

GRAHAMS ANNOUNCE NEW COACH SERIES

Six-Cylinder Line Affords Higher Speed and Better Performance

Graham Brothers, a division of Dodge Brothers, Inc., announces the introduction of a new line of six-cylinder motor coaches.

These include a powerful new six-cylinder engine, four-wheel Lockheed hydraulic brakes, four-speed transmission and ball-bearing cam and lever steering.

Improved riding comfort results from a better distribution of weight as well as adoption of three-stage progressive type rear spring construction and advances in seat design.

The new six-cylinder line takes the place of the four-cylinder motor coaches with which Graham Brothers attained a leading position in the industry during the past seven years.

It comprises the 21-passenger street car type motor coach, probably the most popular size now in use, the 16-passenger de-luxe parlor coach and the de-luxe club coach seating 12 passengers.

High road speeds are possible in the new coaches with safety and comfort for passengers and without strain to the mechanism. It is claimed.

These speeds are attainable with relatively moderate engine speeds since the four-speed transmission gives adequate gear reduction for heavy grades, bad roads and emergencies and permits the use of faster rear axle ratios.

The high speed and fast acceleration available from the six-cylinder power plant is rendered safe by heavy-duty four-wheel Lockheed hydraulic brakes.

They are an assurance to the driver that he can stop as quickly as or more quickly than the vehicle ahead and thus high scheduled speeds can be maintained with safety.

As bodies and chassis are built entirely in Graham Brothers own plants the complete coaches have been designed and built as units.

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The engine of the L-head type, with a bore of 3 1/4" and a stroke of 4 1/2" is clean cut and accessible in design. The crankshaft is exceptionally rugged, weighing 49 pounds, and has seven main bearings with a total main bearing length of 11 inches.

A large hot-spot manifold and unique combustion chamber design result in fast acceleration, and at the same time provide for a very economical use of fuel.

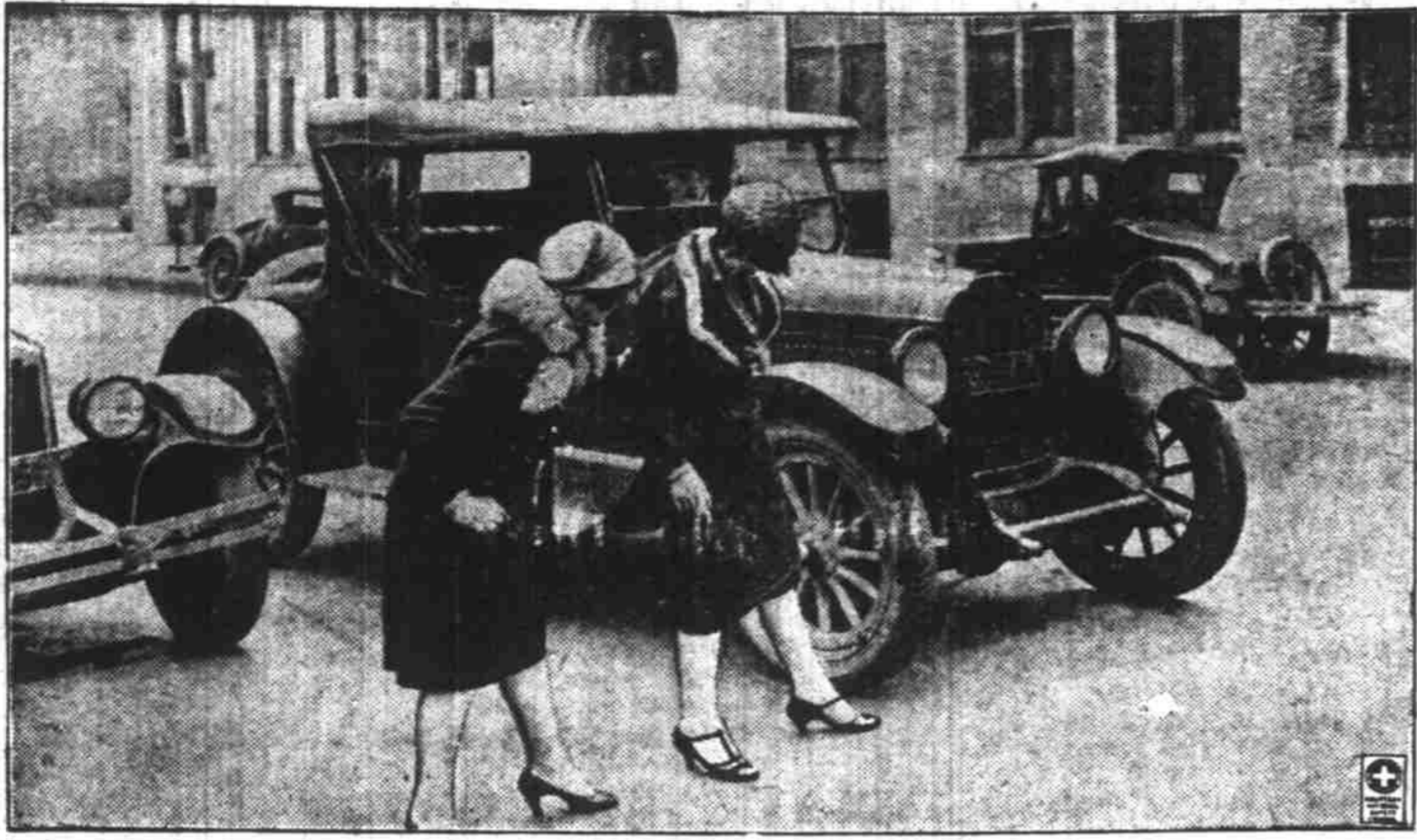
All the new motor coaches are equipped with generators of 225 watt capacity with voltage regulator and 315 ampere-hour storage batteries to provide sufficient current for the extensive lighting systems.

