

PAIGE HOLDS MANY RECORDS FOR SPEED

Car Has Consistently Held Pace With Leaders Over Long Period

The remarkable speed performances of Paige-built automobiles over a number of years are pointed out by Mr. Trumm of the Trumm Motor Company, local Paige dealer, as proof of the consistently alert engineering of the company in producing cars from year to year which fully meet the demands of a progressive motoring public.

The Paige dealer also regards it as of unusual interest that in the different speed events in which Paige has participated, the stripped stock cars, which have been almost completely stock, have established records almost as good as those turned in by the stripped stock chassis entries.

"This is surely the best evidence that the cars are built to give their best performance with their full weight and equipment," Mr. Trumm said.

"Probably the finest stripped car stock performances by Paige were in the 50-mile and 75-mile events, in which Ralph Mulford hung up records of 91.10 miles per hour and 89.93 miles per hour respectively," the dealer added. "Both are official A. A. A. free-for-all records. The same driver, with a Paige, also holds the five-mile record with an average speed of 91.89 miles per hour and the 10-mile record with even a better average, 91.95 miles per hour."

"The Paige Eight, with two high speeds, newest addition to the Paige line, while built for smooth, economical, touring-speed driving, has distinguished itself recently by completing a 76-mile test in the remarkable time of 52 minutes, 11 seconds, for an average of 86.23 miles per hour. The test was made under the auspices of the American Automobile Association and the time is official. The car was strictly stock, except for removal of the fenders, running boards and windshield glass. The model used was a cabriolet, one of the heaviest in the Paige line, weighing 3690 pounds complete and it carried a mechanic as well as the driver, Zeke Meyer. Meyer said that the car was perfectly cool at the finish and could have continued almost any distance at the same speed.

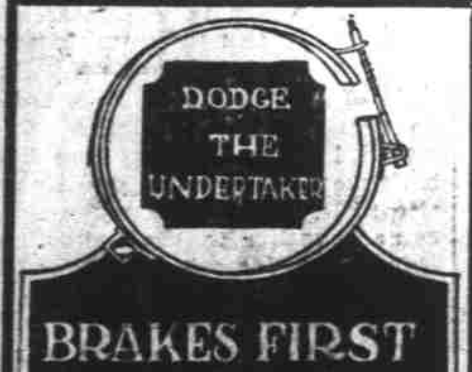
"Previously on the beach at Daytona, Florida, a Paige stock chassis covered a measured mile at the rate of 102.8 miles per hour. The same car was then taken to the tracks at Uniontown and Co-tati, where under official A. A. A. observation, it broke all then existing stock chassis records from five to 100 miles. For the maximum run of 100 miles the Paige chassis job averaged 89.7 miles per hour.

"But withal, Paige has not built cars primarily to win speed events. We have a line of 20 Sixes and Eights designed for economy, durability, comfort and beauty as well. One of the first cars ever built by the company in 1909 is still in running order on the Atlantic coast. Our Paige Eight, with two high speeds, recently completed a 300-mile economy test, showing a saving of 26 per cent in gasoline over a three-speed Eight, identical except for the transmission. Within the past month, the Paige Eight has climbed hills and mountains from West Virginia to California in third speed, in many instances establishing new records for the climb."

SENIOR SIX SEDAN REFLECTING SPIRIT

(Continued from page 1.) anywhere. Actually it stands a fraction over 71 inches from the ground, but it looks considerably lower.

"An entirely new interpretation of the moulding line is created by the use of recessed panels on the doors and swinging around the back from one rear quarter to that on the other side. The entire front of the car is distinctively new. The radiator is deep, rather high and surrounded by barely



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more than a rim of the polished shell which is of uniform width, save at the top where it widens out. The butterfly sweep of the guards is effective; the lines of the hood rugged and strong.

"There is abundant room inside the car for comfortable riding and frequent change of posture during a long drive in uncomfortable weather. All the interior work is carefully tuned on the chromatic scale to a soft and durable exterior of blues and greens in lacquer finish, set off appropriately with ivory hair lines."

Mr. Pope goes over the car minutely from a mechanical standpoint and makes this interesting summary of the power plant:

"The motor follows modern practice in numerous ways, utilizing also the many years experience of Dodge Brothers engineering department in producing a power plant that will run on and on with a minimum of attention for years. It would be in the eyes of some designers a little bigger in volume than the weight of the car demands, but this means abundant power under all circumstances. Though the major emphasis is not placed on speed it will probably yield a great deal longer life and produce a great deal less trouble for the consumer than any of the high speed motors."

