

LIGHTER CAR TREND ATTRACTS BUILDERS

Suppliers Are Getting Ready for New Type of Automobile for America

(Editor's note: George W. Sutton, Jr., is one of the best known writers on automotive subjects in the country. His articles appear in the leading automobile and technical papers and in many magazines. The following article is submitted by him after a recent and exhaustive study of general automotive conditions.)

Something new and radically different is impending in the automotive field and the general opinion of those who are closest to the situation is that we shall soon see an entirely new type of light motor car, built in quantity production, which will incorporate many of the features of the European built light cars with radical American adaptations and changes to suit them for our requirements.

It is known that certain tire manufacturers are equipped to turn out balloon tires of a smaller diameter than any which are at present in use in this country. These tire builders do not go to the expense of developing new tire sizes unless they see a demand for them looming up in the near future.

There is a distinct impression that the Peugeot Brothers left something more than casual interest back of them in their recent invasion of our shores with a diminutive open car. Fiat is reputed to have been negotiating with manufacturers in this country for the building of the small 5 horse power Italian car.

Several American manufacturers are accredited with having light cars already on the road for testing and experimental laboratories are reputed to be working feverishly on a type of car which will bring us an entirely new range of performance in automobiles of somewhat of our present dimensions of our present light cars but with far greater speed, greater climbing ability, vastly increased fuel economy, and materially improved body lines.

The market for light cars is shifting. General Motors with the Chevrolet, and Willys-Overland with the Overland, have made substantial production gains in the past two years in the low priced car field.

Today these cars occupy a high percentage in the fifty per cent of our total motor car output which is held by the light automobile. They have offered material and fundamental improvements in the light car which the American car buying public is expecting.

From Europe we are getting definite daily proof that the light car can be made to give thirty miles to the gallon of gasoline. We have no light cars in this country which can be depended upon for this mileage at the present time. But our engineers can utilize those principles of design which have made this mileage possible and still retain the performance possibilities which we demand. European light cars can travel up to sixty miles an hour. It is unusual for any of our light cars to attain any such speed with standard equipment.

They have only to utilize the European principles of small bore and long stroke, to get far greater power development than we are getting at present with our typically square, light-car power plants. Such motors will give greatly increased fuel mileage. But with the use of such motors will come necessity for more advanced construction than is being used at present. The motor in our present day small car, taken as an average has seen very little real improvement in the past several years. We shall expect forced feed lubrication, better carburetion, and improved cooling systems.

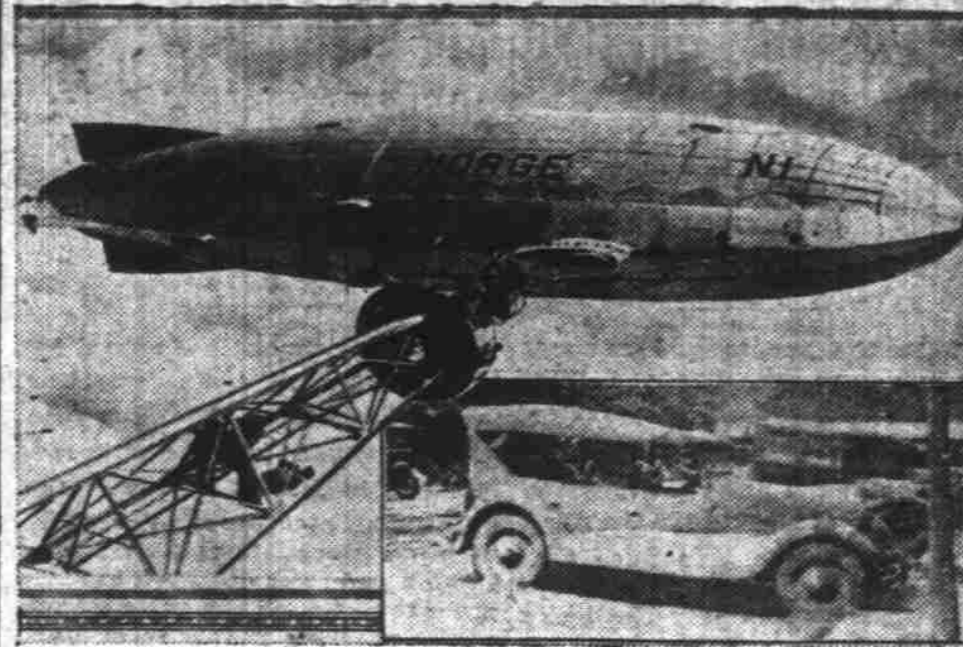
Our users will never be satisfied with the frequent shifting of gears which is accepted by the European drivers. If there is to be a new type of car it will have to incorporate excellent hill climbing ability. Here, our engineers have been working to develop greater torque in their motors for this means less gear shifting on grades and in heavy pulling.

