles classic this year.

This diminutive motor turns over at a rate of 3000 rpm's. and reports have been received that it has shown a maximum motor speed of 12,000 revolutions a minute.

The majority of these European high speed motors of small piston displacement are equipped with superchargers and would not be practical as power plants for cars to be used by private owners.

The power achievements do, however, furnish interesting basis for speculation as to what American engineers can and may do in the way of getting greater power from smaller and therefore more economical engines.

Already our engineers are agreed that it is entirely possible to build a four cylinder motor with rated horse power which will develop 30 brake horsepower at reasonable motor speed and which can be expected to deliver up to 30 miles to the gallon of gasoline.

Such an achievement would be something noteworthy for our builders of small cars to accomplish.

GOOD BUSINESS IS

(Continued from page 1)
dition than at the present time. Everywhere up and down the state, there is a fine feeling of optimism. Ample rains and other suitable weather conditions, encouraging the farmers, fruit growers and business men generally, have stimulated healthy activity in practically all lines.

"Our business in California may fairly be taken as an indication of the general situation and our sales throughout the state have shown splendid increase over the early spring months of any period in the history of our company. This condition is noticeable also in Oregon and Washington and, in fact, throughout the entire northwest

territory, including Montana, the Dakotas and Minnesota, all of which states I visited. Everywhere I encountered optimism, based on splendid prospects of a fine crop yield. Business was good with prospects of even greater improvement as the late spring and summer seasons open up.

"Since returning to the factory I have made a careful analysis of reports from our dealers and distributors in all sections of the country with the result that I feel there will be a continuance of sound business, except perhaps in a few spotty places, throughout the balance of 1926. While the east and central west have encountered a backward spring, this apparently has not proved a serious obstacle. Trade in most lines is active. The south and southwest have been very active and with settled weather in sight the general prospects are extremely encouraging.

"It has occurred to me many times, that the consistent period of 'good times' which this country has enjoyed during the past several years, is due in no small measure to public confidence that exists in our present government at Washington. This confidence, I feel is well placed. Business men generally seem agreed that the country is in 'safe hands' and,

frankly, I have always particularly admired the policy of the Coolidge administration as applied to sound economy in the handling of public affairs. I am not alone in the opinion that wise economy is the very keystone of success, whether it be applied to public business or private enterprise."

HOW THE ROADS ARE

(Continued from page 1)

Cocquille, Bandon, Port Orford, Euchre Creek: Macadam.

Narrow mountain road. Fair condition.

Gold Beach, Myers Creek: Macadam.

Myers Creek, Brookings: Narrow mountain road. Passable.

Brookings, California state line: Macadam.

Willamette Valley - Florence Highway

Junction City, Cheshire, Goldsby, Blachly, Rain Rock, Mapleton: Macadam.

Mapleton, Florence: Dirt road. Impassable after heavy rains.

Corvallis-Newport Highway

Corvallis, Philomath, Wren, Eddyville, Toledo, Newport: Macadam.

Roosevelt Coast Highway open north to Otter Rock.

McMinnville - Tillamook Highway

McMinnville, Sheridan: Paved.

Sheridan, Willamina, Grand Ronde, Hebo, Tillamook: Part paved; balance good macadam.

MT. Hood Loop Highway

Portland, Government Camp, Hood River: Paved to Gresham; balance good macadam.

Oregon-Washington Highway

Pendleton, Washington state line: Paved.

Pendleton, Pilot Rock, Vinson, Heppner, Heppner Junction: Macadamized except between Vinson and Lena which is under construction.

Central Oregon Highway

Bend, Burns: First 12 miles macadam. Balance fair dirt road open to travel.

Burns, Crane: Macadamized.

Crane, Vale: Rough but passable.

Crater Lake Highway

Medford, Trail, Prospect: Macadam.

Prospect, Fort Klamath: Closed on account of snow.

Redwood Highway, Connecting With Road to Oregon Caves

Grants Pass, Kerby, Walso: Graveled road in good condition.

