

SOUTH AFRICA HAS PRAISE FOR AUTO

Newspapers Laud Record Breaking '70' With Its Hill Climbing Stunts

South Africa is the latest country to send its tribute of praise for remarkable Chrysler exhibitions. One of these, about which newspaper accounts have just reached the Chrysler offices in Detroit, revealed a hill climbing ability that made a powerful impression on the sport loving British people in the southern commonwealth.

"Every motorist who has ventured north of Piquetberg into Namaqualand knows Gray's Pass," says the Dispatch of East London, Cape province, in its account of the feat. "A week ago, as far as is known, it had never been climbed by any motor car on top gear. Then came the attempt of the famous record-breaking Chrysler '70', the actual car that set up the wonderful record runs from Cape-to-Rand and Durban-to-Rand—both records still standing to its credit today.

"Gray's Pass, from the Rest hotel to the mountain crest, is about a mile and a half in length and the gradient averages at 10 per cent. Two-thirds of the way up the road sheers to a climb of 1 in 5. The road surface is loose and there are five sharp curves.

"And for the first time in history a motor car toyed—yes, simply toyed—with the climb and finished effortlessly at 35 miles an hour. And that car was a Chrysler '70', which had done over 27,000 gruelling miles. Thus are Chrysler cars proved best by test."

The Natal Motorist, which printed a similar account of the climb, closes its story with even stronger praise by saying: "This proves that the Chrysler has an abundance of both speed and power to spare, as it can take extraordinary hills on top gear which cannot be taken by any other car."

OAKLAND'S PONTIAC FACTORY PRODUCES

(Continued from page 1.)

along this carefully worked-out route, and thus arrive eventually at the lines, not as isolated parts but as assembled units—motors, or axle assemblies, perhaps—converging from all directions, and each delivered to the precise point where workmen wait to assemble it to the growing chassis.

The details of location, as well as those of interior arrangement and mechanical equipment, were worked out with a view to obtaining the greatest efficiency with the least interference from traffic congestion, weather conditions, and other causes. All loading docks and sidings are under roof, integral parts of the plant itself. Underground passages connect the three units, part of them intended for the workers' convenience, and one, between the assembly plant and the car storage building, making transfer of completed cars independent of weather conditions. An enclosed overhead conveyor, a quarter mile in length, connects the assembly building with the plant of the Fisher Body Corporation near by, assuring uninterrupted flow of bodies to the assembly lines.

The motor manufacturing building is of single-story monitor type steel frame construction, 530 feet wide by 880 feet long. Besides the machinery for producing motors, it has facilities for testing 240 of them at one time, "running them in" to insure smoothness of operation and long life. The assembly building is three stories high, 180 feet wide and 1,260 feet long, the various floor levels being omitted in the high center section for the sake of light and ventilation. The car storage building, 432 feet wide and 760 feet long, is also of monitor construction, and embodies a new type of truss design introduced recently by Austin company engineers.

The mechanical equipment of the new factory includes not only the machinery transferred hither from the Oakland division, where the Pontiac Six was first produced but also a quantity of new equipment, all of the most modern type. Here on one floor is a huge battery of 800 electrically driven machine units, many of them automatic, devoted to the manufacture, finish and assembly of the parts of the Pontiac Six engine. Four progressive conveyors of almost superhuman dexterity handle parts of the growing engines so smoothly and efficiently as to perform for a few cents what would cost ten times as much by less advanced methods.

Facilities for conveying materials expeditiously include six electric overhead traveling bridge cranes, each of 10-ton capacity, six high-speed freight elevators, each of five-ton capacity, and an elaborate system of endless conveyors.

The main assembly lines, occupying most of the assembly building's great length are the main stream toward which all parts of the Pontiac Six converge. Starting at the eastern end of the lines, with the bare frame as a nucleus, the assembly hands add unit by unit with a precision born of experience and heightened by the unusually favorable conditions un-

NEW-MOTORED DODGE IN REMARKABLE "DAWN-TO-DUSK" RUN



der which they work. The extreme length of the assembly lines gives each workman more than adequate space in which to perform his operation, assuring even the most trivial items their share of attention, and at the same time relieving the worker from nervous tension. Heavy assemblies, such as motors, transmissions and bodies are lowered from above, from their storage bays on the various floor levels at either side of the large main area way. Wheels, fenders and batteries are brought to the lines by power conveyors which deliver them just where they are needed.