We shall require other motor changes as well. At the present time, American engineers, working to get a low, compact light motor have been content to let the lower end of the piston skirt slide down past the lower end of the cylinder walls at the end of the down stroke. This has resulted in piston slaps and in a far too rapid deterioration in the power plant. Longer cylinder walls, higher motors which will be compact in end to end dimensions rather than in top to bottom figures are likely. In this we shall be following acceptable points in European manufacture.

Lower bodies are also a certainty if the new American built light car follows European lines. Doughton & Sherwin, Hardware, 286 N. Com'l St. Hardware, Builders Supplies, Paints, Varrishas. Give us a call, you'll find our prices reasonable. (*)

Buster Brown Shoe Store. High class, stylish looking, comfort giving, long wearing shoes for the least money. Go and be convinced. 132 North Com'l St. (*)

Norge's Flight Holds Lesson For Cold Weather Motorists



This remarkable photograph of the Norge hovering over its mooring mast at Oslo, gives an unusually clear idea of the actual appearance of the giant dirigible which, under the guidance of Amundsen, Ellsworth, and Nobile, successfully accomplished the Trans-Polar flight. No detail was overlooked in the equipping of the Norge for its epic adventure, and it is interesting to note in a dispatch published in the New York Times on May 15th that just prior to starting, "the engines, envelope and steel constructions have been overhauled and the engines supplied with a fresh cooling mixture consisting of water and 30 percent glycerine." The last mentioned provision holds particular interest for American motorists, since it is only in the last few months that a commercial compound of distilled glycerine has been made available as an anti-freeze solution for radiators, and used with success in the almost arctic conditions encountered by motorists this winter, and illustrated insert, showing a scene in Washington D. C. during a recent severe snow storm.

With increased power and speed capacity, it will be necessary to keep the car weight down and this will make lower bodies a necessity for safety and road balance.

Already one American manufacturer, in a special model, has achieved a total height from the ground to the top of the body of but 64 inches. We will probably not go this far, because it will be necessary to maintain proper head room, but from 66 to 68 inches may be expected and this means a car that a man of ordinary height can easily look over while standing at the curb. Such a car will be materially lower than any light car we have on the market at the present time.

Piecing together the requirements of a typical American light car built after European lines, we should get a car of about the same wheel base as our present light cars, with standard tread, where in it will materially differ from European light cars, a motor of considerably less piston displacement than any of our present 5-horse models but with considerably greater maximum power development, tire sizes perhaps as small as 27 inch diameter, and body of around 68 inches total height from the ground to the top of the roof.

This car should seat five people with comfort. It should be able to travel 55 miles an hour in design type, should go 50 miles to the gallon of fuel under ordinary driving conditions, and should be able to materially outclimb any of our present light cars.

It will not be the lowest priced car built by any manner of means and yet it will not be disproportionately high in cost. It will have four-wheel brakes to take care of its increased performance range. It will have an irreversible steering device, and it will be quite different in the essentials of lubrication, cooling, ignition and carburetion from our present standard models.

What manufacturer will build it? This is a question which every

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BRITISH MOVE FOR UNIFORM SIGNALING

Magazine Urges Test to Determine Best Devices to Insure Safety

NEW YORK, June 5.—A movement toward testing and approving various types of automatic and semi-automatic signaling and warning devices in England has been started by the English automobile journal, The Motor.

The object of the tests would be to determine the most suitable types of warning light to be used both during the day and during the night, as well, it is said, to stimulate interest in this type of accessory which would add greatly to the drivers' convenience and safety in traffic.

"Signaling devices," says The Motor, "are just beginning to catch on among motorists. There is a choice of a dozen different direction indicators and warning lights, while new ones are appearing frequently. We notice, however, that there is a lack of uniformity in the type of signals and recognized signaling code."