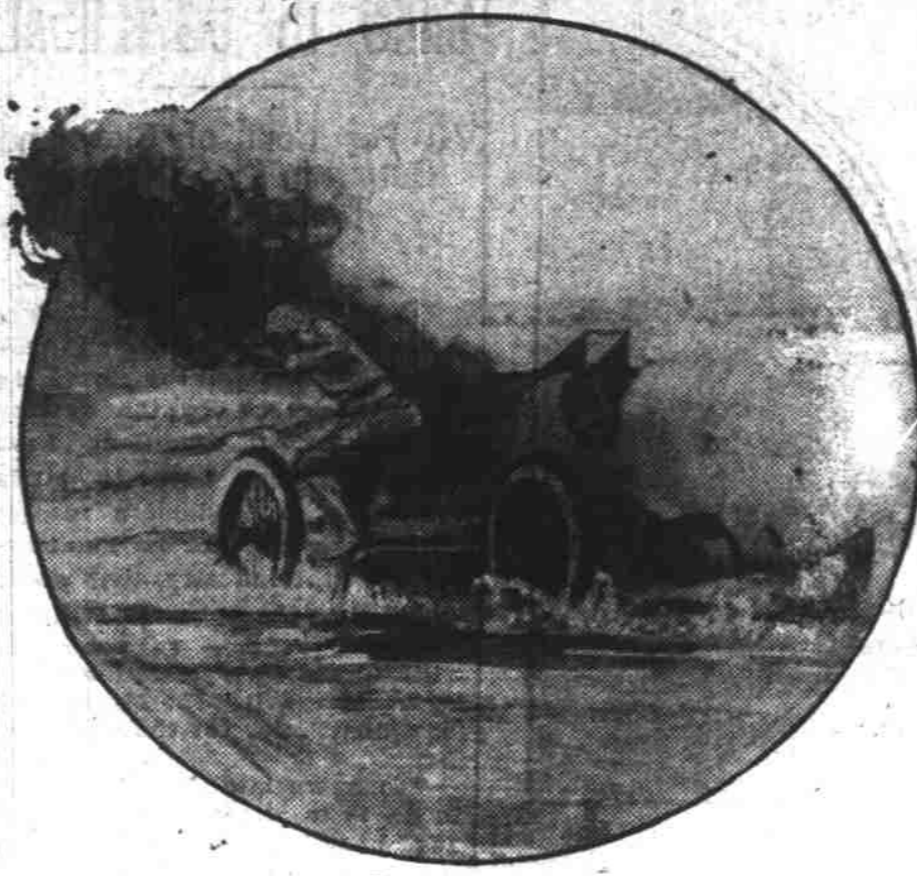
Waldo, Crescent City: New road open for travel.

Kerby, Oregon Caves: Road in good condition. Oregon Caves now open to public.

McKenzie Highway

Eugene, Belknap Springs, Sisters, Redmond, Bend: Macadam.

Leaping for Life



Mlle. Joan LaCosta, French girl speedstress, escaped a horrible death when she drove her flaming car into the ocean at Daytona Beach, Fla., recently. While traveling at 130-miles per hour in an attempt to hang up a feminine speedway mark, the gasoline line suddenly broke and the car, fanned by the terrific pace, became a flying comet. Nothing daunted a few days later, she secured another machine and shattered three world records, traveling 138 miles an hour. Above, Mlle. Joan LaCosta is leaping from the racer.

Better Yet Baking Co. sanitary, modern bakery. Our bread, cakes, pies, cookies and rolls are always ready for you at the first class grocery stores. (*)

O. J. Hall Auto Top and Paint Co. Radiator, fender and body repairing. Artistic painting adds 100% to the appearance to your auto. 267 South Commercial. (*)

Nelson & Hunt, Druggists. Liberty and Court. Convenient for your every day drug needs. Toilet articles; druggists' notions; fancy saved on fountain pens. (*)

The Scotch Woolen Mills is first class store to order your new spring and summer suit. Suits hold shape and color. Best dressers wear 'em. 426 State St. (*)

Capital Oregon Special

For Tire Economy

Now is the time for Economy in Rubber. Oregon Special Rebuilt Tires will solve your tire problem. Why pay more?

CAPITAL TIRE MFG. CO.