"But in the last analysis actual performance is a vastly important factor. The impressions of a seasoned observer like Mr. Pope are important: 'That the Senior will sell very largely on sight and on the strength of Dodge Brothers reputation is a foregone conclusion,' he says, 'for it is a clean-cut thoroughly modern car. But more than all that it will sell on demonstration. It is a remarkably smooth performer under normal road conditions. It has been proved on cross continental tests to have remarkable endurance under the sort of punishment only cross continental drivers know how to inflict. It handles as any car should. The clutch pedal and the engagement are smooth; the gears change easily and the standard shift will be a comfort to many drivers.

"As for speed, the car on smooth pavements picks up uniformly to its 50, its 60 or more and no one doubts the speedometer. In second it flashes to the smartest kind of get-away—25, 30, 35 or even 40—without perceptible vibration, without any of those groans and rumbling that make so many drivers afraid of second speed."

Mr. Pope summarizes his impressions thus: 'It is a car of art, mechanical comfort, velvety control and a willingness to perform—about which there can be no argument, whatever.'

LaGrande — Eastern Oregon Light & Power company will spend \$450,000 for transmission lines to bring Idaho electric power here.

PRIVILEGE GRANTED COMPANY PATRONS

Old Tires May Be Traded in On New Ones and So Worth More Than Ever

For a limited period of time only, the Western Auto Supply company is extending to its customers, the privilege of turning in their old, worn out tires, as part payment on new Western Giant or Wear-well tires.

During this special event old tires will be worth more than ever, according to Manager Walter Rydell, of the local Western Auto store. "Until Saturday, June 4th, old tires will be taken in on new tires that have behind them the reputation and unequalled service of the world's largest auto supply house," says Mr. Rydell.

"We advise all motorists to be prepared for vacation tours and avoid all chance of tire trouble by replacing their old worn out tires with new fully guaranteed Western Giant or Wear-well tires and at the same time let the old ones help pay for the new.

"Even if the old tires on the car do seem good for more mileage, the motorist will no doubt find that he will be more than repaid by turning them in at this time, not only from the saving in money but from the satisfaction he receives from knowing that the tire equipment on his car relieves him from worry and freedom from tire troubles.

TOURIST CARAVAN CONDITIONS BETTER

(Continued from page 1.) headquarters were located. Among the advantages which have come to the motorist as a result of this campaign by the motor

clubs, are less rigid and restrictive speed regulations reflected in the disappearance of hundreds of signs specifying "Speed limit, 15 miles an hour"; more reasonable parking regulations; fewer confusing bans on driving practices that are generally approved; a broader tendency to warn instead of arrest the traveler and a general trend toward leniency where violation of the regulation palpably was caused by ignorance.

"Probably the most welcome improvement wrought is that which has brought to many communities a more liberal speed limit law," Mr. Henry says. "Nothing has so aggravated and irritated the motorist on tour as the conspicuous '15 mile speed limit' signs that have greeted him in small towns, villages and hamlets. 'Everyone has recognized the dangers of excessive speed by the automobile, but when a village established a maximum speed of 15 miles an hour while the metropolitan area will allow one to drive 30, it is absurd to look upon the regulation as designed merely for safety. The motor club has taught the municipal official the futility and injustice of this regulation in hundreds of instances already, and when the touring season comes again, hundreds more will have taken down these signs of reaction.

"The fight for uniformity of traffic regulations is continuing. In the meantime, more equitable and just regulations are being obtained everywhere," the statement concludes.

Bridge Over St. Mary's River Formally Opened

The Georgia-Florida bridge over the St. Mary's river has been formally opened, removing the last ferry on the Atlantic coastal highway between Washington and Miami. The bridge was built by the highway departments of the two states, and the opening ceremony was attended by the governors of Georgia and Florida.—Motor Chat.

SCIENCE MEASURES SHOCKS AND BUMPS

Marmon Engineers Use Seismograph to Find Best Spring Length

A seismograph is known generally as an instrument for recording earth disturbances, but to Marmon engineers this same device, with its delicate mechanism, enters an entirely new field of usefulness—that of registering in a scientific manner the same road shocks and bumps that ordinarily are only a source of discomfort to the motorist.

In designing the Marmon Eight engineers of the company instituted a comfort test with its basis the seismograph and another device, a spring deflection recorder, which registers the actual deflection of the springs of the car. This scientific test was one of the final factors in the design of the chassis of the new Eight, according to H. H. Brooks, general sales director of the Marmon Motor Car company.

"In the Marmon Eight," Mr. Brooks said, "the problem of riding comfort received much more attention since this was to be a car without great size and bulk but with all the riding ease previously associated with the largest and most expensive cars. Moreover, Marmon had its own reputation to

maintain, having built cars for years that were generally credited with unusual comfort and roadability.

"The sensitive seismograph and spring deflection recorder were brought into play in a way to obtain a scientific register of all types of road conditions so that spring length, distribution of weight and center of gravity could be determined with scientific accuracy and then supplemented with the correct types of shock insulators and absorbers.

