

## HIGH COMPRESSION ENGINE EFFICIENT

Willys-Knight Unusual Performance Aided By Sleeve Valve Motor

The successful performance of the high compression engine employed in the Willys-Knight motor car is attributed by automotive experts to the distinctive design of the Knight sleeve valve engine, which is claimed to be unusually well adapted to high efficiency work. Reliable tests have disclosed a distinct margin in favor of the sleeve valve engine as compared with power plants of other designs.

Since 1915 the Willys-Overland company in its production of the Willys-Knight sleeve valve engine, has paid special attention to high compression to obtain an increased power development, faster acceleration and greater vitality without making a sacrifice of any nature in the matter of fuel economy or efficiency.

In the language of the layman, high compression merely means that the gasoline mixture is more highly compressed in the combustion chamber, thus imparting greater force to the piston on the downward stroke after the explosion. This, of course, produces a higher degree of power than is obtainable in engines of low or medium compression. The increased power in the Willys-Knight is obtained according to experts, without increasing the amount of fuel.

Engineers point out that three important factors enter into the design of the successful high compression engine. First, the compression space must be as compact as possible to reduce to a minimum the length of flame travel. Second, the shape of the combustion chamber must be such as to promote turbulence, which in turn produces a speedier burning of the charge. Third, the combustion chamber must be free from local "hot spots."

It is pointed out that the combustion chamber in the patented Knight sleeve valve engine is distinctive for its freedom from detonation. This is brought about by the smoothly machined surface of the head and walls, with no projecting edges. This frees the chamber from the possibility of local "hot spots" or edges which might become incandescent.

The shape of the Knight combustion chamber is a true cylinder surmounted with a dome-shaped head. This is said by engineers to be the ideal type for obtaining the greatest degree of efficiency from an engine of the high compression type.

The spark plug is located in the exact center of the compressed fuel charge, with the result that the spark has the shortest possible distance to travel. Since there are no odd shaped spaces in the Knight engine for gases to be confined in when the piston compresses the mixture ready for firing, the entire bulk of the explosive charge is confined directly above the piston.

The perfection of the high compression engine employed in the Willys-Knight with its distinct advantage of increased efficiency over low and medium compression engines, has been brought about over a period of more than ten years. Since 1915 the Willys-Overland organization has brought this power plant to a perfection which has been instrumental in creating a decided trend toward engines of the high compression type.

### Crown Bread Eaters Laud Their Fad Vigorously

LONDON, (A.P.)—Brownbreaders and whitebreaders are having a duel to the death in the British Isles.

Sir Arbuthnot Lane and his Health Society are the champions of whole wheat bread. The perpetually youthful Fannie Ward has also cast her lot with the anti-whites.

Fannie says she doesn't eat any bread, but if she did it would certainly not be white.

The millers of the British Isles are furious about the brown bread campaign as charges have been made that the vitamins of Class "A" are bleached out of white flour. Sir George Newman, the chief medical officer of the Ministry of prominent physicians have aligned with, and a number of other health experts with the whitebreaders. Sir George says the extravagant claims put forth on behalf of brown bread are unconvincing and of trifling importance, as the essential point is that each person get a proper allowance of vitamins in his entire diet. Sir Thomas Horder, a celebrated British physician, takes similar ground.

### German Students Spend New Excuse Travels In Second Class Car

PARIS, (A.P.)—People who ride second class in European trains, but feel that they must always explain why, have a new excuse. They are afraid of being murdered.

In the last several months there have been several homicides in French railway trains and all in first class compartments. These are seldom so crowded as the

## GIVES CITY LOWEST FIRE LOSS



For two years in succession the grand prize in the national fire waste contest has gone to the city of Albany, Ga., where the per capita fire loss is 44 cents. Albany citizens give credit to the methods of D. W. Brozman, chief of the fire department, above, who has held the job for 16 years. "Fire prevention produces dividends in reduced insurance rates," he says.

Others, which gives the killer a better chance to slip away unseen. In peace. The stranger was a detective from the "Surete Generale" the French Scotland Yard.

Dust on the headlamp reflectors will decrease lighting efficiency by half. To clean the reflectors it is advisable to use only special reflector polish asserts the Western Auto Supply Company. If the finish is very tarnished or scratched it should be taken to a silver plating, rub in circular motion.