"It is conceivable that much interesting data along these lines could be obtained from tests. For example: One manufacturer has found that a green light is more visible in the day time than a red light; it is therefore more suitable for giving signals during the day in either a forward or rearward direction. There is, however, the chance that the use of green lights on the rear of the car after dark would result in confusion.

"Again, there should be an effort made to devise standard signals that there is need for a nals that could be readily understood by police, foot passengers and other traffic, which would eliminate confusion at crossings and intersections.

"There is urgent need for equipping all 'blind' vehicles with direction and warning indicators. By 'blind' vehicles we mean those in which it is not easy to see the drivers, as in large enclosed cars, motor omnibuses, motor coaches, tractors, hooded vans and lorries. Getting behind a large car or an omnibus blocks one's view of the road, while the intention of the driver to turn left or right, or to stop, can only be guessed if no mechanical warning signal is shown.

"When the more courteous driver of one vehicle hears the warning foot from the driver of another overtaking him, he gives the signal to come on by waving his arm in a forward direction, unless the passage of the overtaking car is likely to be endangered by the approach of another. When he extends a warning hand, in the case of many large vehicles, however, the drivers' signals are invisible, and there seems a call for some form of mechanical indicator to give warning to those behind. Many an accident has been caused

by a motor omnibus pulling out suddenly from the side of the road the driver's signal, even if he gives one, being invisible to traffic behind him. If, however, the motor omnibus driver operated a direction indicator at the rear of his vehicle such accidents would be more avoidable.

"Direction signals are not only of value to other traffic, but to policemen, officials on point duty and to foot passengers contemplating crossing the road. Of course, a driver could signal with his hand, and this, by the way, is compulsory in certain provincial cities; but, except in these cases, it is not so regular a practice as it should be. With an automatic or semi-automatic device most drivers would acquire the habit of giving warning of their intention.

"In a test such as we propose account would be taken of the ease of operation of signals. The trial should take place in daylight, because it is more important—in view of the greater amount of traffic—to give adequate signals in the daytime, but their visibility at night should also be tested. In the case of devices which are electrically lighted this could be taken for granted, but where a mechanical hand, for instance, might easily be seen in the daytime it might be invisible at night unless it were illuminated in some way."

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AUSTRALIA IS GOOD AUTOMOBILE MART

New Zealand Reported Also Progressing in Automotive Industries

(A. D. N. Service)
NEW YORK, June 5.—Seizing upon motor transport as a method for rapid development of their resources, New Zealand and Australia are continuing to be leaders in the motor market, according to a report just received by the National Automotive Chamber of Commerce from Walton Schmidt, who is representing that organization on the Pacific continent and in the far East.

Mr. Schmidt, who is at present in New Zealand, is visiting this and other countries in response to invitations from them asking that American manufacturers send a delegate to a series of transport conferences which are being held in Oceania and the Orient. The first of these is being held in connection with the International Motor Show in Melbourne, Australia.

Bus transportation has been advancing rapidly in Australia and New Zealand. There are now 1100 buses in these two countries, 150 of which are operated by traction companies. The registration in New Zealand alone is 87,000 motor cars and 18,000 trucks.

Two recent steps which indicate the progress of motor travel in that country are the organization by J. S. Cousins of twenty-nine groups of dealers into the New Zealand Motor Trade association, and the preparation of a new motor vehicle code by Honorable H.

Newton, under-secretary of the department of internal affairs of the New Zealand government.

Portland—Steamer Setyo Maru takes 227,500 bushels wheat for Japan.

There is nothing so satisfying as to know you have good tires on your car. The Malcom Tire Co. Court & Com'l. can supply you. See them. (*)

Crane—Health resort is to be built at Warm Springs, near here.