"In the comfort test, a seismograph was placed in the tonneau of the car and attached to the springs, clearly recording on a strip of paper the movement of the body with respect to the level of the road. Movement of the springs themselves was recorded in much the same manner but on a slightly different type of instrument. Thus it was possible to record at any speed not only in deep ruts and holes such as are found in country roads, but the hardly noticeable roughness of brick pavements and other types of city streets.

"As a result of the experiments springs of the Marmon Eight were designed with a total length equal to 81 per cent of the wheelbase of the car. They are set in sturdy rubber knuckles which serve to insulate the chassis body from many short and sharp road shocks and at the same time eliminate the necessity of lubrication. The spring system is further augmented by Lovejoy hydraulic shock absorbers which are engineered into the frame of the car at the time of manufacture."

Snow Removal Assuming Very Important Position

"Snow removal is assuming a more important position in the opinion of the motorist and highway officials each year," said George O. Brandenburg in a recent luncheon meeting. "The Cascade Range, extending from British Columbia south to the California line, is broken only in one place and that place is the Columbia Gorge. Through this break is located the Columbia River highway, and along this highway streams all of the motor traffic of the winter months, because all of the other roads over the Cascades are blocked with winter snows and this one road must carry the traffic that would ordinarily be divided between other highways.

"The Oregon State Motor association has taken an increasing in-

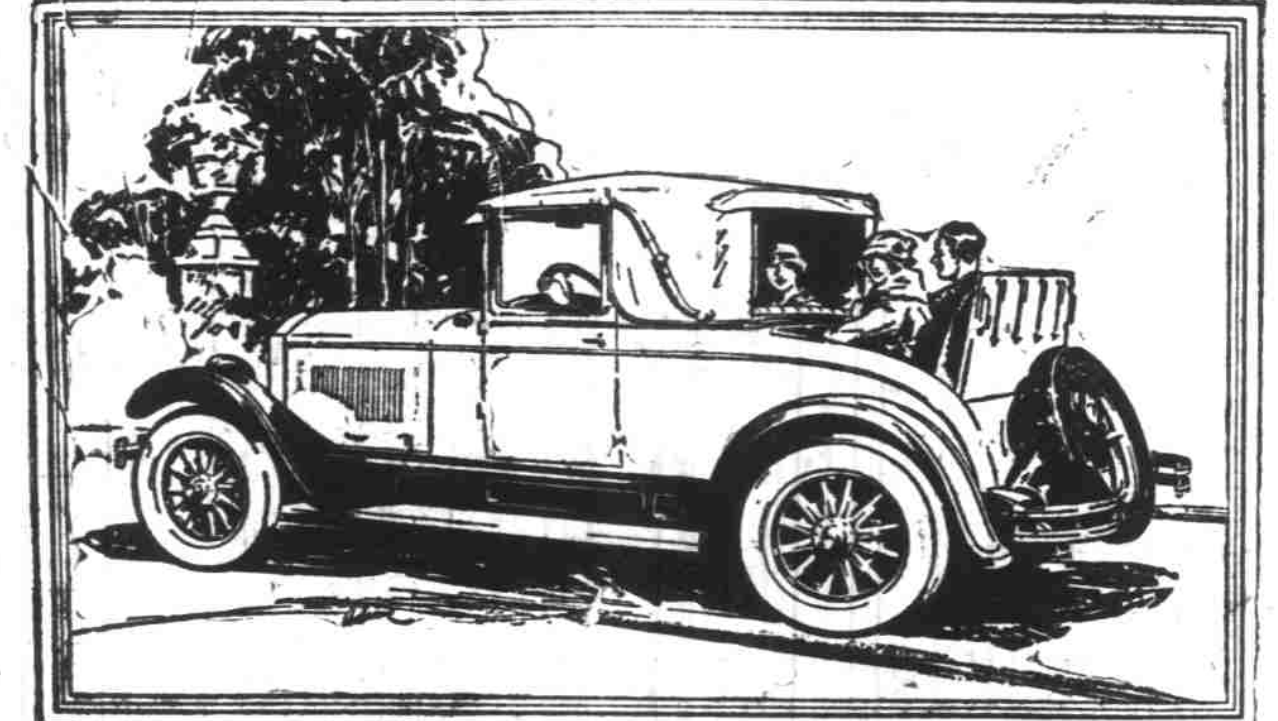
terest in the blockade of roads for a portion of the year, and data has been collected relative to the depth of snow and cost of removing same. The 12 months road is an ideal towards which the motor association is working and the economy of allowing roads, costing in the aggregate millions of dollars, to be useless for a portion of the year, is a very doubtful one.

"In some states," concludes Mr. Brandenburg, "the experience has been that the additional gasoline consumed, when roads are freed from snow, more than repays the gasoline tax the cost of the opening, thus making the economical cost of the road a net gain instead of an economical loss."

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