Rear springs are of the three-stage progressive type, resulting in easy riding whether the coach is loaded to capacity or only partially filled.

The 12-passenger-club coach has seats of the individual chair type, with overstuffed air cushions and deep springs, set at an angle to the body sides.

Prices are \$4945 for the 12-passenger club coach, \$4950 for the 16-passenger parlor coach, and \$4950 for the 21-passenger street car type coach, with complete factory equipped, top Detroit.

Who Is Out of Place in This Picture?



The old question, "Why does a hen cross the street?" might be discarded in favor of, "Why do pedestrians insist on risking their lives in traffic when the lights are against them?"

U. S. C. GRID STARS SELECT STAR CARS

Morley Drury One of Few Veterans Returning from Champion 1926 Team

LOS ANGELES—With the opening of the 1927 football season, followers of the great American intercollegiate sport have turned to "doping" out the prospects of the various teams that will represent the Pacific coast conference colleges.

The greatest enigma is the University of Southern California. For two years Coach Howard Jones has had a football machine at the Los Angeles university that has ranked with the best in the country.

Sixteen of the stars of the U. S. C. football squad of 1926 finished their college courses last June, leaving but a small group of veterans with which Howard Jones must develop a team to meet the toughest schedule that the Tro-

jans have ever faced.

Morley Drury, captain of the Trojans this season, is Jones' brightest star. Capt. Drury was out practically all last season although he got back into shape just in time to play a part of the Notre Dame game.

During the summer Drury worked for a local motion picture studio, doing hard work that kept him in excellent physical condition. During the vacation he kept in touch with the team members, making trips about Los Angeles and to the outside cities in his Star convertible model, one of the outstanding models of the Star line and a car that is very popular with the students of the University of Southern California.

In addition to Drury, Coach Jones has Don Williams, the youngster who, as a sophomore, smashed his way through the Notre Dame team last fall and made a touchdown after carrying the ball more than half the distance of the field in a series of plunges that established him as one of the greatest ball carriers ever seen in the entire country.

There is Howard Elliot, also a quarterback. Elliot shared honors with the great All-American Morton Baer, last fall. This year

Elliot is expected to come into his own as the brilliant star of the Trojan back field.

Jess Hibbs is the only star Jones has left over from his 1926 line. Hibbs played tackle last year and he was one of the best tacklers on the Pacific coast.

This quartette, three backs and a line man, would gladden the heart of any football coach in the country; but the rest of the squad will have to be developed and Jones has a lot of gaps to fill. When such stars as Cravath, Gorrell, Taylor, Laranetta, Badger, Dorsey, Baer and others of equal ability leave college in a body through graduation, there is a tough job ahead of the coach. Howard Jones is a great football coach and he will undoubtedly have a good team at U. S. C. this season; but the best the Trojan rosters can hope for is a place half way down the Pacific coast conference championship ladder unless Jones can develop a string of green youngsters out of the group of candidates who came up from last year's freshman squad.

