

CHEVROLET USAGE SHOWS LARGE GAIN

Autos To Be Used In Patrolling and Other Investigating Work

Popularity of Chevrolets for official service throughout the country is fast increasing, according to information received from the factory by Douglas McKay, the local dealer. They have been in border patrol use for some time and recently fleets have been acquired by various branches of the public service throughout the country, even the special delivery section of the Portland post office choosing them for its work, and now the Los Angeles police department has purchased 34 in one order.

"After an investigation covering a period of six months, we have learned, Los Angeles police officials have bought 36 Chevrolet touring cars," said Mr. McKay, the local dealer. "During this period operating costs were made the chief subject of careful study."

"According to the captain in charge of motor transportation in the southern California city the Chevrolets will be used in patrolling and investigating other general police department work. A total of 238 cars are operated in police work in Los Angeles, and as the funds covering their use and maintenance are definitely budgeted and the cost must not exceed the limit, the question of economical transportation is most important."

"Six months ago, the police captain has explained, his department began to check with care the operation costs of several Chevrolets owned privately by members of the department and of others belonging to persons not members of the police organization. The results are shown in the purchase of 36 cars."

AUTOMOBILES PROVE BIG AID IN SELLING

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an installment basis or by a deduction of a certain percentage of his earnings.

"That this method is being followed by many is substantiated," states Mr. Black "by the large number of firms throughout the country who have placed orders recently for fleets of Chandler cars for the use of their salesmen."

"Particularly popular for this type of service is the new Special Six Rumble Seat Coupe, Special Six Roadster, regular Special Six Coupe, Big Six Coupe and Roadster. All these models feature unusual carrying capacity in the rear deck, permitting ample room for sample cases and other incidentals necessary to a salesman's equipment."

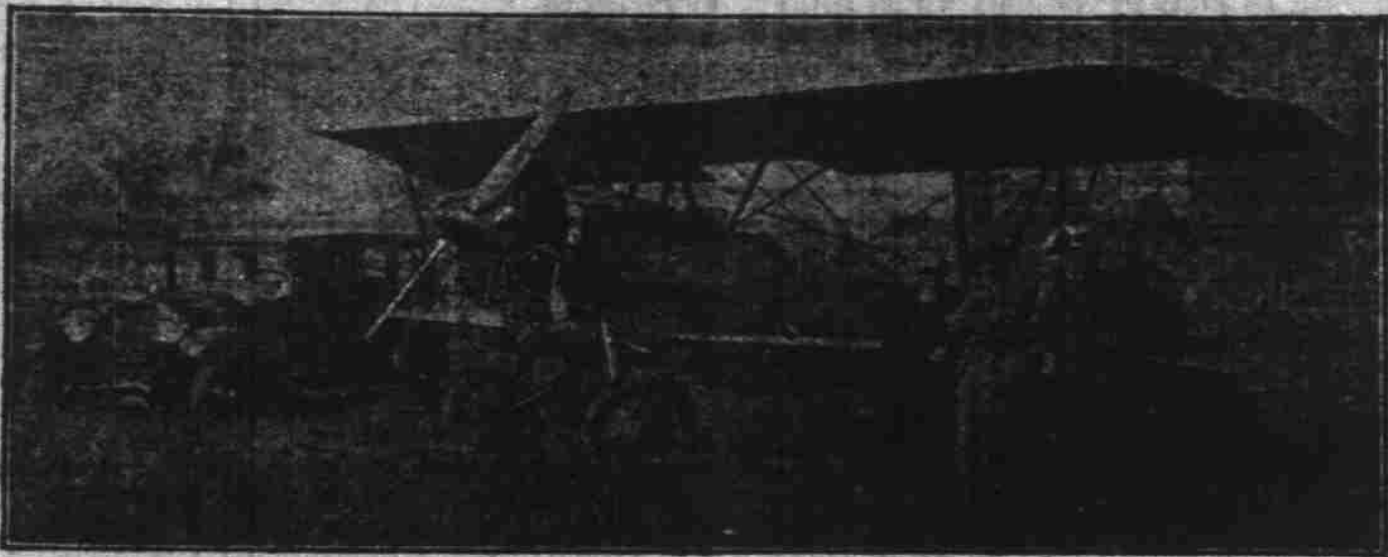
"Reports from those employing Chandler fleets show unusually low upkeep costs, coupled with a surprisingly high standard of everyday service," further states Mr. Black.