## FLORIDA MOTORIST EXPLAINS CHARGES

Tax On Automobile There Not Greater Than That In Oregon, Claimed

VANCOUVER, Wash., Oct. 27.—In a recent Sunday edition of the Portland Journal appeared a map of the United States illustrating the combined gas tax and license fee collected in the states, and quite a lengthy article by Frank Reusswig, engineer for the Oregon State Motor association. This map and article are so in error regarding the tax and license fee in Florida that I, a citizen of the great state of Florida, feel compelled to call attention to misleading statements.

The article by Mr. Reusswig states in one paragraph: "However, with the combined license plate and gasoline tax fee, Florida, with \$45.32 and North Carolina, at \$44.63, lead Oregon, whose combined fee is given as \$40.03."

Now take my machine, a model 64 Willys-Knight. I pay \$14 license in Florida on it, and have my license receipt to show for it. I am informed that the license in Oregon on my car would amount to something like \$40. In Florida I pay 4 cents gas tax, and 3 cents in Oregon. Now will Mr. Reusswig explain how I can get away with \$40.03 combined gas tax and license fee in Oregon?

Mr. Reusswig should tell the people of Oregon a few other facts covering the tax, license and laws governing automobiles in Oregon, and compare them with Florida;

tell them about the hundreds of miles of the finest paved roads in the country that Florida has put down during the past five years, and how a man can enter Florida as a guest, without having noticed every few miles ordering him to register his car, as though he were a criminal, and to be watched; tell them that a guest may enter Florida and remain there all winter without being disturbed for a Florida license, as long as his machine bears a license from his home state that has not expired; tell them that while there is a property tax in Florida, no one seems to care to collect it, and you may travel 45 miles an hour on the highway without becoming a criminal.

I spent seven winters in Florida, going there from Iowa, and was never called on for a license, and I moved to Florida in September, 1923, and used my Iowa license till the first of the year, when I took out a Florida license. During the four years of residence in Florida I was never called on for a personal tax on my machine, of which I had three. So, let Mr. Reusswig explain how Florida's combined tax is \$5.26 above Oregon's. He might also inform the people that Florida owns no man and has a balance instead of a deficit in its treasury.

Possibly Mr. Reusswig has figured the gas tax collected from tourists in Florida who pay no license fee, and reported it among the Florida car owners who pay a license fee. That is an error easily made by those who don't know of the large tourist population of Florida.

Tobe Watkins, Miami, Fla.

Forty four Russians have been expelled from the Communist party. They ought to consider now that they are getting up in the world.

## Plus-Fours Blamed When Conduct Becomes Bit Lax

LONDON, (A.P.)—Wives who have difficulty in making their husbands' eyes behave would do well to keep them out of golf knickerbockers, if President Weddell. But this great authority

del of the National Federation of Merchant Tailors may be believed. "A man in plus fours is more in conduct than a man in morning coat, and the wearing of dress suit encourages gentler and more civilized conduct," says Mr. Weddell. But this great authority

on male attire is all against the knickerbock. He says fat men look ridiculous in it as they do in tailed evening coats, but he says that it is almost negligible and such an informal sort of garment that no man can appear smarter when wearing it.

## How's Your Generator?

WE DO urge you to have your generator set for the proper charging rate to meet the demands of winter driving. Just drive in to our service station and give us a few minutes time to properly adjust the generator—and you will not have the expense of recharging your battery every month or so during the winter. And while your car is in our shop, those headlights can be adjusted, too.

**E. H. BURRELL**

Battery & Electrical Service

464 N. Liberty St.

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## Announcement

This is to announce that the Marion Automobile Company have sold their business at 235 S. Commercial Street to Mr. Wallace Bonesteel, to be known as the

## Marion Garage Co.

At this time we take pleasure in thanking you kindly for your patronage and hope you will continue your business with the Marion Garage Company, in the future as in the past.

All accounts and notes will be payable to F. N. Derby, Claude Morse, Secretary of the company, or A. J. Shumaker, Bookkeeper, at the old stand, 235 South Commercial Street, Salem, Oregon. Anyone knowing themselves indebted to the Marion Automobile Company will kindly call and settle.