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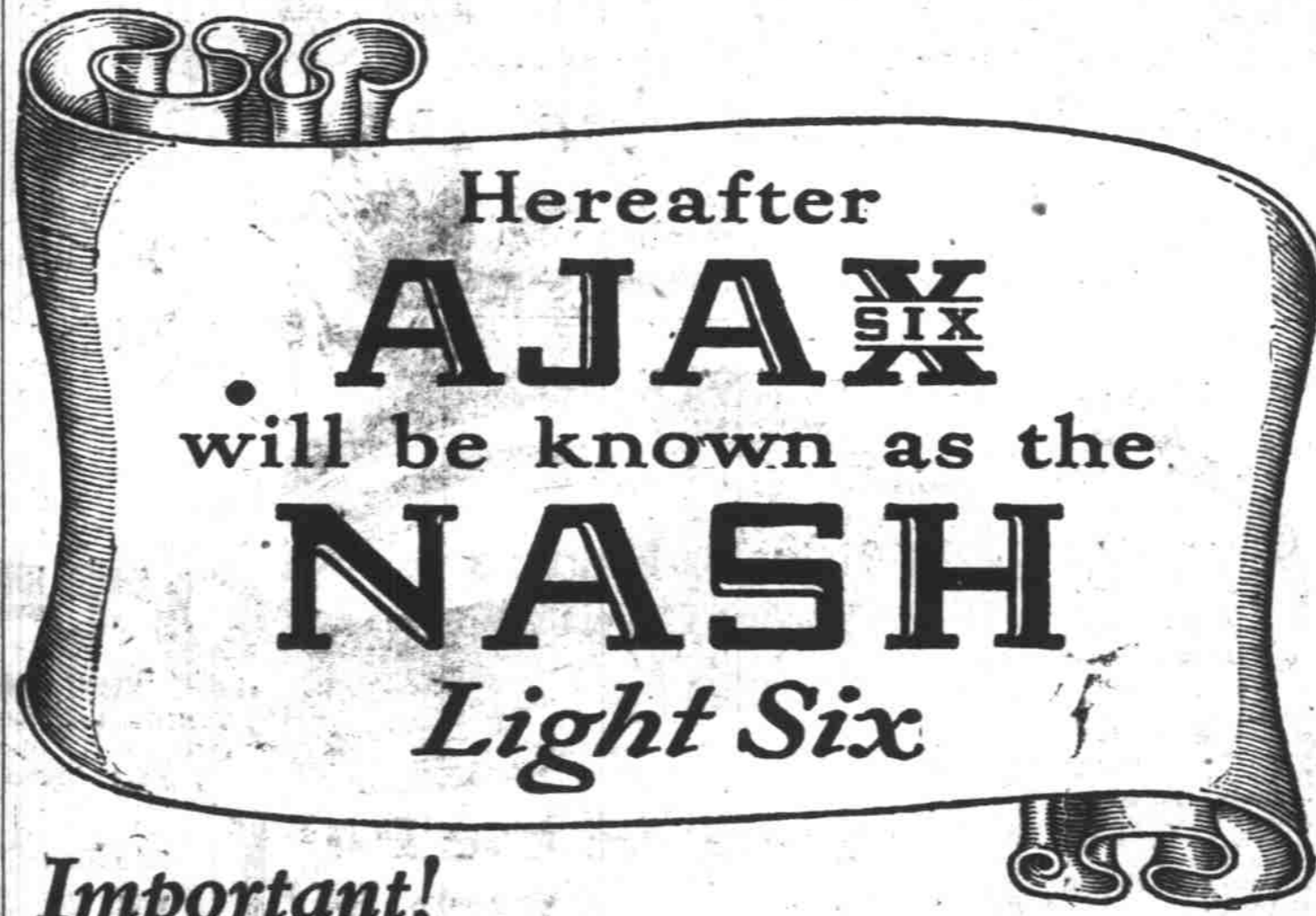
There are other good Sixes on the market—lots of them—but you will not find one in which are incorporated so many advanced engineering refinements as you will find in the Rickenbacker.

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Hereafter
AJAX SIX
will be known as the
NASH
Light Six

Important!

The phenomenal success of the Ajax Six and the great size the business has attained in less than a year, with well over \$27,000,000 worth of cars already shipped, has made advisable a closer consolidation of Nash and Ajax manufacturing operations.

With this in view the Ajax Motors Company, till now a subsidiary of The Nash Motors Company, has been entirely absorbed by the parent Company. And in accordance with this procedure

the name of the product, Ajax Six, is herewith changed to Nash Light Six. So that Nash models are now available in 3 Series—differing as to wheelbase but identical in their high standards of workmanship—

—the NEW Light Six series (formerly the Ajax Six); the Special Six series; and Advanced Six series;—embracing 16 different models with a price range from \$865 to \$2090 f. o. b. factory.

This announcement of the change in name from Ajax Six to Nash Light Six also marks the greatest five month period of business in Nash history.

The upward soaring demand during January, February, March, April and May drove total sales and production to a figure approximating 70% of the total sales for the whole of last year.

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