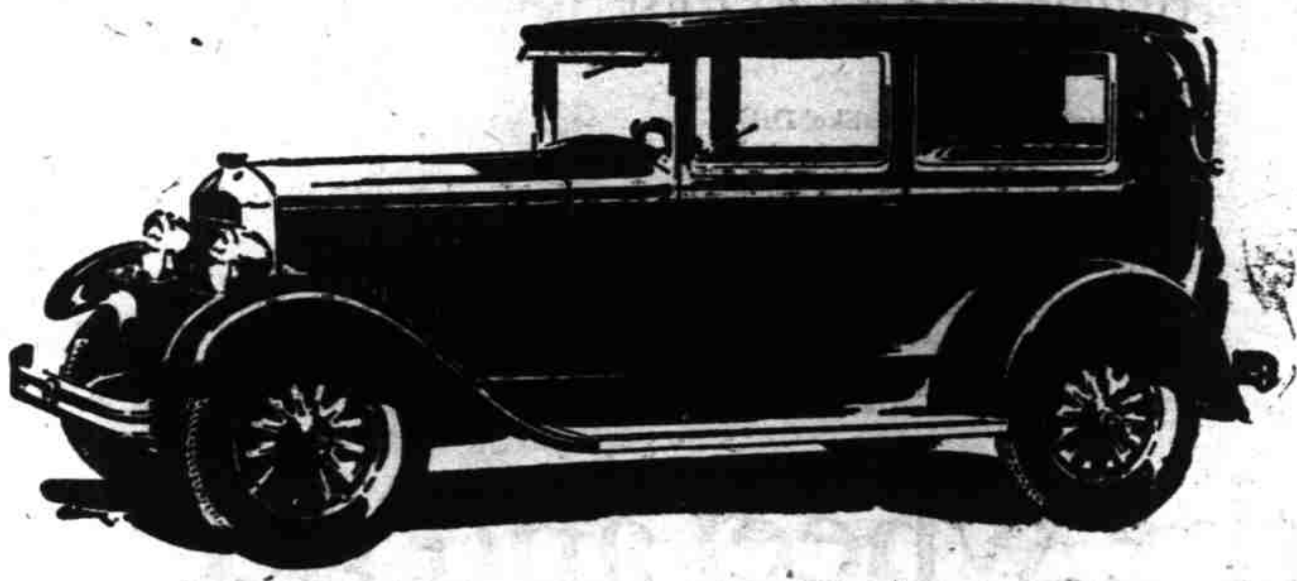


LANCHESTER VIBRATION DAMPNER FOUR BEARING CRANKSHAFT MOTOR SUSPENDED IN RUBBER

These Great Features Make the DURANT SIX
VIBRATIONLESS



THERE CAN be no driving comfort and riding enjoyment until vibration is eliminated. To conquer vibration at all speed ranges, Durant engineers employ mechanical advancements found in the highest-priced cars. Compare the Durant Six with any other low-priced Six. See the marked SUPERIORITY of Durant construction.

DURANT SIX
\$795
DELIVERED HERE
FULLY EQUIPPED
Two-Door Sedan . . .
. . . Coupe or Roadster

Also... THE NEW
DURANT FOUR
PRICES START AT
\$645
DELIVERED HERE
FULLY EQUIPPED

DURANT

Salem Automobile Co.

235 N. Church Street
H. E. SHADE

C. J. TAYLOR

Telephone 97
H. J. WOOLEY

ZERO WEATHER LOSES TERROR

Warmer Bodies and Better Starters With Other Features Cause

Where the automobile used to be jacked up on the garage for the duration of winter, mechanical improvements and better roads combine to make the modern product of as great utility in one season of the year as another, declares B. H. Anibal, vice-president in charge of engineering of the Oakland Motor Car company.

"Snow and zero weather fail to deter the modern motorist," Mr. Anibal stated, "because the automobile manufacturer today is putting out a car that functions as well in frigid climates as in tropical countries.

"Notable among the developments making for all-year use in the motor car of course are closed bodies and passable roads. But the car mechanically is built to give service regardless of weather conditions.

"This development is seen in the number of cars being sold during the winter months. In November the Oakland All-American six set the highest monthly sales figure since we began building the car 22 years ago. Yet November is at the beginning of the cold weather months.

