

**GREAT CHANGES ARE VOTED IN OLDS LINE**  
(Continued from page 1.)

ancer on the series "E" Oldsmobile is also announced. This balancer, a development by General Motors, counteracts engine vibration.

Chromium plating, recently announced as an exclusive Oldsmobile method of plating, is also among the prominent features of this car. Chromium plating has a more durable, more corrosion-proof, harder and more permanent surface than former types of plating. This feature has recently been the point of considerable recommendation throughout the leading technical publications of the automotive industry as a method of advancement in automotive methods.

A marked advance in motor car design evidences itself in Oldsmobile's new crankcase ventilation system. With this new feature of design Oldsmobile engineers have been successful in combating one of the oldest problems of the industry—crankcase dilution.

In all internal combustion engines water is formed by condensation. Cold engines do not burn all of the fuel on starting. This water and unburned liquid fuel pass into the crankcase and form what is known as crankcase dilution. Crankcase dilution is injurious to the lubricating qualities of the oil and result in shorter engine life.

In this new series "E" Oldsmobile one-third of the air that passes through the carburetor on the right side of the engine is drawn in through a breather port on the left side of the crankcase. This air circulates through the crankcase and takes off with it the unburned fuel and water in the crankcase and in that manner eliminates excessive dilution with resulting longer useful life of the oil and longer engine life. A part of the oil vapor in the crankcase is drawn into the combustion chambers and improves the lubrication of the tops of pistons, valves and upper cylinder walls.

Road dust and dirt form an abrasive element in engines and consequent wear. The new Oldsmobile has dual air cleaning. The master air cleaner is back of the carburetor and cleans two-thirds of the air as it enters the carburetor direct, while the second air cleaner is on the breather port in connection with crankcase ventilation. Both cleaners are of the centrifugal type.

The new series Oldsmobile has a "two-way" cooling system and follows a new practice in design and operation. This new cooling system embodies the best features of the two accepted manners of cooling—pressure type cooling and thermo-syphon type cooling. Even temperature control of cooling has been a problem of automotive engineers for some time. Valves, valve seats, spark plugs and combustion chambers heat faster than do cylinder walls and not until this new Oldsmobile design cooling system was announced had any successful methods of cooling the cylinder walls too much for efficient operation been developed. At the points where greatest heat is generated, pressure driven water is circulated through a manifold type passage. This full flow of water about the cylinders would cool them too much. Therefore the circulation of water about the cylinders has been restricted and retarded by the use of thermo-syphon type action, in which the rate of circulation is largely governed by the reaction of the heat to be dissipated upon the cooling water. These combined types of cooling in the "two-way" system efficiently cool the parts of greatest heat and maintains sufficient warmth about the cylinder walls for even and efficient operating temperature throughout the entire engine. This advanced type of cooling contributes materially to added power, longer life and smoother performance of the new series Oldsmobile.

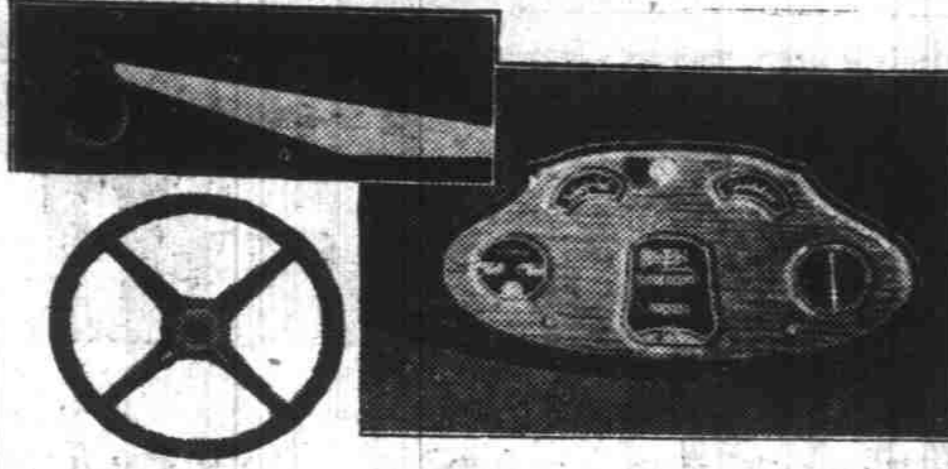
A new high velocity hot section manifold is a part of the improved design in the new Oldsmobile. This design retains the high velocity given the incoming gases as they leave the carburetor and pass on into the combustion chambers. An improved jacketing of the inlet manifold, being above the exhaust manifold is affected in the vertical section above the carburetor, and assists in more complete vaporization of the fuel. The inlet manifold, being above the exhaust manifold and heated by it, retards the highly explosive state of incoming gases. This new design contributes to the still smoother performance of this new Oldsmobile and to its greater operating economy.

