

HIGHWAYS THIS YEAR OFFERING ADDITIONS

Many Sections Completed
During Past Few Months
Association Finds

WASHINGTON, D. C.—(Special)—Since the 1926 touring season became a pleasant memory, the road builders of the nation have been more than ordinarily busy, with the result that the motor tourist caravan of 1927 will find many improvements and additional links of highways over previous years, when they take to the trail.

The American Motorist, the national motor touring magazine, sets forth in its current issue the result of a nation-wide survey of road conditions recently completed by the National Touring Board of the American Automobile association.

"Highway improvements," says the American Motorist, "have been legion and the well-traveled touring regions in particular have prepared many pleasant surprises for the man who seeks his summer recreation along the Gasoline Trail."

During the past year, according to the statement, additions to the Federal Aid System alone totaled 9,408 miles, bringing the aggregate Federal Aid improved highways to 55,903 miles. Equally important extensions have been made to the state primary systems and, in particular, to the main east and west and north and south roads.

Regarding conditions on some of the outstanding national motor highways, the American Motorist says:

"An outstanding route, because of its significance as a midcontinental connected highway from Atlantic City, N. J., to San Francisco, is U. S. Highway No. 40. This touches such important cities as Baltimore, Wheeling, Columbus, Indianapolis, St. Louis, Kansas City, Denver, Salt Lake City, and Reno. The entire length is 3,220 miles and the route is paved throughout, from Atlantic City west to Marys, Kan., a distance of 1,725 miles. West of St. Marys, the roadway is chiefly graded earth or gravel, except between Auburn and San Francisco, where there is a continuous stretch of pavement. This route crosses the Great Salt Lake Desert over the famous Weaverville cut-off.

"Another U. S. route of importance to the tourist is No. 30, which extends from Atlantic City to Portland, Ore. It coincides with the Lincoln Highway between Philadelphia and Granger, Wyo. In passing through Pennsylvania the route touches also Lancaster, Gettysburg, Chambersburg and Pittsburgh, but passes through no large city in Ohio and by-passes Chicago through Chicago.

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OLDSMOBILE DEALER TO MAKE LONG TRIP

Man Makes First Trip to
Continent; to Drive Across
United States

An Oldsmobile dealer left the factory at Lansing, Mich., several days ago to drive to his place of business. He expects to arrive in about four months—and that is that he will have driven approximately 5,000 miles and traveled in a swifter manner from San Francisco to Australia.

This longest Oldsmobile drive-away in the history of the oldest company in the industry is being taken by George Pethard, proprietor of the Pethard Motors, Bendigo, Victoria, Australia.

This is Pethard's first trip to the American continent. He arrived at Vancouver April 1 and since then has traveled throughout the Dominion and through the eastern section of the United States. His route after leaving the Oldsmobile factory at Lansing is across the continent to Los Angeles, thence up the coast to Seattle and returning to San Francisco where he will sail for Sydney. It will be water in Australia when he arrives and he will have the alternative of driving 1,450 miles around the coast route or over a 900-mile route across country—roads of which he says resembles a plowed field—to reach Bendigo.

"My knowledge of the performance of Oldsmobiles, gained by driving them over the mountain roads and unimproved trails of

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MARMON PERFECTED GOOD CARBURETION

Advanced System of Manifold
Influres Even Flow
of Power Now

Carburetion, to the average motorist, means simply a method of mixing gasoline with air to create an explosive mixture combined with a system of conveying this mixture to each cylinder in the engine.

But from a more technical standpoint proper carburetion is acknowledged as indispensable to smooth performance, particularly in the straight-eight engine where the gasoline mixture must travel to a greater number of cylinders, every one of which must function with the same degree of efficiency in order to produce flexibility and an uninterrupted flow of power.

"In the three years that were devoted to the development of the new Marmon Eight no other feature of design received more attention than the system of carburetion and the result was that an advanced method known as equal-distant down-draught manifolding was perfected and adopted," it is pointed out by H. H. Brooks, general sales director of the Marmon Motor Car company.

"The new Marmon manifold is as simple in operation as it is unique in design," Mr. Brooks continued. "From the carburetor the gasoline mixture is drawn to a central point which is above and exactly the same distance from each cylinder and, therefore, it is possible for each of the eight cylinders to receive the same amount of fuel, at the same speed and at the same temperature.

"No doubt many motorists have heard automobile men speak of 'starved cylinders' and have not known the exact meaning of the expression. It simply means that the end cylinders, farthest from the carburetor, do not receive a proper amount of fuel, with the result that the pistons move on their downward strokes with only half-hearted explosions back of them. The engine, therefore, operates unevenly and inefficiently.

