

## SMALL CARS LEAD IN BRITISH SALES

Morris Is Meeting Success  
With Ford Methods, Lon-  
don Dispatches Show

(Automotive Daily News)  
LONDON, June 5. — American  
motor companies are out to sell a  
good part of the 150,000 passenger  
car increase expected in Brit-  
ain this year.

Last year there were more than  
100,000 new cars licensed, and  
judging from manufacturing pro-  
grams of leading companies there  
will be 50 per cent more put into  
use this year.

The year-old license figure of  
560,000 cars does not represent  
the peak for the year, because  
many users do not renew their li-  
censes in the last quarter, during  
the winter. The high point was  
the end of August, when there  
were 579,901. At that time also  
there were 271,975 trucks and  
571,559 motorcycles.

Britain continues the land of  
the small-powered car. More than  
90,000 of those sold were under  
12 h. p. and did not average more  
than \$1000 in price.

Nearly 100 different makes of  
cars, domestic and foreign, are of-  
fered in the market here. Nearly  
half of these are manufactured by  
Morris.

Expansion of Morris output has  
been the feature in the British  
motor world. In 1925 he produced  
49,000 against 28,000 in 1924.  
In 1923, 50,000 in 1922 and  
but 360 in 1920. His success is  
due to the fact that he has applied  
American mass production meth-  
ods to output of a small popular  
model. Much of his machinery is  
American. His profits last year  
were \$25 a car.

Morris' success is in many ways  
a victory of Ford methods adapted  
by Morris to English needs. He has  
not, however, introduced the Ford  
system of big wages for big output.  
Lucas the largest accessories  
manufacturer in Britain and the  
one which supplies Morris' electri-  
cal equipment, also pays scant  
wages.

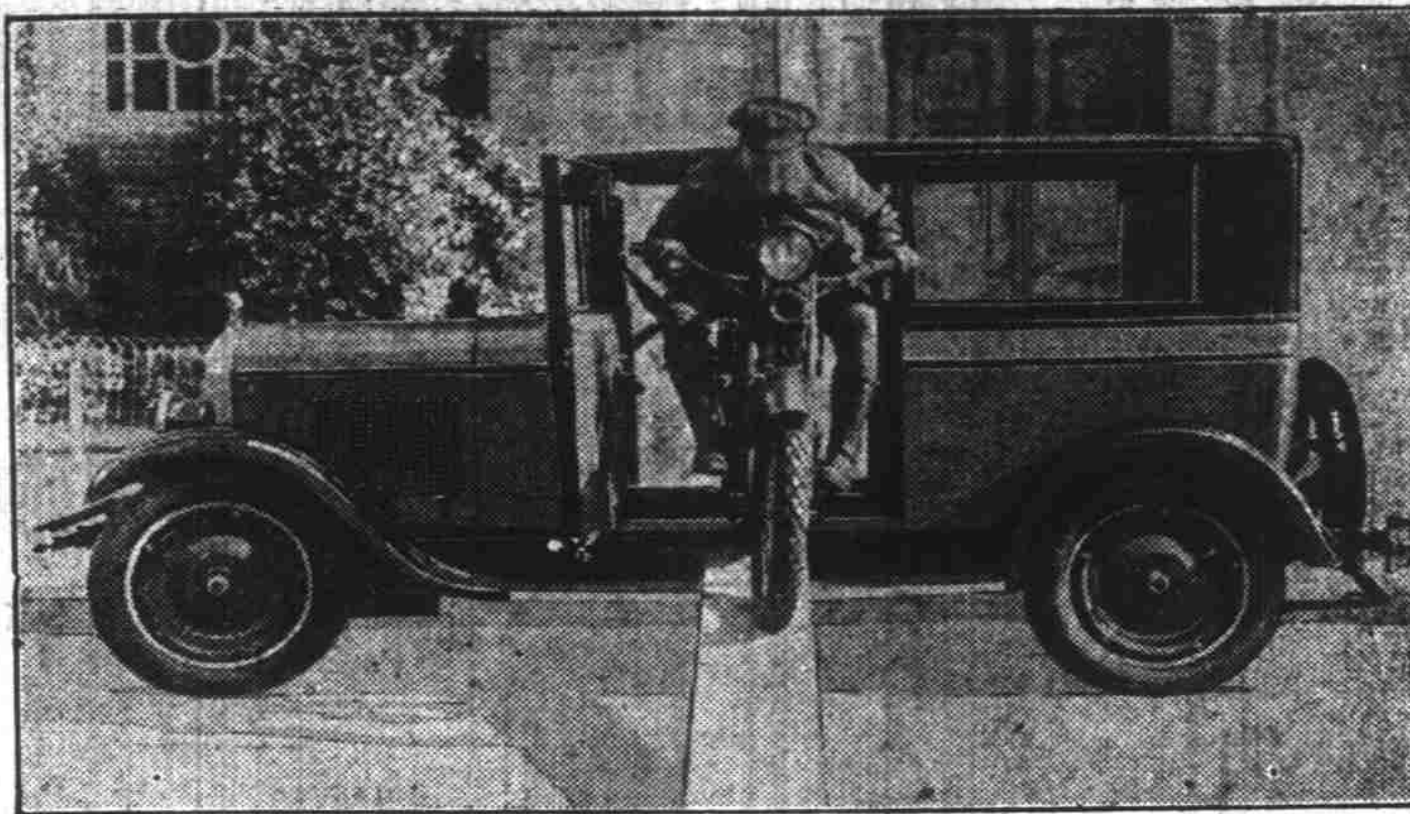
Essex was the most popular of  
American cars last year, reaching  
6,500 sales, with prospects of  
reaching 8,000 or 9,000 this year.  
Close in popularity is the Chry-  
sler, with sales slightly under 4000  
last year. Buick comes next with  
sales of more than 3000. About  
1,600 Chevrolets were sold last  
year—a decline from the previous  
year, but still a satisfactory show-  
ing.