Respectfully,

F. N. DERBY, Manager

## Today's Car for Americans of Today

The grace of a gleaming monoplane. The change of pace of a great halfback inspired.

Such are your thoughts as you flash away in this new and masterly car.

Speed—action—snap—style. Color—charm—distinction.

A car of today for Americans of today—the kind of

a car on which America invariably bestows success!

### NEW LOW PRICES

London Coupe \$1045 4-Door \$1145  
Coupé \$1075 Cabriolet \$1145  
London Roadster \$1265

The New and Finest Pontiac Six, \$1745 to \$2125. All prices at factory. Delivered prices include minimum handling charges. Easy to pay on the Liberal General Motors Time Payment Plan.

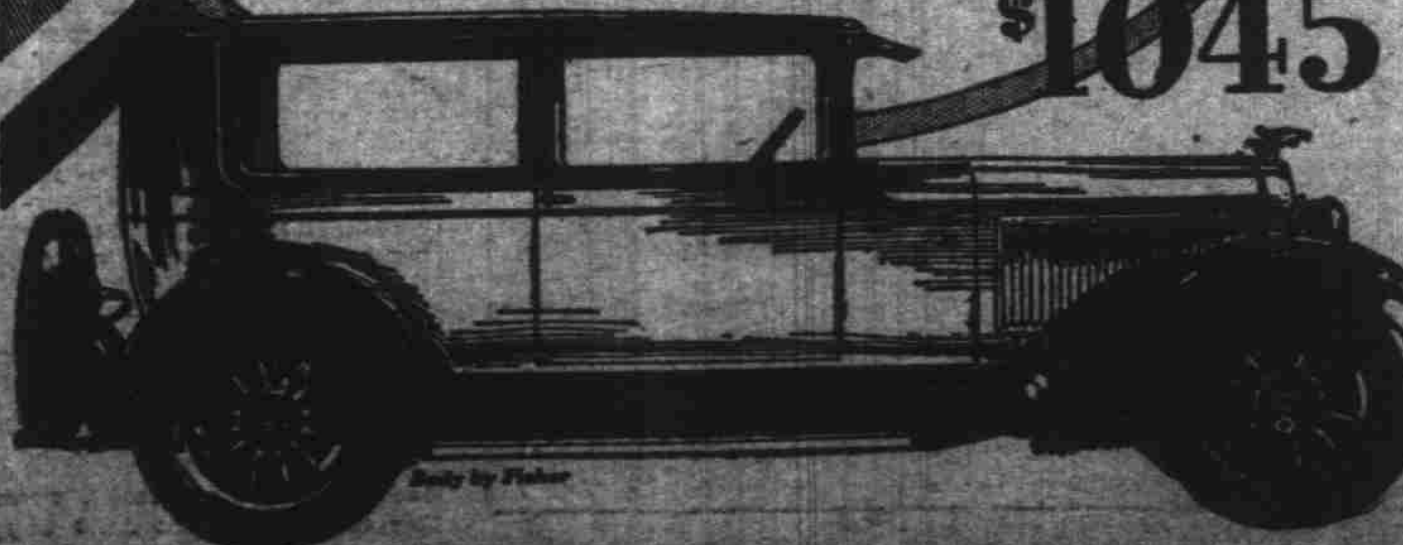
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## OAKLAND ALL-AMERICAN SIX

PRODUCT OF GENERAL MOTORS

2-DOOR SEDAN \$1045



TRADE YOUR USED TIRES IN.  
A smooth and worn tire is worth more to us than it is to you.