Bodies Weather Stripped
"Several years ago new car purchasers placed their orders in the winter time and specified that they would not take delivery until spring. Today they ask for immediate delivery because they know their car will be comfortable for winter driving and will not be adversely affected by such use.

"In the latest All-American, the Oakland-Fisher bodies are weather stripped and sealed against drafts to insure the maximum of comfort.

"Starting equipment during the past few years has been greatly improved. Steaming kettles of hot water, blankets over the hood and a tremendous amount of hand cranking no longer are necessary to start a car in cold weather. The starter is competent to turn over the engine with the thermometer at zero or lower in the new Oakland six.

"A few years ago was necessary to drive a long distance before the engine warmed up to a good operating temperature. Today Oak-

land's super-heated manifold quickly has the engine purring smoothly. Thermostatic water control, which traps the water in the cylinder head and block, soon warms up the engine to maximum efficiency, whereas cars without this feature have to warm up all the water in the entire cooling system.

Radiator Improved
"Crankcase ventilation, another Oakland feature, also has come to the aid of the winter motorist because it assists in removing water and vapors from the crankcase. This removal of water reduces to a minimum trouble experienced from freezing of the lubricant. Instant lubrication to the cylinder walls assists in the prevention of scored cylinders during the extreme cold weather.

"The cross-flow radiator which Oakland pioneered has contributed much to better and more economical winter car operation. This new principle of radiator retains an anti-freeze mixture in its original strength throughout the winter. Hence even though liquid has been lost freezing of the same strength mixture as was first used. With the old style radiator a loss of liquid generally meant loss of alcohol, resulting in a weaker mixture and often in a frozen radiator. A new supply of alcohol also was necessary to bring the mixture to its original strength.

"Other new features making for satisfactory winter driving, common to the new Oakland, are fitted spring covers which keep dirt and silt from contact with the springs; fully enclosed brakes on all four wheels for greater safety; easier steering; balloon tires which reduce to a minimum the tendency to skid, and winter heaters for the comfort of passengers."

BANNER YEAR IN '29 IS FORSEEN

Largest February in History Thought Probable From Early Figures

Announcing a 10 per cent gain of increase thus far in 1929 compared with the same period in 1928, Alvan Macauley, president of the National Automobile cham-

ber of commerce, indicated that this would be the best year in the motor industry, speaking before the members' committee of the National Automobile chamber of commerce in the Book-Cadillac hotel, Detroit, this week.

Big Month Passed
The February production of chamber members estimated from shipping statements was reported to the members of the 342,344.

This total is exclusive of Ford. With the latter figures added, it is clear that the month's total will be the largest February on record and may prove to be the larg-

est month in the history of the business.

"The gains in business this year as compared with last are gratifying, not only because they show progress but also because they indicate a conservative advance in production operations," said Mr. Macauley.

"The industry may look forward to the best year in its history, based on increases in general prosperity both here and abroad as well as on a more intensive use of motor transportation in a wide variety of carrying operations."