An oil filter has been added to the new series Oldsmobile. The filter prolongs the life of the engine and the longer useful life of the lubricating oil. Sediment and foreign substances are removed as the oil passes through the filter and filter bag from the rear camshaft bearing. Should the filter bag become clogged with sediment without the knowledge of the driver, the lubricating system functions in the normal manner, there being no danger of shutting off of the supply of lubricant. All principle parts are pressure lubricated.

An important factor in contributing to the still smoother performance of the new series "E" Oldsmobile is the reduction of the

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**The New Oldsmobile Landau**



Important headlight and headlighting controls and new grouping on instrument panel on Series E Oldsmobile. Illustration at upper left shows how twin beam light control deflects from the steering column. Lower left photo shows how twin beam headlights are controlled with foot gear, standard on all cars in the line. Photo at right shows new instrument panel, indirectly lighted.

rear axle ratio to 4.73 to 1. Through this improvement fewer revolutions of the engine are required to drive the car a given distance. Normally a reduction of gear ratio means a loss of power, but this change in the new Oldsmobile does not require a sacrifice of power because the added power derived from the enlarged engine and other improvements leaves a new surplus after the change in gear ratio.

The center main bearing that supports the balanced crankshaft has been made more rigid and stronger to provide still smoother performance. Other improvements such as a slight change in the contour of the cams, double valve springs, such as used in aircraft and racing cars, contribute materially to added power, longer life and still smoother performance.

Thermostatic control of the charging rate of the generator is a new feature of this improved Oldsmobile. Charging rate automatically increases when the engine is cold and decreases as the temperature becomes higher. The spark control remains full automatic.

A new ventilation of the clutch housing that affects a cooler running clutch; the increased torque of the starting motor; a new type of longer life clutch with more and larger bearings are other important improvements.

This new series Oldsmobile represents marked advancement without basic change in design of car that has proven popular during the past year.

While no drastic changes have been made in the outward appearance of the latest Oldsmobiles, numerous refinements have greatly added to its appearance and to the comfort and convenience of driver and passengers.

The more massive lines given

by the raising and broadening of the radiator shell are further emphasized by new heavy full crown fenders equipped with large skirts. These new fenders and skirts not only further beautify the cars, but also reduce splash of water on the car body and windshield.

The new two-filament headlight bulbs are being used on all models. These eliminate the dangers of night driving by providing non-glare full illumination close to the car when in the "dim" position, and the same bright light but thrown forward on the road when on "bright." As an additional safety factor, the light control is placed at the steering wheel center. This permits the driver to operate the lights, off on, dim, bright or parking, without removing hands from the wheel.

Indirect lighting is a feature of the new walnut finished instrument panel by which all the instruments, artistically grouped and illuminated at night without glare. These instruments include, beside the conventional speedometer, oil gauge and ammeter, a fuel gauge, a carburetor choke button and a combination ignition switch and lock.