## SAFETY FIRST—SKIDDING IS DANGEROUS

Kelly Springfields New Tread Design Has Three Predominate Features

1. THE MOST PERFECT NON SKID TREAD.
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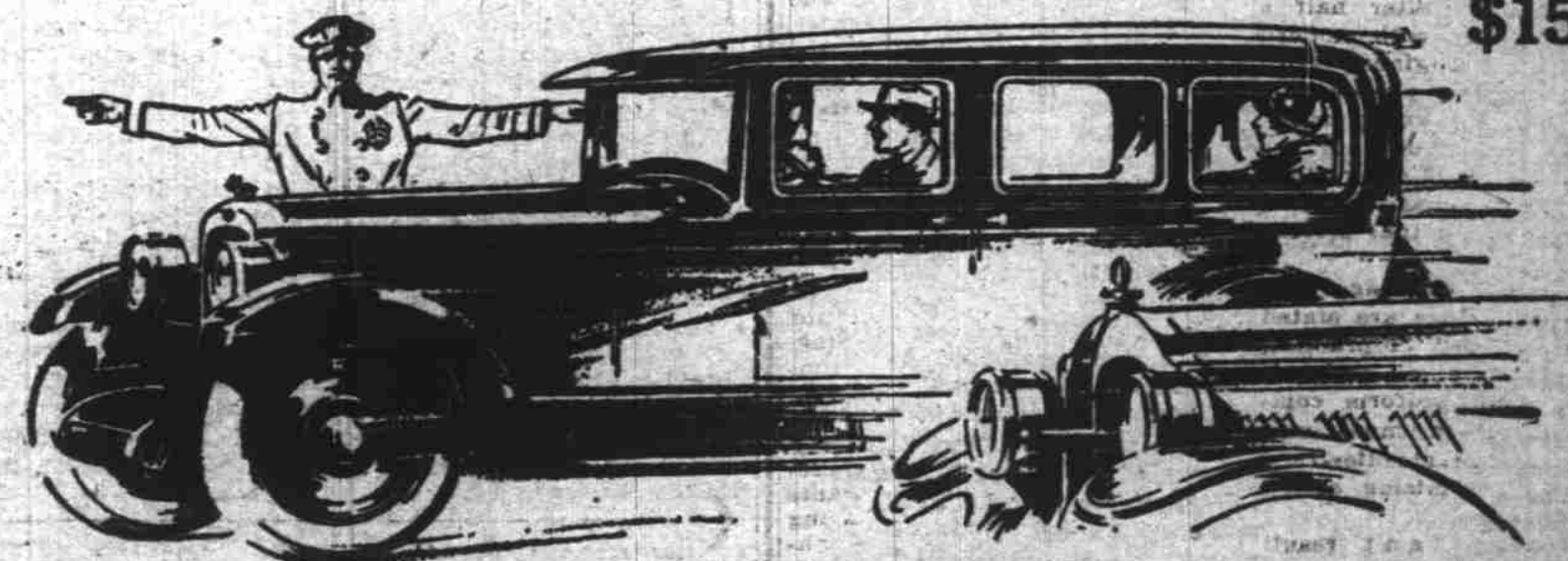
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## NASH New Price

Leads the World in Motor Car Value

Special Six 4-door Sedan

Delivered Salem \$1562



## Lightning pickup!

This Nash Special Six 4-Door Sedan has the FASTEST acceleration in its price-field.

When traffic starts, this big Nash 7-bearing motor puts you in the lead instantly.

DRIVE this Sedan and test out its great pickup—and its great SPEED and SMOOTHNESS, too.

Along with its EXTRA power it has the smoothest, quietest type of motor ever engineered.

And in many other ways this car offers

far more in both quality and value.

The instrument board is a good example. Nash has finished it in walnut effect. And the door panelings and window moldings are similarly treated.

Cushions are form-fitting to give you greater comfort. Upholstery is fine mohair, tufted beautifully. There's a vanity case and smoking set, leather mounted.

Drive your car in when you come—we want to tell you about our special, LIBERAL terms on your car for this week.

### ENCLOSED MODELS

Extra Long Wheelbase  
Advanced Six Series

7-pass. Sedan	.....	\$2268
8-pass. Ambassador	.....	2292
4-pass. Coupe (Rumble Seat)	.....	2030
4-pass. Victoria	.....	1854
5-pass. Regular Wheelbase	.....	
5-pass. Sedan (4-door)	.....	\$1802
5-pass. Sedan (2-door)	.....	1870
5-pass. Special Six Series	.....	
5-pass. Sedan (4-door)	.....	\$1562
5-pass. Sedan (2-door)	.....	1450
4-pass. Cabriolet	.....	1505
3-pass. Coupe	.....	1370
Standard Six Series	.....	
5-pass. Landau Sedan	.....	\$1258
5-pass. 4-door Sedan	.....	1163
5-pass. 2-door Sedan	.....	1082
4-pass. Cabriolet	.....	1103
2-pass. Coupe	.....	1041

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