For Tire Service

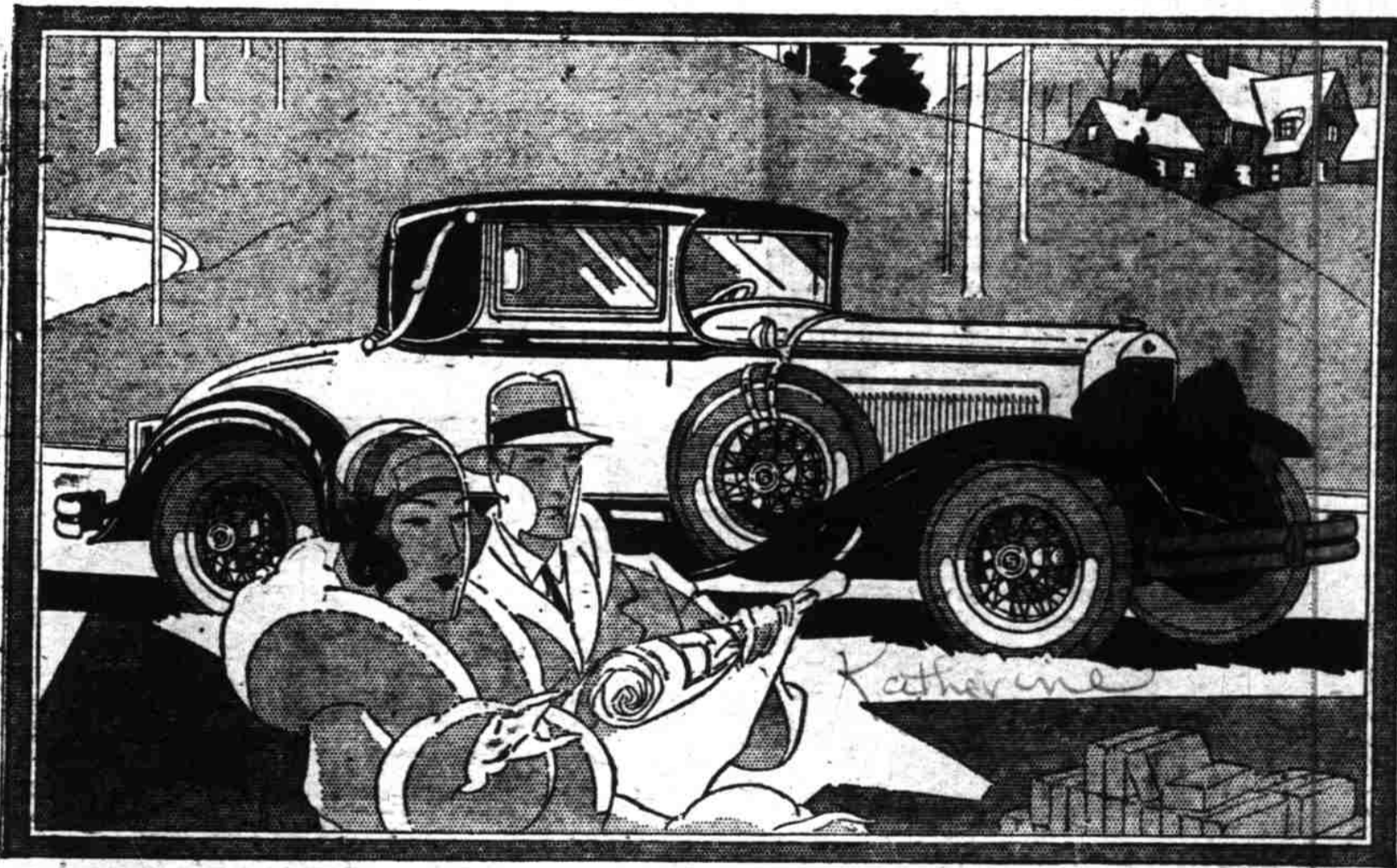
We Just Love to Fix Em

199 South Com'l. Miller TIRE SERVICE. "RUSS" SMITH

Greater than ever with Straight Eight Power!

Studebaker's famous
COMMANDER

AS AN EIGHT . . . AS A SIX
\$1495 - \$1350
at the factory



COMMANDER EIGHT CONVERTIBLE CABRIOLET, \$2645. With six-cylinder motor, \$1495. Six wire wheels and trunk rack standard equipment. COMMANDER EIGHT COUPE, \$1495. COMMANDER SIX COUPE, \$1350. Prices at the factory. Bumpers and spare tires extra.

THE fine and final touch of modern motoring—straight eight power—now lends its liquid fluency to Studebaker's famous Commander!

The new Commander, now available as either an eight or a six, worthily succeeds to the renown of its illustrious predecessor, which sped 25,000 miles in 22,968 minutes.

The Commander's potent appeal of tireless speed is admirably matched by youthful, vivid style. Lines are lower and longer because of Studebaker's costly double-drop frame. Even in repose, you sense the Commander's fleetness, and its power, and its brilliant deportment.



A cozy coupe or a racy roadster—quickly and at will.

Restful riding, such as motoring never knew until Studebaker introduced ball bearing spring shackles, is still further enhanced by hydraulic shock absorbers.

The sum of the new Commander's qualities, make it now, more than ever, "the greatest motor car ever built and sold at its low One-Profitee price."

STUDEBAKER MODELS AND PRICES

The President Eight	\$1785 to \$2575
The Commander Six or Eight	1350 to 1675
The Dictator	1265 to 1395
The Erskine Six	860 to 1045

PRICES AT THE FACTORY

Tune in "Studebaker Champions" every Sunday evening 7:15 to 7:45 Pacific Time Stations KOMO-KHQ-KGW and Coast-to-coast network

MARION GARAGE CO.