The problem of providing a passageway across the assembly lines, and thus avoiding a long haul around them in passing from one side of the plant to the other has been solved ingeniously by "humping" the lines just beyond the Duo spraying booth where cross members are lacquered. The hump forms an arch under which workers and trucks may pass, and at the same time gives the newly-sprayed chassis time to dry. It also makes it possible to store the delicate enameled parts on the higher level, safe from accidental damage. The chassis follows its conveyor slowly over the hump, running board and fenders being attached enroute by workers stationed on the level above, where these are stored. Instead of bringing these cumbersome materials to the assembly line, the engineers have carried the line to them.

The chassis moves steadily down the line, increasing in size and in resemblance to an automobile as it goes. Finally when the last bolt is in place, the motor is started and the car rolls away under its own power. After testing, it is driven through the tunnel to the car storage plant, where it is made ready for shipment.

The working conditions provided in the Pontiac Six division are among its most remarkable features. Wide aisles and spacious bays afford room to move about safely.

A mile of glass skylights keeps the working space flooded with natural light, assuring the highest type of accurate workmanship. Heating and ventilation are of the best, as are washroom and locker facilities.

The new Pontiac division is located on the Grand Trunk railway. It has 10 miles of track on its premises, and storage space for 500 freight cars. There are 25 acres of floor space within the plant, six miles of sewers, and four miles of vitrified sewer pipe and drains. The largest steel sash door order in history, and the largest cement roofing order, were placed to provide these materials for the plant. More than half a million feet of glass make up the miles of skylights. Yet the job, for all its superlatives, required less than seven months for completion, figured from the time the grading commenced until production was actually started in the new building.

Oregon and Washington prunes find good demand at Hamburg, Germany.

EFFICIENCY FOUND IN CHEVROLET SHOP

Active Interest in Dealer Service Being Taken by Motor Company

The efficiency that characterizes a modern automobile factory is reflected in the service system now in effect in the shops of Chevrolet dealers everywhere.

An exceptionally active interest in dealer service work is being taken by the Chevrolet Motor company, which maintains a staff of service experts to assist all dealers in problems of a mechanical nature. Factory service engineers have been at work throughout the northwest for some time, planning and laying out model service departments for the merchants who handle its products, and the dealers themselves have spent large amounts in equipping their mechanical divisions with the special tools and machinery approved by the factory.

These service engineers, who control and direct the activities of authorized Chevrolet dealer shops have placed in the hands of mechanics employed therein tools specially designed to meet the requirements of every service and repair operation on a Chevrolet in the quickest and most effective way. A great deal of the work heretofore done by hand is now accomplished better and more speedily with highly perfected machines.

"To standardize the service given by its dealers," explained a representative from the Newton Chevrolet company, "the factory maintains a service school at the Oakland, California plant. There engineers who by experiment and research have worked out in General Motors laboratories the best and fastest methods of service for Chevrolet cars pass their knowledge on to students by means of lectures, manuals, motion pictures and practical demonstrations. To get the best work possible on a Chevrolet automobile the owner in any town should always take it to the shop of his Chevrolet dealer."

Many Out-of-Town People Finding Way to Oregon

An increasing number of out-of-town visitors are finding their way into Oregon, according to information furnished by the Oregon State Motor Association.

A. E. Shearer, manager of the touring bureau, reports that California cars predominate but that cars from other states are finding their way through the melting snows of the east and north. "The motor association" said Mr. Shearer, "is a clearing house for all visitors, as the tourist finds it to his advantage to make a friendly call on his club headquarters upon

his arrival in a strange town. The reciprocal agreement between motor clubs affiliated with the American Automobile Association, allows the visitor in our state to secure the same privileges from our club as he would from the club in his home state.

"Members of the association on the other hand, are granted the same services and privileges in every state in the union and this reciprocal agreement has bound the motoring tourists into a co-operative group, each determined to see that the visiting club member is given every service possible so that he in turn will receive the same courtesy when travelling.

THANKS OF LONG FELLOWS GIVEN

Construction of Two Body Types Especially Adapted Brings Appreciation

DETROIT, Mich.—(Special).—The Paige-Detroit Motor Car company is in receipt of a vote of thanks from the National Society of Long Fellows for the construction of two body types especially adapted to the membership of the organization.

Notice of the Long Fellows' gratitude was contained in a letter signed by Phil E. Zimmerman, secretary treasurer, and addressed to Albert V. Crump, Paige body engineer, who had previously advised the society that the Paige two-door sedans, models 6-45 and 6-65, are ideal for men of any height because of unique adjustable pedals and driving seats.