here for high priced powerful Amer-  
ican cars. Only 20 of one of the

There is literally no market  
Vick Bros. are selling the Oak-  
land and Pontiac cars. Agents for  
the valley counties. Pioneer firm  
in autos. Oakland coach now only  
\$1250. 280 S. High St. (\*)

First National Bank, the bank  
of friendship and helpfulness in  
time of need. Interest paid on  
time deposits. Open an account  
and watch your money grow. (\*)

## Smiling Through!



MOTORCYCLE COP SHOWS WIDTH OF NEW-DAY JEWETT DOORS

The Paige-Jewett distributor at San Francisco remarked to the traffic policeman that the doors of the New-Day Jewett were nearly wide enough to drive a horse and buggy through, whereupon the cop brought the comparison up to date and said that they were wide enough to drive his motorcycle through—which he did! If you try this stunt yourself, it is suggested that at first you do it at low speed.

best known American makes were  
sold.

Only small attractive models of  
foreign cars need expect much of a  
market in Britain. General Motors,  
through purchase of Vaux-  
hall, should soon be prepared to  
meet a growing domestic demand.

Telephone 165 Capital City  
Laundry. The laundry of pure  
materials. We give special at-  
tention to all home laundry work.  
Telephone and we will call. (\*)

### DRIVING DR. JEKEL AND MR. HYDE NEW STUNT

(Continued from page 1.)

the mechanics in the pit when  
Lockhart stepped onto the track  
before the race.

The race began. The first lap  
flash over, the cars settled down to  
the steady hum of the long  
grind—and a pace a trifle under  
100 miles an hour.

And steadiest of these was—  
Frank Lockhart. His little white  
car, with huge "15" took an  
"alley" close to the outside of the  
track and hung there. The turns  
he took a bit more cautiously than  
some of his fellow drivers—in-  
cluding young Jones, who crashed  
out of the race early in the  
event. As his car warmed up he  
increased the speed on the  
straightaways until he hit 125  
miles an hour or better, according  
to my watch. But never did he  
take chances. In his brushes with  
Hartz and Woodbury, who fin-  
ished third, he played safe, "tak-  
ing" them when the way was  
clear. Once he signalled the  
judges to notify another car to  
give him the rightaway on the  
turn. This, from a man of the  
usual daring of Lockhart. Twen-  
ty-four hours before he would

have taken that car on the turn—  
high up on the "dish."

With time-eating, pace-killing,  
discouraging regularity he roared  
past the judges and press stand.  
Once only did he halt—for gas, oil  
and water—and then back again.

When clouds appeared after the  
350-mile mark had been passed  
and the probability that the race  
would be called off at 400 miles  
loomed, Hartz and Woodbury  
made desperate efforts to over-  
haul the coast "stunt flier." It  
made not one whit of difference  
to Lockhart. He held the same  
pace. The race over, Lockhart let  
his car coast slowly to the pit. No  
effort to add a touch of the spec-  
tacular with a last burst of speed  
or unloosed roar of the motor.

It was Lockhart, "big time"  
auto racer, winning his first major  
event, who drove the car—not  
Lockhart, "daredevil stunt flier."

The change in his style of  
"play" was overlooked by the  
other drivers. His car had the  
speed, of course, but handled less  
competently it would have been in  
the pit—er against the wall.