Wallace H. Bonesteel

235 S. Commercial

Opposite Marion Hotel

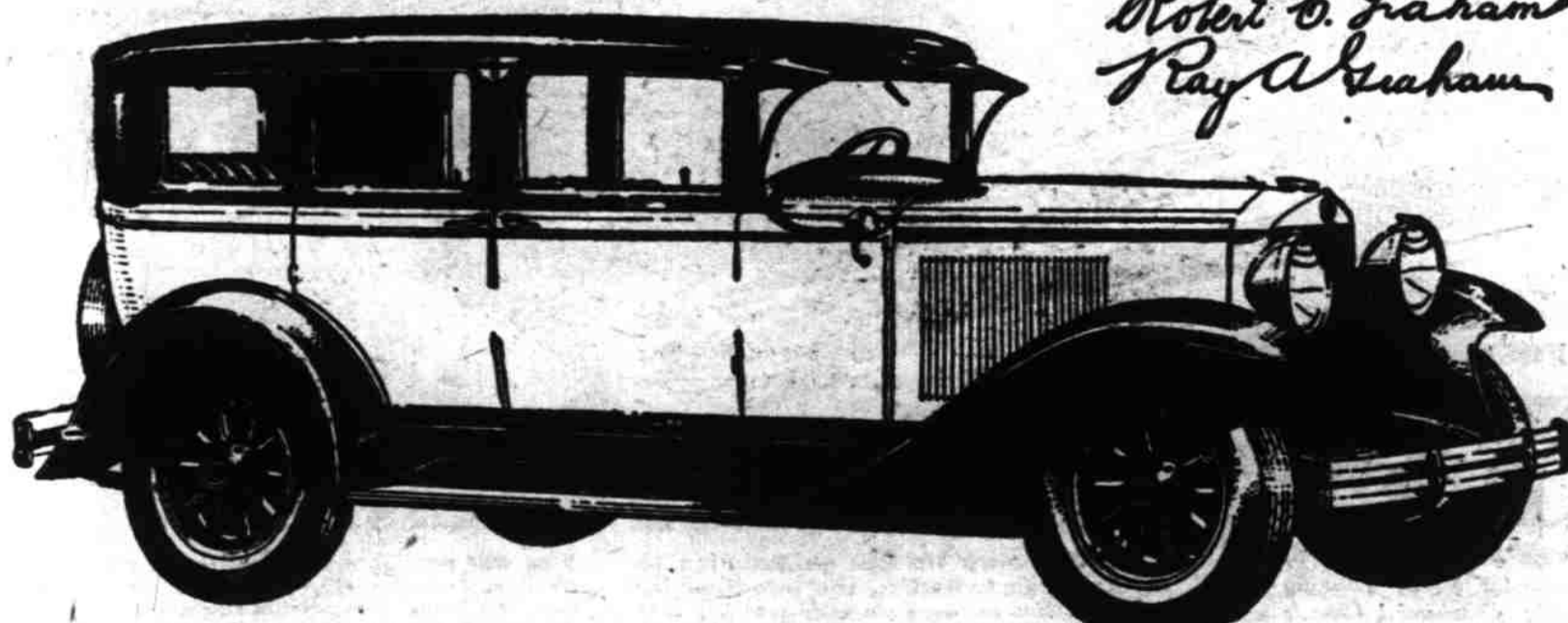
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The New 612



We present the new Graham-Paige Model 612 as a motor car of exceptional value—not in some one or two features—but throughout the entire car. The more thoroughly you examine the Model 612, the more evidence you will find of extra size, extra sturdiness and extra quality.

Joseph L. Graham
Robert C. Graham
Ray A. Graham



The Motor, for example—

62 brake horsepower; 2 1/2" balanced crankshaft supported in seven extra large bronze-back interchangeable main bearings; thermo-statically controlled cooling with water jackets extending the full length of cylinder bore and completely surrounding valve seats; adjustable si-

lent chain timing; positively driven gasoline pump, water pump and generator; constant clearance aluminum alloy pistons; exhaust from front of engine keeping heat away from driving compartment; engine mounted at four points on rubber.

LODER BROTHERS

GRAHAM-PAIGE