"It is my firm belief, that each year will see even more and more manufacturing concerns appreciating the economy of equipping their territorial and city salesmen with motor cars, thus eliminating the uncertainty of train schedules and the correspondingly high cost of train fares, when salesmen are obliged to make numerous stops in certain territories to maintain close contact with accounts."

GAMING SWALLOWS FORTUNE

LONDON.—Monte Carlo and Ostend gaming tables claimed \$23,000 from Mrs. Amalia Craven, a London widow, she said in bankruptcy court, asking to be relieved of debts aggregating \$15,000. Mrs. Craven told the court she continued to play in the hope of retrieving her losses. Finally she made a desperate plunge and lost practically everything she had.

Oklahoma Dealer Flies to Flint



When the Buick dealers of the Oklahoma City Branch territory visited the Buick factory at Flint recently, William A. Burke, dealer at Okmulgee, made the trip by air. He is a pilot of 12 years' experience, and uses his plane constantly in his business. In this instance it enabled him to make the Michigan trip with a minimum of "time out." Burke is the central figure in the picture, the others being William H. Alexander of the Buick factory (left), and S. S. Lindsey, manager of the Oklahoma City Buick Branch.

ADVANTAGES OF HUPP COACH WORK CITED

Many Brand New Construction Improvements Presented in New Models

Higher speed ranges, more powerful engines, faster pick-up, and even faster acceleration, due to four wheel brakes, subject present day motor car bodies to strains much more destructive than those of a few years ago.

According to F. E. Watts, chief engineer of the Hupp Motor Car Corporation, bodies that were highly satisfactory even as recently as three years ago are wholly inadequate for today's modern automobile. "Today's body must contain greater durability, structural strength and rigidity than ever before," he says. "It must group with those features a finer appearance, enhanced comfort and increased spaciousness. The bodies of three years ago would fail completely to withstand the strains to which the greater performance advantages of the newest in motor cars would impose on them."

"The new Hupmobile Six well illustrates the newest in body construction. In addition to being the latest expression in body design, the coachwork for this car contains, we believe, the qualities of appearance, comfort, durability and construction that make it attractive to the eye, pleasurable to ride in, durable to own and comparatively simple to manufacture," he continues. "The last two features give the bodies a remarkable freedom from service. Practically Cowl Given Special Attention

"They are of the composite, or steel-and-wood, type. Practically every quality body built today is of this composite type. Where steel is superior to steel is used. Where steel is unsatisfactory or of no advantage, wood is employed. Wood's greater resiliency gives it definite advantage wherever there is any question.

"Particular attention has been devoted to designing a rigid body front—including dash, cowl, front pillars, windshield and instrument board. Much of the unusual rigidity achieved in the front end is traceable to the differently designed dash. Heretofore, this body part has generally been a simple flat steel panel, with little ability to resist flexure. In the new Hupmobile the panel is edged by continuous U-shaped channel section. In combination with the cowl's front edge, this forms an extremely rigid structure, resisting any tendency to twist or wobble. The front body bolt brackets are heavy gauge steel riveted and welded to the dash, thus clamping the dash at its strongest and most rigid point firmly to the chassis frame. Still further rigidity is provided by flanging the brackets on which the toeboards are mounted, increasing the stiffness needed at the base of the dash, to resist side motion.

"Narrow front body pillars, essential to maximum vision, are demanded today. They must be small, yet their strength and rigidity must be ample. This has been solved successfully by stamping the pillar proper from 9-64 inch steel plates into an angle, or 'L'. This steel pillar extends from sill to roof.

"A direct tie from pillar base to chassis frame is made by bolts through extremely wide-based steel footing brackets, welded and riveted to the lower end of the body pillars, and the upper flange of the chassis frame.

