COMPRESSION HIGH WEIGHT CUT DOWN

Trend Noted As Prominent Feature In Current Improvements

By Will Lynn

Most important among the many improvements offered on new models by the various automotive manufacturers this fall is the decided trend toward higher compression in the engines and lighter weight in bodies and chassis. Both of these trends are advantageous to the motorist, resulting as they do in greater fuel and tire economy.

Automotive engines now offered in the majority of cars have about reached their maximum compression ratio without resorting to special fuels. One of the larger manufacturers came out recently with a special high compression head, but contact with dealers has developed the fact that they are not using the high-compression head much in their sales talk as there was an immediate reaction from competitors who pointed out to their prospects that a doped and higher priced fuel was necessary for that particular car.

This is unethical, as it will be but a short time until all automobile manufacturers will be employing much higher compressions and these same salesmen will be using a high-compression sales talk.

The most notable development toward lighter cars is the announcement of H. H. Franklin that a line of seven passenger cars are included in the new Airman series of air-cooled cars. Mr. Franklin claims that these seven passenger cars weigh from 400 to 500 pounds less than the usual car of this capacity—that they are as easy to operate as the usual five passenger car.

Technical writers who have driven these cars report unusual riding comfort of high quality and a roadability that is remarkable.

Waiting for the Ford announcement has become the favorite indoor sport of many prospects and competitive salesmen, but as time lengthens the waiting seems to become tiresome and a large number of prospects drift to other cars or surrender to the persuasive appeal of competitive salesmen.

The weight of the new Ford will probably be little changed though it is expected the engine will have a higher compression than the present engine.

Franklin Orders Three Weeks Behind Schedule

Unfilled orders of the Franklin Automobile company of Syracuse are three weeks behind fulfilment as a result of new volume of sales obtained since announcement of the new Airman series of air-cooled cars, according to officials of the company. Factory production has been speeded up to capacity, with many departments operating on a full six-day week schedule with overtime.

During the first week in October, Franklin dealers report more than 200,000 demonstrations of the Airman, which have resulted in an influx of orders far beyond factory expectations. In Syracuse, the distributor reports 20 per cent of his normal yearly sales made in one week and in Providence, R. I., 16 per cent of the yearly normal was sold in one week. Sales of the new seven-passenger models have surpassed expectations, officials said.

Travelers returning from Europe are wearing sport ensembles in tweed, a Chanel model having an inner vest of wool matelasse and a two-piece dress of novelty woolen.

The Soviet government has again thrown Leon Trotsky out on his head. But Leon's head seems to Coolidge all the more.

TRAINS AND AUTOS CRASH 1000 TIMES

Accidents Take Heavy Toll of Life and Property During Last Year

CHICAGO—More than 1,000 automobiles last year crashed into trains, stated M. O. Lorenz, director, bureau of statistics, Interstate Commerce Commission, today when he addressed the Sixteenth Annual Congress here. He said in part:

One of the reasons for concerning ourselves about the number of persons that die each year in various classes of railway accidents is that effort may be concentrated on the types of accidents that occasion especially large numbers of deaths. One may discover from casual reading of the newspapers that there are frequent deaths at grade crossings; but it is only after statistics have been compiled that one can make the general statement that of the 7,080 persons killed in connection with the operation of steam railways in 1926, 2,386, or 33.7 per cent, were non-trespassers at grade crossings and 2,623, or 37.0 per cent, were classified as trespassers on the right of way; so that, taking these two groups together we may say that 70.67 per cent of the railroad fatalities occur because people, other than passengers or employees on duty, are on your right of way at the wrong time. Such facts show that for the most part the reduction of the number of accidental deaths in railroad operation is one that requires the co-operation of the public and is not merely a question of care in operating the railways.

The 2,623 trespassers killed in 1926 included 196 children under 14 years of age and 255 young persons from 14 to 21 years. The majority of the trespassers killed are not hoboes.

We, as people, have the capacity to produce more food, clothes and other necessaries of life than we need and are spending untold billions of dollars a year for luxuries. Such a people can afford to make its highways as safe as engineers think they should be made. The problem is to cause the money to flow in the right direction. This is a State and local problem more than a Federal one. But if the recapture of excess earnings under Section 15 a of the Transportation Act should ever yield large sums, it might be well to distribute the money to the railways for crossing protection.