BOSTON—Gov. Alvan T. Fuller of Massachusetts, who is also head of the Packard Motor Car Co. of New England, was host recently to 400 of his employees on their annual outing at his summer residence at Little Boars, N. H. The outing was featured by the presence of leading Packard distributors from all over the country.

POLAND CLUB CUP WON BY CHRYSLER

Trophy For Which Many Have Tried and Failed, Finally Captured

In the collection of trophies which have been won in Europe by Chrysler cars, one of the unusual appropriateness has recently been added in Poland, according to advice just received by the Fitzgerald-Sherwin Motor Co.

The trophy, which is a fine example of artistic modeling represents a bison, the animal familiar to Americans as the buffalo, which within the memory of many still living roamed the western plains of this continent in herds numbering millions.

Curiosity has often been aroused by the offer of a statuette which seemed so incongruous with European matters. Students of natural history explain, however, that the bison, now associated exclusively with America, was one as common in Europe as until half a century ago it was in our own west.

The Automobille Club of Poland used the bison as a symbol of strength and endurance, which are the qualities associated with the animal where it is known in Europe.

have worried over the fact that with ordinary fuel carbon has been a pest. Carbon can, of course, cause valve trouble, but its chief objection has been that it took up room in the cylinders, and thus raised compression to a point too high for ordinary gas.

The buffalo trophy was won this year for the first time since it was offered, 15 years ago a team of three stock Chrysler touring cars completing the entire six-day test without incurring any penalties.

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to enjoy the advantages of amazing performance combined with amazing economy, either we must use and altered fuel or an altered engine.

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DOPED FUELS CASE ARGUED BOTH WAYS

(Continued from Page One) motorist's chief annoyance since automobiles were an experiment. Because some engines are over size and because many owners have carbon removed regularly, this knocking has not been so troublesome to everyone.

Because some engines are over size and because many owners have carbon removed regularly, this knocking has not been so troublesome to everyone. Owners of more efficient engines, with smaller combustion chambers and higher compression, however,



Photo by Kenneth-Ellis. JOE WILLIAMS

REAL SERVICE—"WITH A SMILE"

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Turn the key! and your Buick is Double Locked



No lock could be safer! One turn of the key locks both ignition and steering wheel. But merely turning off the ignition does not lock the wheel. You may shut off the engine and coast, if you like, and still have your car under perfect control.

And no lock could be more convenient! It is illuminated and located within easy reach, where the steering column meets the dash.

The Buick double-lock is an exclusive Buick feature—one of many important refinements which characterize Buick for 1928.

Sedans \$1415 to \$2275 Coupes \$1405 to \$2120 Sport Models \$1405 to \$1775

Government tax to be added. The G. M. A. C. financing plan, the most desirable, is available.

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BUICK for 1928

New 2-Ton Six \$1595 CHASSIS F.O.B. DETROIT Greatest Truck in a Great Line At Lowest Prices

Operators who have driven the new Graham Brothers 6-cylinder 2-Ton Truck pronounce it the greatest truck ever built. It heads a complete new line of Graham Brothers trucks and commercial cars—fast, powerful, sturdy money makers.

In addition to the new 2-Ton and 1 1/2-Ton Trucks there are the new 1-Ton G-Boy and the new 3/4-Ton Commercial Car—speedy, dependable, good-looking units for lighter hauling and delivery.

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Powered by the new 4-cylinder engine, the finest Dodge Brothers ever built.... 4-speed transmission for the most flexible use of this abundant power.... 4-wheel brakes (Lockheed hydraulic).... Reserve strength in chassis.... And at no advance in price. Chassis f. o. b. Detroit \$1245

2 Ton Truck

A smooth and instantly responsive flow of power from the new 6-cylinder engine.... 4-speed transmission to convert the power into pull or speed.... 4-wheel brakes (Lockheed hydraulic).... Heavy duty chassis.... The lowest price at which a 6-cylinder 2-Ton Truck has ever been sold. Chassis f. o. b. Detroit \$1595

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