"The equal-distant Marmon man-

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ELECTRICAL MEN TO HOLD MEETING

Convention Opens With Parade
and Wonderful Electrical Exhibition

ATLANTIC CITY, N. J.—(Special)—The greatest gathering of electrical experts in the history of the industry will convene here Monday, June 6th, at the 50th convention of the National Electrical Light Association, June 6th to 10th. The convention was informally opened today when the electrical manufacturers' exhibit, held coincidental with the convention, was opened with a parade of exhibitors, delegates and guests on the Boardwalk, followed by a formal address of welcome by Mayor Ruffa.

The exhibit fills every available foot of space on Youngs' Million Dollar Pier except for the ballroom, theatre and two meeting rooms, in which sessions of the convention proper will be held during the week. Many new and unusual applications of electricity are included in the exhibits, which range from tiny motors and small household appliances, to huge electrically-operated pieces of machinery.

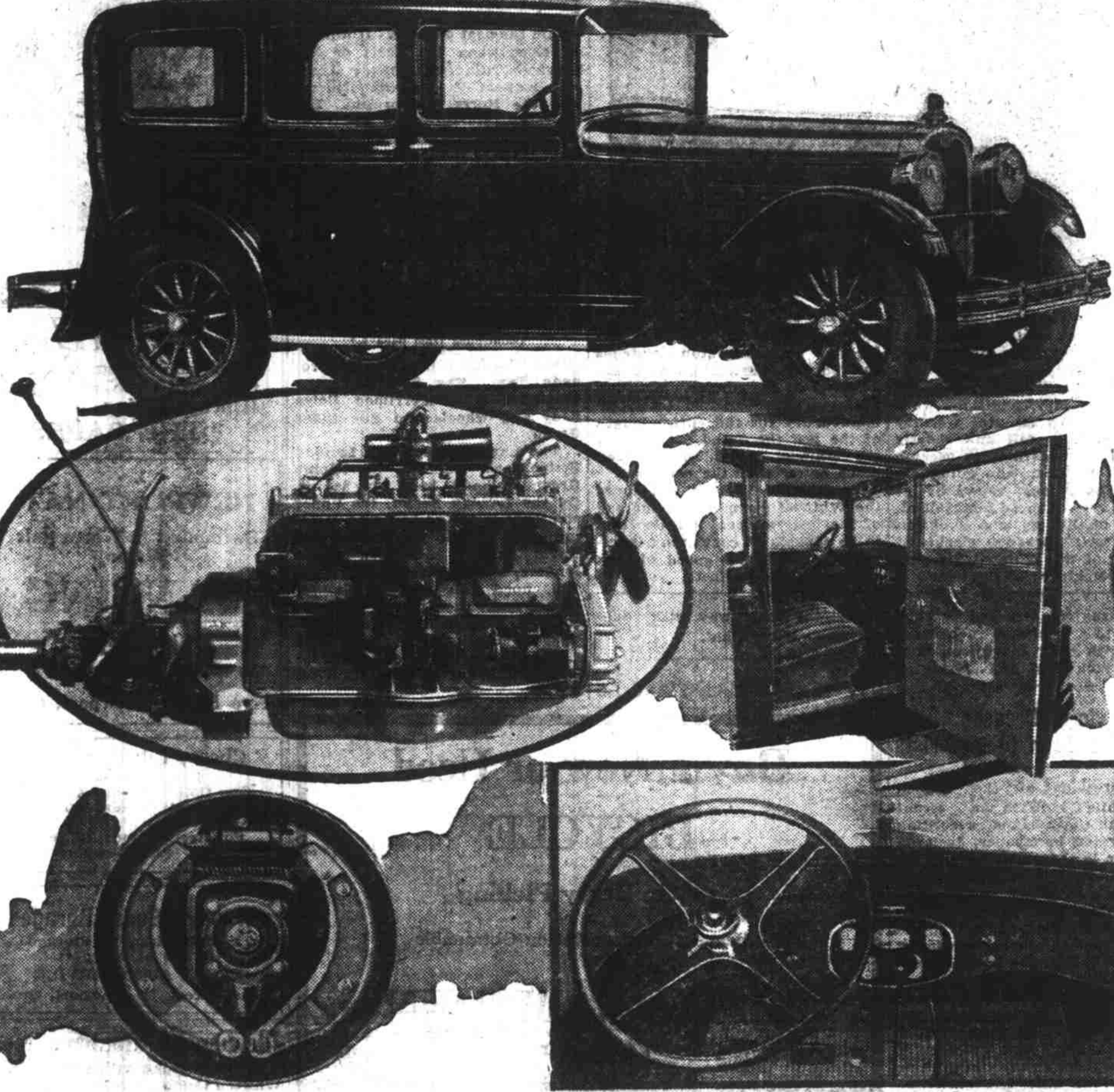
The convention proper will open Monday evening, with a reception to the president, R. F. Pack of the Northern States Power company, Minneapolis, Minn., and the first formal business session will convene Tuesday morning.

