

OAKLAND MAKES BETTER ENGINE

(Continued from page 7) appeared on the Oakland line, so the All-American six boasts more than fifty refinements, many of them exclusive to the car in its price field.

A quick mechanical picture of the new Oakland shows a larger and flatter power plant, a new patented rubber engine support, new Oakland-developed internal expanding self-energizing four wheel brakes, larger cross-flow radiator, counterbalanced crankshaft, larger three-pipe intake manifolds, and unique lubrication of cylinder walls.

Interpreted in terms of performance, the new refinements mean quick vibrationless acceleration of from ten to 25 miles an hour in six seconds flat, and a top speed of well over 70 miles an hour, according to tests under the stop watch at the General Motors Proving ground, where the new car was made ready for the public.

Built on a 117-inch wheelbase, the new power plant develops 68 horsepower at 3,000 revolutions per minute. Cylinder displacement today is 228 cubic inches, increased from 212 cubic inches last year by enlarging the bore to 3 3/8 inches from 3 1/4 inches. Stroke remains at 4 1/4 inches.

The engine is the L-head type, with a high compression G-M-R head pioneered by Oakland, which may be removed without interference with the ignition, and with provision for a built-in thermostat. A feature of the head is a semi-circular baffle located directly above the piston which is claimed to give maximum freedom from detonation. Compression ratio is 4.9 to 1.

The power plant is mounted on four supports and insulated from the frame by rubber "biscuits," developed by Oakland engineers and exclusive to the latest All-American. The design of the "biscuit" is unique because it is impossible for a mechanic to change the compression of the rubber, no matter how hard he draws down on the fastening nut.

By decreasing the size of the hexagons in the new copper core of the cross-flow radiator, increased cooling is provided, while thermostat control has been an Oakland feature for the past few years. The Oakland pioneered cross-flow principle of radiation has special value in winter driving because it reduces evaporation and allows for efficient operation with the water level at only two-thirds the height of the radiator core, thus lowering the possibility of freezing.

NEW FALL TRIAL

Albert S. Fall will go on trial in Washington again, the government apparently having dug up something that he has not been acquitted of.—Crane American.

Highway Control Left To States in Uniform Code Planned for National Use

25 Principles Worked Out For Use by Council On Nation Street and Highway Safety; Suggestions Worked Out Carefully

From the beginning of its work it has been the consensus of the national conference on street and highway safety that to the several states should be reserved the broad general control of motor vehicle operation. Accordingly, attention was first concentrated upon formulating a uniform vehicle code having this end in view. It was equally apparent that municipalities are confronted with special problems that no state law could or should aspire to cover, and so the conference next undertook formulation of a model municipal traffic ordinance. This is so drawn that it can be utilized as a sound framework by any city or town in building legal regulations governing the use of motor vehicles in such centers and supplying a remedy for the traffic evils with which it may be harassed. Several hundred cities have already adopted this course and with gratifying results.

The conference started with the premise that the model ordinance should be in complete harmony with the state code. Study of the problem next indicated that there was not, after all, such a wide fundamental divergence in municipalities but that many standard provisions could well be applied of those of all sizes. A tentative draft of the model ordinance was distributed to public officials, particularly police, citizens organizations and other interested groups throughout the country with invitations for criticism. Some suggested changes found in the responses were incorporated in the final draft, which contains twenty-five essential features, as follows:

1. Recommends the creation of an official traffic body in each city to co-ordinate all municipal agencies in matters of traffic regulation, control and enforcement.
2. Recommends the establishment of a division of traffic engineering and the employment of a city traffic engineer in cities where there is a serious traffic problem.
3. Recommends the adoption of uniform official traffic signs, signals and pavement markings.
4. Recommends the installation of traffic control signals on streets where traffic is heavy in order to speed up the movement of vehicles and safeguard pedestrians.
5. Provides that where traffic signals are used the movement of traffic shall be directed by the words "Stop," "Go," and "Caution" or "Wait" or by the use of colored lights.

6. Where colored lights are used, red shall indicate "Stop," green shall indicate "Go" and yellow shall indicate "Caution" or "Wait."

7. Provides that pedestrians shall be given the right-of-way over vehicles at all crossings, except where traffic is regulated by an officer or signals.

8. Provides that pedestrians shall yield right-of-way to vehicles at all places other than crossings, but drivers of vehicles must always exercise due care for safety of pedestrians.

9. Provides that where traffic is controlled, pedestrians must yield right-of-way to vehicles proceeding under a "Go" signal, while vehicles must yield to pedestrians who are crossing or have started to cross under a "Go" signal.

10. Provides rules regarding driving past street cars and provides that vehicles must not remain on street car tracks after the street car has signaled.