There were, at the close of 1926 [illegible] the number of accidental deaths in railroad operation [illegible] the number of accidents, the number of passengers, the revenue, the investment, and the rest of the vital [illegible] which we consider that in 1926 over 1,000 accidents, involving 888 deaths and 1,636 injuries, occurred because automobiles were run into the side of a train, we can appreciate the fact that educating drivers to be careful is one of the most important features of the accident problem.

Twenty years ago steam railroad operation involved about 10,000 fatal accidents annually. In recent years, notwithstanding an increase in mileage and a great increase in the volume of business, the annual fatal railway accidents have been reduced to about 7,000, a saving of 3,000 lives annually as compared with the conditions 20 years ago. This improvement, too, has been mostly since 1917, that is, during the period when safety work has been emphasized.

This fact should encourage you to renewed efforts to make a still further reduction. The decline in the number of accidental deaths above noted was shared by all three classes, passengers, employees and other persons, but not equally. Taking the three-year period ended June 30, 1907, as a base for comparison, the number of killed was reduced nearly 70 per cent for passengers, nearly 58 per cent for employees and about 16 per cent for other persons. That the class, "other persons," shows so little improvement is to be explained by the growth in automobile accidents. They nearly neutralize the remarkable progress made in reducing the trespasser fatalities, which are about half as many now as they were 20 years ago. Here, also, the gain is most apparent after 1917. The Railroad Administration seems to have given a great impetus to safety work which the resumed private control has continued.

Twentieth Century's Time Buffalo to Albany Beaten

From Buffalo to Albany 18 minutes faster than the time of the New York Central's crack train, the Twentieth Century, is the latest feat to be credited to a Chrysler car equipped with the new Chrysler "Red-Head" high compression engine.

Driven by its owner, A. J. Eckert, Jr., and a mechanician who accompanied him, the Chrysler, a 1926 roadster with more than 23,- [illegible] the run, the car was under the [illegible] of police and the last four miles over Albany streets, while it passed [illegible] 14 cities and towns was passed through on the run. A drizzling rain during three hours of the night also tended to make fast running difficult.

"The time was possible only because of the mechanical perfection of the Chrysler", said Mr. Eckert after the run. "It could never have been done but for the roadster's capacity to operate at sustained high speed, combined with its unusual acceleration and braking features, which enabled us to keep perfect control every minute. The "Red-Head" also played an important part in the fast time through its addition to the car's normal speed, while the new zip it gives to driving by its wonderful effect on acceleration and on hill-climbing ability makes driving a constant joy for the man at the wheel."

Night Sporting Suit Disguise For Pajamas

BERLIN, (AP)—Pajamas, it would seem, have not yet penetrated to the town of Goettingen, writes the well known journalist, Georg Hermann, in the Vossiche Zeitung. A young adjunct professor of his acquaintance, recently transferred to Goettingen University, was completely stupefied when on the bill he received with his freshly laundered linen his pajamas designated as "a night sporting suit."

Berlin Restaurant Serves More Milk to its Patrons

BERLIN, (AP)—The consumption of milk in the restaurant of the German Reichstag has increased 60 to 70 per cent, according to Wilhelm Sollmann, socialist deputy and former minister of the interior. Herr Sollman, leader in the German "dry" movement, points to these figures as hopeful signs that the use of intoxicating liquors, even by legislators, is on the wane in Germany.

Restaurant keepers in Berlin [illegible] before the war a "half-and-half" [illegible] their waiters not to pressure [illegible] under the patron who [illegible]

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Yet, so pronounced has been the satisfaction of Pontiac Six owners, that Pontiac Six sales have already passed the 120,000 mark for 1927.

Oakland views with justifiable pride the implicit confidence and trust the public has bestowed on Pontiac Six. And Oakland pledges its word that this brilliant car shall always represent supreme value in the low-priced six-cylinder field.