A feature of the convention will be broadcast over station WEAJ and a chain of other stations. At this meeting the Hon. David F. Houston, who held the posts of Secretary of Agriculture and Secretary of the treasury under President Wilson, will be the principal speaker. Preceding his address will be a concert by George Olsen and his augmented orchestra. Mario Chamlee, tenor of the Metropolitan Opera company will entertain with solos which also will be broadcast. R. R. Ballard of the Southern California Edison company, Los Angeles, who will preside over the meeting, will deliver an address on the policy of the industry.

Among the important speakers during the week will be: Secre-

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Distinctive New Dodge Brothers Six Cylinder Sedan Introduced To-Day



Dodge Brothers new six cylinder four-door sedan, the introduction of which marks one of the most important events in the company's history, is shown above. The car is distinctive in its long, low, graceful lines. It is presented by Dodge Brothers as the last word in comfort and performance for cars in or near its price class. Beauty of design, exceptional performance, style and comfort of interior appointments, and ease and economy of operation are major attributes.

In the oval is shown the new six cylinder motor, said by persons who have studied its performance to be excellent in smoothness of operation by no car, regardless of price. One of the most impressive features of this motor is the extremely heavy crankshaft and unusually large bearing area. The crankshaft is machined all over and weighs 69 pounds. Its rigidity combined with the extra large bearing area, results in the extreme smoothness with which the motor performs at every speed.

To the right of the motor is pictured the roomy front seat. Ample leg room for the driver is provided and the gear shift lever, parking brake lever and dash controls are within easy reach.

Pictured in the lower left corner is the simple operating mechanism of the Lockheed four-wheel, internal expanding, hydraulically operated brakes. The hydraulic system is automatically replenished and requires attention only about once a season.

The steering wheel and arrangement of instruments on the dash is shown in the lower right corner.