"We had drifted into the habit of believing that the miscreant who designs sleeping cars had something to do with the construction of automobiles and union underwear," the secretary wrote, after expressing thanks to the motor company.

The society, having national headquarters at Topeka, Kansas, is composed of thousands of members who are more than six feet, one inch in height. Since its birth, the organization has waged war on Pullman berths, short hotel beds, undersized underwear, cramped automobiles and theater seats. So effective has been their campaign that hotels throughout the country now have rooms especially fitted with chairs and beds for guests of unusual stature. Paige took the lead in providing an automobile suitable for tall men.

PONTIAC'S STAMINA SHOWN BY HARD RUN

Australian Continent Crossed in Record Time; Floods Are Braved

The public has always taken it for granted that the highest priced cars should stand up under the most grilling tests, but today the remarkable fact is many of the so-called low priced automobiles have been making records of speed and stamina that may be classed as phenomenal.

George Vick, of the Vick Bros. company made that comment in an interview with newspaper men following the interesting reports received from the Pontiac factory at Pontiac, Mich., concerning four achievements of the "Chief of the Sixes" that indicate the remarkable stamina of this car.

"The first," said Mr. Vick, "was a remarkable run across the Australian continent from Perth to Sydney in 19 days. The second was a non-stop seven night, and day run with 17 different drivers in Edwardsville, Ill. The third was a 489 mile trip from Amarillo, Texas, to Tulsa, Oklahoma, in 12 hours 29 minutes. The fourth was through the flooded regions of Missouri from Pontiac to Poplar Bluff, Mo.—the only motor car during that period to negotiate the creek bottom.

"The drive across the Australian continent was made just 57 years after Lord Forrest of Bumbury with his five explorers made history through an overland journey from Perth to Adelaide, the most difficult part of this trip. Through great advances have been made since then, the route is almost as wild and impassable as it was in pioneer days.

"Three youthful students of an adventurous train of mind drove over the famed Australian route in a Pontiac Six with a ton of luggage. The preparations they made for such a trip were practically nil. They encountered every difficulty of the Australian bush—salt bush, sparse timber, mallee stumps and mile after mile of rutted tracks across dismal plains. The Pontiac made the entire distance without a single mechanical adjustment, the only delays being occasioned by punctures.

"Two outstanding features mark the seven day non-stop run at Edwardsville, Ill.: first, 4615 miles were achieved without any trouble though the car had previously been run 9983 miles and up to the time of the test had cost but \$4.70 for repairs; secondly, the test was remarkable because 17 different persons, of varied skill or lack of skill, drove the car. No restrictions had been placed on the manner in which it should be driven.

"The run from Amarillo, Texas to Tulsa, Oklahoma, 469 miles was a speed run and was made in 11 hours and 29 minutes by G. Burton Fox of Tulsa. On the best roads the speedometer registered as high as 55 miles an hour, according to factory information at hand.

"Mike Walker proved the capacity of the Pontiac to function through water up to the doors of the car when he started at 6:30 o'clock in the evening from Pontiac arriving at Poplar Bluff at 6:30 o'clock the next morning. Even going through flood waters, he had to make a detour of 200 miles to get 35 miles."

HYDRAULIC BRAKES ON NEW SIX SEDAN

Four Wheel Brakes More Than Live Up to Most Exacting Demands

Judged by every standard of performance, the brakes on the new Dodge Brothers six cylinder four door sedan more than measure up to the best practice of the day, according to the local Dodge Brothers dealer.

"Brakes are one of the most important features of any car," Mr. Bonesteel says, "and Dodge Brothers, Inc., recognized this fact in building the new six-cylinder cars. The first six-cylinder car introduced, the four-door sedan is equipped with the latest

type of Lockheed hydraulic internal expanding brakes which have been especially adapted to it. They are so powerful that they stop the car quickly and smoothly, no matter what the driving speed. They work so easily that the lightest touch of a woman's foot is sufficient.

"Next to their ability to stop the car is the infrequency with which they require adjustment. An automatic supply tank is directly incorporated into the unit containing the master cylinder and the system is automatically kept full of liquid at all times. This construction makes it unnecessary for the user to pay any attention to the amount of oil in the brake system except when the tank may need replenishment, which is about once a season.

"The hand brake lever mechanically operates the rear wheel brake shoes so that a positive mechanical wheel locking brake is provided for use when the car is parked.

"The brake system throughout is very rugged and highly simplified. It is expected that once properly set up the system should almost never require further attention."

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