205-245 Center—Telephone 398

H. STEINBOCK, Prop.

More than a million people like you are driving BUICK automobiles making possible these values

Standard Six	2-pass. Roadster	\$1125
	2-pass. Touring	1175
	2-pass. Coupe	1195
	2-pass. 2-door Sedan	1195
	2-pass. 4-door Sedan	1255
	2-pass. Coupe	1275
Master Six	2-pass. Roadster	\$1250
	2-pass. Touring	1290
	2-pass. Coupe	1310
	2-pass. 2-door Sedan	1310
	2-pass. 4-door Sedan	1370
	2-pass. Coupe	1390
	2-pass. Roadster	1450
	2-pass. Sport Roadster	1450
	2-pass. Sport Touring	1500
	2-pass. Country Club	1500



The Better BUICK

Otto J. Wilson

388 N. Commercial

Telephone 220

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

PRICE REDUCTIONS ON Ruckstell Axles

DUAL CONTROL

For FORD CARS and FORD TRUCKS

Passenger Axle

Truck Axle

OLD \$70.00
NEW \$49.80

INSTALLED AND DELIVERED

\$112.00
\$79.80

INSTALLED AND DELIVERED

—EFFECTIVE IMMEDIATELY—

FORD TRUCKS WITH 4-SPEED

PLANETARY RUCKSTELL EQUIPMENT

are demonstrating their superior performances over other makes equipped with sliding gear transmissions.

THOUSANDS OF OWNERS testify to their

Superior Performance—

Low Cost Up-Keep

Low Cost Per Ton Mile

RUCKSTELL AXLES

Give Dual Control

Power and Speed

For any load or road condition

Two separate sets of planetary gearing controlled by the movement of a shift lever.

New Price

Ford Truck—Ruckstell Equipped

CHASSIS

\$444.80

F. O. B. DETROIT

Ask The Valley Motor Co. for a Demonstration

Ruckstell Sales & Mfg. Co., N. Y.

I Have Made My Last Compromise!

I am through with compromise cars next automobile I buy will be a one hundred per cent proposition have every last feature I desire in my car.

I want a Rickenbacker and nothing less will satisfy me. And that's that.

Time and again in years past I have let myself be sold cars that were not the last word in either quality or performance Let a few dollars less in price or a few dollars more trade-in allowance on my old car turn the balance of my decision and drove away a compromise car a second best instead of the car which was my first choice of all cars.

There is no pleasure in the possession of such a car no keen edge of satisfaction no pride of ownership.

This time I am going to buy the car that is my ideal of all an automobile should be.

Power a-plenty and then some performance, so superior to any other there are no grounds for comparison.

I want the smartest body ever designed one made to the custom-built idea I can't help it I don't want to be put in a pigeon-hole I derive no joy from a mass-production car.

I want an exclusive car one that is driven only by the elect socially and financially people of faultless taste I like to herd with that crowd I concur in their tastes in motor cars furniture, houses, and other things.

My next car must be upholstered in the best materials known or obtainable for that purpose springs and other unseen things, also of the best and I am going to examine and know that they are of that quality I want an instrument board that looks like a jeweler's display.

Temperature gauge electric clock gasoline gauge, oil pressure gauge cigar lighter speedometer, ampere meter, and all the usual things of course.

Every kind of indicator right there before me artistically arranged conveniently grouped rich but not gaudy.

My next car will represent no compromise with price or value it will be a one hundred per cent automobile.

It must have every latest device and refinement that the most advanced engineering can specify an air cleaner a dilution eliminator—not an attachment either but built into the very design of the engine. It must have a vibrationless motor that means two fly wheels it must have the best springs ever invented cradle springs and it must have the best safest most uniform and smoothest 4-wheel brakes.

No more 2-wheel brake cars for me nor any that depend on liquid in a tube for safety. I want full mechanical brakes, internal-expanding enclosed and fully protected from water, sand, mud and ice.

It is because it has all these things and many more I never have seen in any other car that I crave the distinction of owning a Rickenbacker!

There's a car into which no compromise with price or expediency has been permitted to enter!

I have made my last compromise.

My next automobile is going to be a Rickenbacker.

Only question I have not decided yet is will it be a Six or a Vertical-8?

Going to decide that by driving both types do my own driving too no salesman along no sleight-of-hand man at the wheel.

I have been kidded by experts in automobile demonstrations going to do my own demonstrating this time She can go along but no one else.

Right now while I am in the mood I am going to phone the dealer to have a car with a tank full of gas ready for me to drive. Going to drive that car 100 miles at least on roads that I know at all speeds ask it to do everything that will test its mettle.

I have made my last compromise. If, as I believe, this car will measure up to my highest ideals and give me the thrill that only a thing of super-superiority can give then a Rickenbacker for mine.

Let's see F. W. Pettyjohn Co. handles the Rickenbacker line here. Address is 365 N. Commercial Street. And phone is 1260.

Rickenbackers are made in "Sixes" and "Vertical Eights"—all popular body types—prices range from \$1695 to \$2595—F. O. B. Detroit, plus tax