Mouldings Integral
"Similar sturdy, well-planned construction is utilized throughout the body. Externally, special attention has been given the mouldings. These are stamped into the metal panels themselves, instead of using strip moulding and nailing it on, as has been common practice. This feature obviates the possibility of mouldings working loose in service, cracking the lacquer surface and permitting rust to form under the loosened moulding.

"All major external body panels are either stamped in one piece or welded into one piece units. The entire back panel, extending from the rear of the right door to the rear of the left door, and from sill to roof, is made in one continuous unpointed unit. This construction, requiring huge presses and extensive welding equipment, might well be classed as an outstanding feature of the new bodies.

"Causes of the majority of body squeaks have been overcome by the use of anti-squeak tape between all surfaces where metal can touch metal, or where metal might otherwise bear against wood. Joints are filled with white lead to avoid friction that might produce a squeak. In fact complete precautions to insure silence, are provided at 123 different points.

"Each of the various body models that go to make up the complete line of the new 1928 Hupmobile Six has undergone severe road tests. Several of them have received the equivalent of a year's use in an owner's hands, under conditions much more destructive than the average owner would care to attempt. In every case the bodies have offered convincing proof that they represent a long step forward in body construction."

Fatigue in Driving Due To Jar On Nerves

Neurologists, who have studied the cause of fatigue after a long day's drive, attribute a large share of the tired feeling to nervous strain rather than muscular. The constant jarring and vibration, transmitted to the driver through the steering column and wheel, irritate and strain the nerves until fatigue is apparent.

There is likewise a nervous reaction resulting from the mechanical rumbles and body rattles which are present in some cars. Passengers suffer, too, from the anxiety for their safety and fear of being tossed against the ceiling

when going over bumps at high rates of speed.

Realizing these truths, the new Franklin Airman is constructed to eliminate all road shocks and jars possible. Full elliptic springs provide a soft cushioning effect that permits the car to be driven at high rates of speed all day without fatigue to passengers or driver. Light weight, scientifically balanced and distributed, eliminates the usual jar felt in the steering wheel of the ordinary car. The fact that 12 per cent of Franklins recently sold have been to physicians illustrates the relief from nervous strain which has made a great impression on a class of owners to which conservation of energy is most important.

Read the Classified Ads

NEW YORK SALON SHOWS FINE CARS

Franklin Models Win Unusual Praise Among Distinguished Motor Cars

Unusual interest was displayed by fastidious motor car buyers in the annual exhibit of the fine custom built cars at the New York automobile salon held during the last week in the Hotel Commodore. The display of cars brought out as never before the high degree of craftsmanship that has been reached in the automobile industry.

New body types, such as the convertible sedan and town car with all weather features, were much in evidence. Special interest was shown in the exhibit of Franklin air-cooled models, embodying striking ideas in this line of coach work.

A design by Dietrich on the Airman chassis revealed in the convertible sedan a combination closed and open car, notable for the facility with which the top can be collapsed and windows dropped, as well as for the structural detail which makes the body a commodious, comfortable sedan when enclosed.

One of the most popular of the Franklin custom built models proved to be the enclosed drive town cabriolet. This smart body was also designed and built by Dietrich as the personal car of Mr. H. H. Franklin. On this body the rear quarters fold down, leaving the passenger compartment open when desired.

A town car by Willoughby was distinguished by details of exterior finish and upholstery, which looked smart equipped with wire wheels with two spares carried in fender wells in front. Broad windshield wings were provided for the driver's compartment.

A five-passenger custom sport sedan by Holbrook was displayed, which was distinguished by a new method of exterior paneling which adapted itself to an original and attractive scheme of painting that was much admired.

A recent announcement by the Franklin Custom Body Department offers the work of the foremost American and International body designers on the new Airman chassis.

Read the Classified Ads

to reports from road cats of the American Automobile Association and from individual clubs of the Motor Federation. "This is an aspect of the national business created by motoring that is assuming major importance," says Thomas P. Henry, president of the A. A. A.

"At the present rate of growth it should become \$500,000,000 within a few years."—Motor Chat.

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Roadside markets have done a tremendous business during the summer touring season, according

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