Lockhart may be a Jekyll in  
the air, but it was a sane, clear-  
headed Mr. Hyde who won that  
race.

Ask the 12 drivers who fought  
it out with him until the last mile  
—and had to take his exhaust.

Fry's Drug Store, 280 N. Com'l,  
the pioneer store. Everything for  
everybody in the drug supply line,  
with standard goods and quality  
service always. (\*)

WHAT ABOUT A WRENCH  
When is a wrench not a  
wrench? When you try to use an  
ordinary wrench for work on your  
car. The man who frets and fumes  
and says that he can't do anything  
about his car usually goes at it

without any tools. It pays any car  
owner to have good high grade  
auto tools.

O. J. Wilson, for 21 years the  
Buick man in Salem. When better  
cars are built, Buick will build  
them. The better Buick is here  
for you and your family. (\*)

## RACING CARS BEING MADE IN CALIFORNIA

Miniature Machines are Ca-  
pable of Tremendous  
Speed on Track

LOS ANGELES, June 5.—Nine  
racing cars of the new ninety-one  
and a half cubic inch displacement  
type that are soon to be introduced  
for the first time at the Indianap-  
olis speedway have been or are be-  
ing built in Los Angeles by the  
Miller Engine Works.

These cars are for Benny Hill,  
Dave Lewis, Peter DePaolo, Harry  
Hartz, Fred Comer, Earl Cooper  
and Cliff Durant. Several of them  
are now finished mechanically and  
are being painted.

There are many interesting  
things about the new cars. One of  
the most outstanding and really  
remarkable feats of engineering  
skill is the fact that a wide open  
throttle the number of revolutions  
per minute of the motor is 7000.  
Considering the average passenger  
car turning over 3000 is consid-  
ered extremely high speed it is  
easy to see the tremendous strain  
that the metal being used in the  
new racing cars is put to.

The rated horse power at wide  
open throttle is figured at 154,  
which when it is considered that  
size of the cylinders isn't as large  
as many valves were in former  
days, is almost incredible. The  
bore is 2 3-16x3 inches, which  
means that the top of the piston  
isn't much larger than the average

sized watch. Five main bearings  
are used in the Miller constructed  
cars.

Some of the cars that race at  
Indianapolis this year will be cut  
down 123 cubic inch motors. Mul-  
ler has cut some down for experi-  
mental work, but the speed at-  
tained isn't as great as that made  
in one of the new machines. Harry  
Hartz, on a trial run, without ad-  
justments turned his new speed  
up to 130.8 miles an hour, and  
after a few laps of the track, de-  
clared it to be the easiest handled  
racing car he had ever had occa-  
sion to pilot. One of the cut down  
machines turned around 125 miles  
an hour, fast enough for Indian-  
apolis, but scarcely enough for  
board track competition.

In cutting the old racing cars  
down to the new requirements for  
piston displacements there are two  
popular systems used. One is to  
cut down the crankshaft, shorten-  
ing the throw and lengthening the  
pistons, to take up the space. The  
other is to rebush the cylin-  
ders and cut down the piston size.

Dave Lewis will have a new  
front wheel drive car in the next  
race. This as well as all the others  
carries four wheel brakes. The  
front wheel drive car, which is  
nearly completed, allows the driver's  
seat to be very low, and gives  
the car, if possible, even a more  
"racy" appearance than the regu-  
lar drive type.

The Marlon Automobile Co. The  
Studebaker, the world's greatest  
automobile value. Operating cost  
small. Will last a lifetime, with  
are. Standard coach \$1415. (\*)

White House Restaurant, 362  
State St., where hundreds of peo-  
ple prefer to eat. All you want to  
eat for less than you can eat at  
home, quality and service. (\*)

## Gold Tooth Craze Affects Japanese Currency Plans

KOBE.—Whenever a Japanese  
gets any money ahead he buys  
himself a gold tooth and culti-  
vates a perpetual smile.

This illuminating and fascinat-  
ing fashion is looked upon some-

what askance by the Kobe Chron-  
icle, which declares that a per-  
fectural investigation revealed  
that local dentists last year had  
used gold valued at 221,226 yen  
for decorating the teeth of cus-  
tomers.

A movement is under way to  
start a fashion in plain white  
teeth.

## Announcement

The Miller Tire Service Company will  
be open at 197 South Commercial  
street, ready for business within the  
next few days.

Watch for the opening Announcement

A complete stock of Miller tires and  
tubes will be handled with a line of  
Auto Accessories, Oils and Gasoline.

The most complete vulcanizing and re-  
treading equipment in the city is being  
installed.

Miller Tire Service Co.