This latter is of entirely new design and is positive locking. The ignition lock must be released and the key removed before the switch can be turned on. When the ignition is automatically locked, the coil is built with the lock integral and is built in a steel case on the back of the instrument panel in stead of at the side of the engine. This prevents a thief wiring around the lock.

Additional beauty has been given the bodies of the closed models. Rear seat cushions have been lowered 1-3/4 inches to increase headroom. This has been made possible by removing the tool compartment from under the rear seat, to under the front seat where they are more accessible to the driver.

Mr. Used Car Buyer: Have you seen the real buys at the Capitol Motors Incorporation? See Biddy Bishop, 350 N. High St. (\*)

**HOW THE ROADS ARE**  
(Continued from page 1.)

Ashland-Klamath Falls: Macadam.  
Willamette Valley-Florence Highway  
Junction City, Cheshire, Goldson, Blachly, Rainrock, Mapleton: Macadam.

Mapleton, Florence: Dirt road. Impassable after heavy rains.  
Corvallis-Newport Highway  
Corvallis, Philomath, Wren, Ed-dyville, 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 macadam. Oiling operations under way between Sheridan and Grand Ronde.  
Mt. Hood Loop Highway  
Portland, Government Camp, Hood River: Paved to Gresham; balance macadam. Oiling operations under way between Sandy and Barlow Pass.

Oregon-Washington Highway  
Pendleton - Washington state line: Paved.  
Pendleton - Pilot Rock - Vinson-Heppner-Junction: Macadamized except between Vinson and Lona which is under construction.

Crater Lake Highway  
Medford - Trail - Prospect - Fort Klamath: Macadam. Oiling between Eagle Point and Trail.  
Redwood Highway  
Connection with road to Oregon Caves.

Grants Pass - Kerby - Wald: 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.  
Alsea Highway  
Corvallis - Philomath - Alsea - Lincoln county line: Macadam.  
Lincoln county line-Tidewater: Dirt road. Rough but passable when dry. Impassable after heavy rains.  
\* Tidewater-Waldport: Macadam.

The Electric Restaurant serves elegant meals and lunches. Try them; you will come again and bring your friends. Best in Salem. 479 State St. (\*)

**SELLS LUMBER TRUCK**

According to W. E. Burns—Dan Burns, who in addition to his parts business, has the GMC truck agency, logging operations are picking up. For a long time the lumber market has been off. But that conditions are improving is shown by the fact that this week Dan Burns sold two lumber jobs. One is a 3 1/2 ton; the other a ton-trailer. Both of them go in the mountains beyond Albany. As the prosperity of this part of the country is largely bound up with the lumbering industry, every one is glad to see a step forward.

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F. O. B. Detroit

People are surprised to learn that this beautiful and sturdy car now sells for \$895.

They have heard so much about its exceptional value that they are under the impression it sells for a higher price.

Moreover, the Sedan possesses all the roominess and character of closed cars that call for a much greater investment.

It is substantial in appearance because it is substantial in fact. And serves its owners far beyond the period usually expected of a car at any price.

The body is all steel—safe, sturdy, fireproof, and smartly finished below the belt line in coolie blue lacquer, with cartouche yellow stripe—upper body in black lacquer—shields and fenders in black, oven-baked enamel.

Blue Spanish genuine leather upholstery, removable rear seat-back, and optional wood or steel wheels are included among many other features that commend themselves forcefully to the buyer.

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Roadster	- - - - -	795
Coupe	- - - - -	845

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Unprecedented Thousands Now Turning to the New Cadillac  
For the Only Thing That Really Counts



What is this thing which is making new thousands turn to the new, 90-degree, eight-cylinder Cadillac and registering sales records unprecedented even in Cadillac history?

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miles uncertain and miserable and costly. It is a widespread awakening to the realization that there is no substitute for the satisfied thoughts which Cadillac engenders—for the zestful, restful miles and the easy hours, days, weeks and months—for the only worth-while things in motoring and the things which alone spell value.

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