New lower prices on all body types (Effective July 15th): Coupe, $745; Sport Roadster, $745; Sport Cabriolet, $795; Landau Sedan, $845; De Luxe Landau Sedan, $925; The New Oakland All-American Six, $1045 to $1265. All prices at factory. Delivered prices include minimum handling charges. Easy to pay on the General Motors Time Payment Plan.

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Now DRIVE this Advanced Six 4-Door Sedan and see all Nash has done in the way of developing SPEED.

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Genuine walnut is used in the steering wheel. Door panelings, window moldings, instrument board and crown panel above are walnut finished.

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5-pass. Ambassador	2202
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4-pass. Cabriolet	1505
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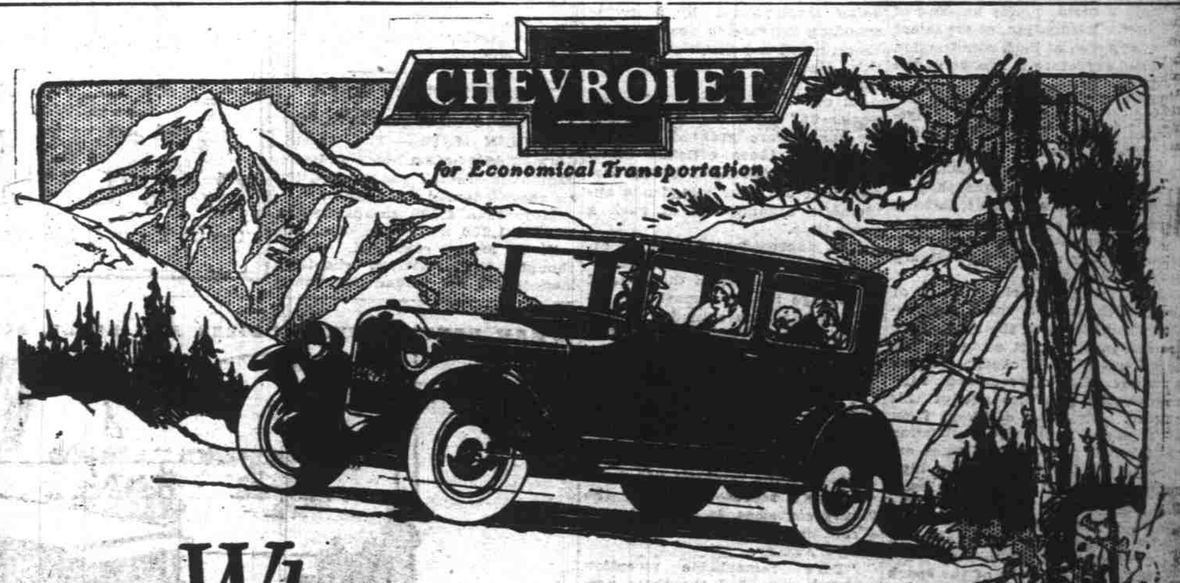

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Fast get-away . . . easy, smooth operation . . . high speed roadability . . . unfailing power . . . and flashy acceleration—

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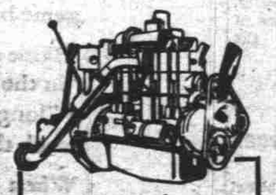
And the source of this matchless performance is the Chevrolet valve-in-head motor, a motor that has established a world-wide reputation for its remarkable power, dependability and economy.

In addition, there is all the finger-tip steering, all the positive braking and effortless gear shifting that have made Chevrolet so decidedly popular for congested traffic.

And never before was a low-priced car so comfortable—for Chevrolet springs are 88% as long as the wheel base . . . and built of chrome vanadium steel!



The Chevrolet valve-in-head motor now possesses such modern improvements as AC air cleaner, AC oil filter, improved oil pump, chrome plated piston pins and Delco-Remy starting, lighting and ignition—features that make this remarkable power plant even more efficient than ever before.

Come in! Learn what a feeling of confidence it gives you to drive a car that is powered for every need . . . that is smooth and quiet at every speed . . . that responds to the slightest pressure on the steering wheel.

Then you'll know why millions have acclaimed today's Chevrolet as the finest performer in the low-price field!

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