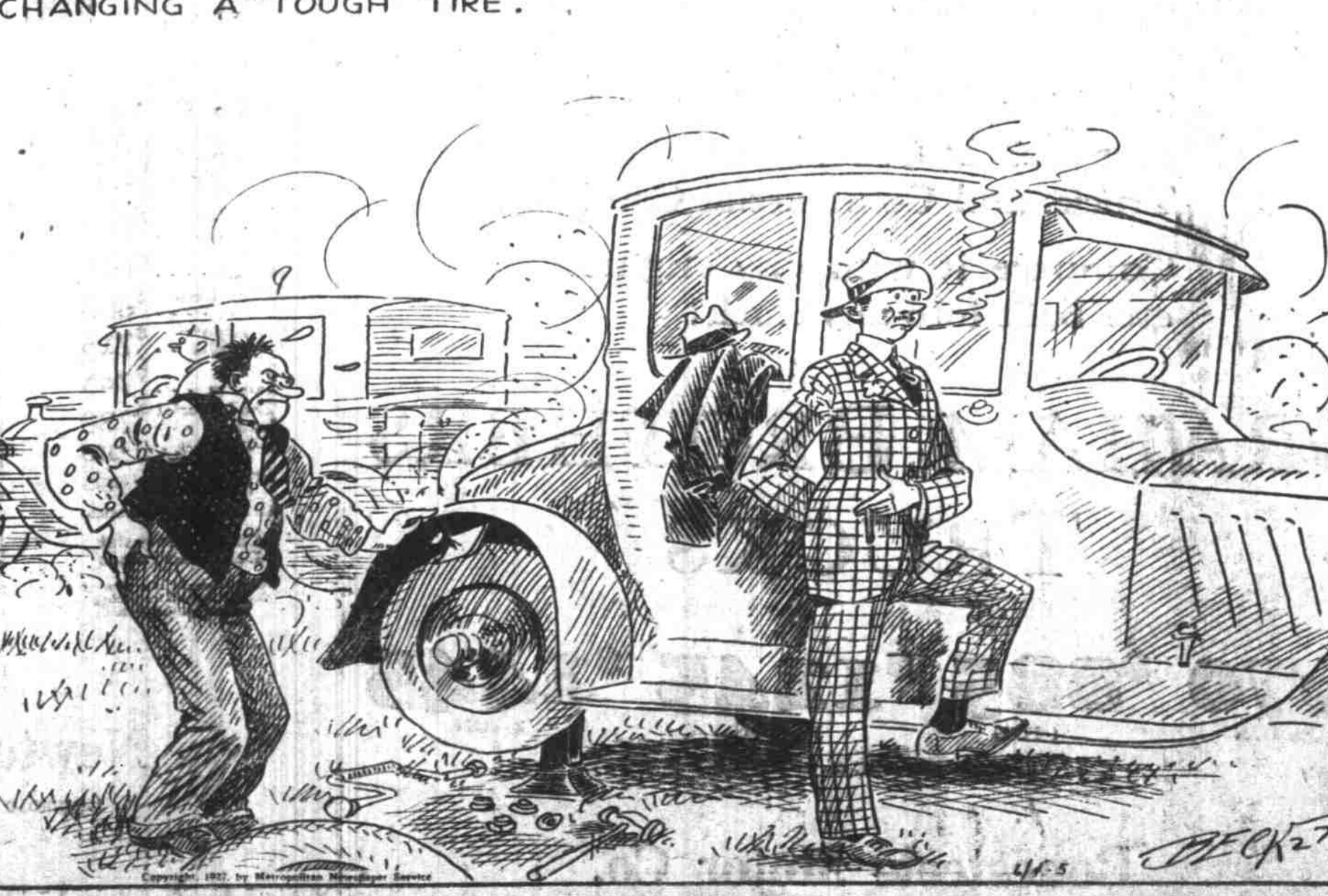
Today marks one of the most important events in Dodge Brothers' history—the introduction of the first model of the company's new line of fine six cylinder motor cars. The car put on display Friday by the Bonesteel company, local Dodge Brothers dealer, is a four-door sedan—an impressive looking vehicle which is said to possess a truly remarkable motor.

Within a few weeks two additional body types, a four-passenger coupe and a new type of cabriolet roadster, will be added to the new line of "sixes."

Elaborate preparations for the advent of the six cylinder cars have been made by Dodge Brothers. Last fall construction work was begun on one of the largest

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DOWN THE ROAD— WHEN YOUR GUEST STANDS BY AND LETS YOU DO ALL THE WORK CHANGING A TOUGH TIRE.



The Origin of Murder

AMERICA LIKES NEW COLORS OF OAKLAND

Stylish New Blue and Green
Predominate on Popular
Six Machines

The sweeping popularity of the fresh new shades and tints of Blue and Green recently announced for the greater Oakland Six line, bears out the preference of feminine America for colors in motor cars to harmonize with the prevailing dominant color note of the latest creations added to her colorful wardrobe.

Just what the determining factor in color selection is, no one really ventures but it is significant enough that the popular colors of the Oakland Six are in tune with milady's popular colors and that their selection is made by color authorities and a noted color expert, Capt. H. Ledyard Towle, who periodically travels to continental Europe to study the styles and colors of women's apparel.

The recently announced colors for the Oakland Six are shades and tints of blue and green discreetly used in two tone color combinations and trimmed with delicate striping applied to the respective body types.

The four door sedan is finished in Cobalt Blue on body, hood and wheels with striping of Ivory White on body and wheels, and brown garnish rails. Upper structure, fenders and lamps are in black. The Sedan has Trouville Blue on body, hood and wheels an Ivory White striping. The top, instrument board, lamps, fenders, side shields and radiator apron are in black.

The Roadster finish in Avalon Blue over entire body and hood, striped with Burnt Orange. The natural wood wheels have Burnt Orange on spokes and hubs. Avalon Blue colors the fenders, side shields, radiator apron, headlamps, tie rod, lamps and hood.

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RECORD RUN MADE BY WILLYS-KNIGHT

Car Covers 3,448 Miles in
Ten Days; Makes 19 Miles
to Gallon of Gasoline

Driving a "70" Willys-Knight sedan from Los Angeles to Watertown, N. Y., a distance of 3,448 miles, F. G. Gegoux in his twelfth cross-country tour averaged 19 miles to the gallon of gasoline. The trip was made by Mr. Gegoux in a new Willys-Knight in ten and one-half days.