"Russ" Smith

# Sweeping Price Reductions HUDSON-ESSEX

Effective June 9

New Low Prices

ESSEX-6 COACH \$895  
HUDSON COACH \$1320  
Hudson Brougham \$1625  
Hudson 7-Passenger Sedan \$1795

At Your Door

Nothing Else to Pay

The Above Prices Include the Following Equipment:

Bumpers, front and rear; Automatic Windshield Cleaner; Rear View  
Mirror; Transmission Lock, built in; Radiator Shutters; Motormeter;  
Combination Stop and Tail Light.

A motor car that offers  
next year's advantages today!

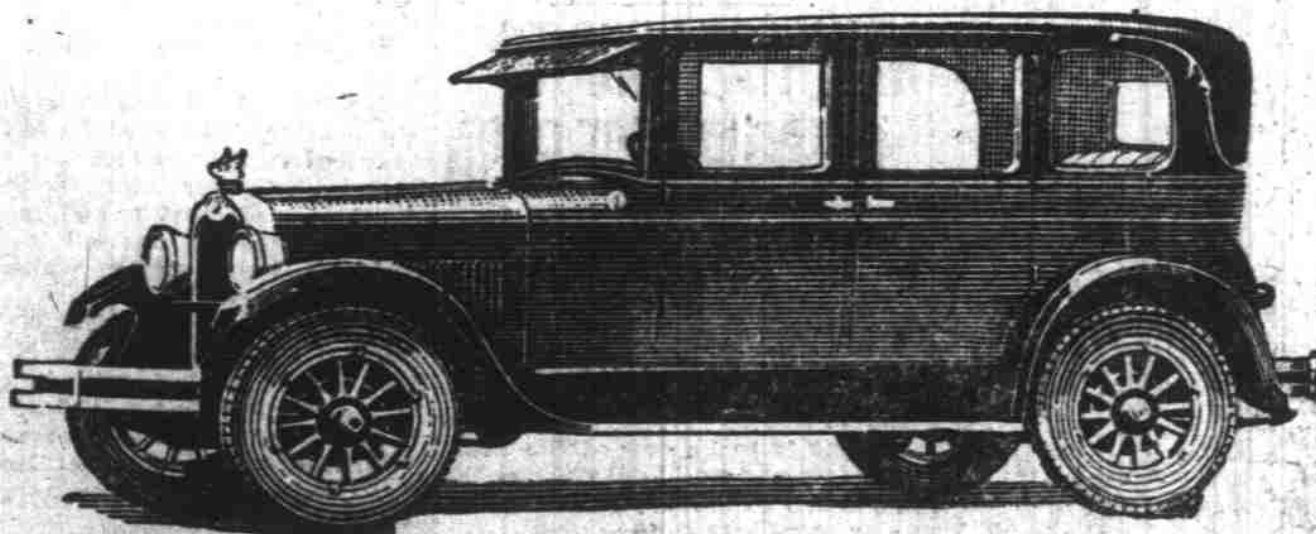
Think of the genuine satisfac-  
tion that comes with ownership  
of a truly advanced automo-  
bile—

—one that actually brings you  
next year's advantages today!  
This is exactly what you obtain  
in the Oakland Six.

It offers ultra-modern, ultra-  
beautiful Fisher Bodies, finished

in permanent Duco. It intro-  
duces thrillingly new standards  
of liveliness, acceleration, power  
and smoothness. And it incor-  
porates advanced engineering  
features not combined in any  
other car, including air cleaner,  
oil filter, full pressure oiling,  
interchangeable bronze-backed  
bearings, Four-Wheel brakes  
and the Harmonic Balancer.

Oakland Six \$1025 to \$1295. Pontiac Six, companion to Oakland Six, \$825. Coach or Coupe.  
All prices at factory. Easy to pay on the liberal General Motors Time Payment Plan.



The Oakland Sedan  
\$1275

VICK BROS., Salem, Oregon

Associate Dealers  
MILLER MOTOR CO., Albany, Oregon; FRED T. BILBY, Seio,  
Oregon; E. E. TAYLOR, Lebanon, Oregon; SILVERTON MOTOR  
CAR CO., Silverton, Oregon; GEO. DORR, Woodburn, Oregon; C.  
J. SCHREEVE & SON, Dallas, Oregon; HARRISBURG GARAGE,  
Harrisburg, Oregon; JOHNSON MOTOR SALES CO., Corvallis,  
Oregon.

WINNING AND HOLDING GOOD WILL

OAKLAND SIX  
PRODUCT OF GENERAL MOTORS

F. W. PETTYJOHN CO.

865 N. Commercial

Telephone 1260