The driver set a rapid pace for the long journey from the Pacific coast averaging better than 300 miles a day. At no time during the journey, Mr. Gegoux declares, was he required to stop for repairs or adjustments despite the fact that he was driving a new car.

One of the most severe tests for the sturdiness and reliability of the Willys-Knight "70," he says, was during a part of the trip through Texas where he was forced to travel a distance of 40 miles in second gear. This was occasioned by the almost impassable "gumbo" roads. "Gumbo" is a sticky clay substance used in some sections of the Lone Star state to build adobe houses. When wet it is almost impossible for a car to gain a footing.

It required four days for the driver to travel from one end of Texas to the other. He crossed one county in Texas, Crane county—which has a total population of 37, although its area is as large as the state of Rhode Island.

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Announce Price Reduction for All Oldsmobile Lines

A. C. (Buddy) Bishop of the Capital Motors company announced recently a general price reduction for the Oldsmobile autos, which became effective on June 1.

Practically every body type, which is manufactured by the Oldsmobile company, has been effected by this general reduction. Among them are listed the two door sedan, coupe, four door sedan, Landau Deluxe, roadster deluxe and touring deluxe.

The new low prices, according to Mr. Bishop, makes the Oldsmobile one of the leaders in the six cylinder class. The beauty of line, the splendid upholstery, the colors, the equipment, the smooth running engine and many other features make this a most desirable car.

"PRIDE OF MANILA" VINTAGE OF 1920

Paige Car Travels 18,000
Miles in Service and Going
Strong

By G. K. Spencer

This is the story of the "pride of Manila." It was rainy season on the Islands. A deluge of rain, ascending in storm-driven sheets, swept over land and sea. The depression of a tropical storm hung over the city; there was difficulty in breathing out on the roads and in the jungle.

Naval air station planes had sounded their last in the air for weeks to come. The islands needed now no defense of military, for the militant elements would prevent any human foe from penetrating to the land, if such there were who cared for the land in tears.

And yet withal there was activity ashore. Through the storm came the muffled sound of a motor. Sentries at Constabulary headquarters stirred at their posts just as, out of the storm, came the now famous "pride of Manila." A Paige, vintage of '20, battered and bedraggled, but alert to its task, wheeled onto the grounds and turned out three marine officers, garbed in oilskins and sea-helmets. The officers tramped into Constabulary hall, while the marine sergeant-major, who was seated talking to a native sergeant sprang upright, clicked his heels and snapped that salute which is known from the "halls of Montezuma" to rainy Manila.

Again there was the rhythmic purr of six cylinders in action, and the "pride of Manila" sped away into the storm. It was then we heard from unbiased lips, the true story of how this car got its honorary title. It was not told in the official language of the corps. The sergeant-major was speaking and the story went something like this:

"That thing never takes a rest; it's been hitting these roads for six years, done a hundred and eighty thou and they won't give us another wagon until that one drops dead. Try to guess when that will be—in knocking off these knots all this time and I can't see that it's getting feebler."

Then spoke the marine corporal, a veteran of Chateau Thierry.

"They can't break her back. I myself painted that world and anchor on her, and she'll still be carrying it over the road when I'm back in the states and up for sergeant. Remember what I tell you, that bus has got the stuff and that is all that counts in this

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TRAVELS 4700 MILES TO SEE BIRTHPLACE

Original Chrysler Fan Grows
Enthusiastic Over Modern
Auto Plant

Among all the throngs who have visited the Chrysler plants during the spring of 1927 none has been more interested in the marvels of mechanical and engineering achievements to be seen there than Dr. Otto Kauffmann, manufacturing chemist of Neiderstedt, Dresden, Germany. Dr. Kauffmann came 4700 miles to Detroit to make this visit. He is an original European Chrysler fan and owns a Chrysler "70" that was one of the first ten Chryslers imported into Germany. He bought it in December, 1924.

"My Chrysler has given me more than 25,000 miles of satisfaction already," he told J. W. Frazer, Chrysler sales manager while making a tour of the factory in Detroit.

"That is unusual mileage for Europe," he went on to explain. "The price of gasoline on our side of the Atlantic does not encourage the use of automobiles much, you know, and only cars with exceptionally low operating cost find many buyers. That is why one sees so many Chryslers on the continent. I have naturally been interested in watching for them on our roads and I am convinced there are more Chryslers driven in Europe than cars of any other American make."

"My Chrysler '70' has been such a constant source of pleasure to me that I have been back to see the factory where it was made ever since I bought it. We hear very much in Germany about the efficiency and the wonderful

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