11. Provides that railway trains and street cars shall not block the streets.

12. Provides that vehicles shall not stop in certain specified places on streets.

13. Provides for the establishment of loading zones for passenger and freight vehicles, also for bus stops and taxicab stands.

14. Prohibits busses and taxicabs from parking in places other than designated stands or zones, except that they may be permitted to stop at other places to take on or let off passengers.

15. Provides that parking shall be entirely prohibited in certain places and that parking time shall be limited in certain designated places.

16. Provides that no vehicle be permitted to park in such a manner that less than ten feet of the width of the roadway is left available for the free movement of traffic.

17. Prohibits all-night parking.

18. Prohibits the use of a vehicle on the streets for the primary purpose of displaying advertising.

19. Provides that all vehicles shall keep on the right side of the street, and that slow moving vehicles keep as closely as possible to the right curb, except where conditions make it impracticable.

20. Provides that right turns shall be made from the right hand curb and that left turns shall be made from the traffic lane nearest the center of the street. In making left turn vehicle shall pass

to the right of the center of the intersection, unless otherwise directed.

21. Provides that all left turns shall be made on the "Go" signal, unless otherwise directed by a police officer.

22. Provides that running around shall be prohibited unless movement can be made in safety and without backing or interference with other traffic.

23. Provides that vehicles emerging from alleys or private driveways shall stop before proceeding across sidewalk.

24. Provides that all vehicles left unattended on street shall have brakes set and engine stopped, and that parked vehicles shall be equipped with proper lights at night.

As in the case of the uniform code the framers of the model ordinance recognized that there should be in the ordinance sufficient elasticity to render it remedial of specific local traffic conditions. Accordingly, the ordinance has been so drawn that it can be made applicable to any municipal situation without sacrifice of its sound fundamental principles.

OUTLOOK BRIGHT IN TRUCK FIELD IN '29

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First Indian to Fly Asks "Great Spirit" to Help

Chief Two Guns White Wolf, of the Glacier National park reservation, who in 1912 was the first Indian ever to "go up and fly like the eagle," recently asked the blessing of the Great Spirit upon a new modern giant plane, just before its initial transcontinental flight.

AN OLD STORY

Full many a man has labored all the sweat blinded him, preparing a piece of ground for garden. Then he bought and planted seeds of all kinds. And then he bought some flies, also of all kinds. There endeth the garden.—Hood River News.

HOW'S THE ROAD?

Answers Framed in Weekly Report From Oregon State Highway Commission

Each week the tourist and the home citizen alike regard the highways and byways of Oregon as possible travel spots for their week-end or vacation trips. Paved roads are not listed on this weekly report published by The Statesman but other highways are given description for the benefit of the autoist. This week's report follows:

- Columbia River Highway**
Astoria, Rainier, St. Helens, Portland: paved. Portland, Hood River, The Dalles: paved. The Dalles, Arlington, Umatilla: oiled macadam.
- Old Oregon Trail**
Umatilla, Pendleton, La Grande, Baker, Huntington, Ontario: oiled macadam.
- Roosevelt Coast Highway**
Clatsop, Tillamook and Lincoln counties.
Seaside, Mohler, Brighton, Lake Lytle, Rockaway, Garibaldi, Bay City, Wilson River: macadam.
Wilson River, Tillamook, Beaver: part paved, part macadam.
Beaver, Hebo, Neskowin, Devils Lake, Siletz River, Otter Rock, Newport: macadam.
- Roosevelt Coast Highway**
Douglas, Coos and Curry Counties.
Reedsport, Lakeside, North Bend: mac. am. Free ferry across Coos Bay, 7 a. m. to 11 p. m. Road from Drain to Reedsport open and in fair condition.
Coquille, Bandon, Port Orford, Gold Beach, Brookings, California state line: macadam. Free ferry across Rogue River at Gold Beach, 7 a. m. to 11 p. m.
Coos Bay-Roseburg Highway
Junction Pacific highway, Myrtle Point, Coquille: macadam.
- Green Springs Highway**
Junction Pacific highway, Keno Klamath Falls: macadam.
- Siuslaw Highway**
Junction Pacific highway, Cheshire, Goldson, Blachly, Rainrock, Mapleton: macadam. Mapleton, Florence: dirt road. Impassable in wet weather.
- Corvallis-Newport Highway**
Corvallis, Philomath, Eddyville, Toledo, Newport: macadam.
- Mt. Hood Highway**
Portland, Government Camp, Hood River: Paved to Multnomah county line, balance oiled macadam. Open to Swim; chains required east of Rhododendron. Closed by snow between Swim and Cooper Spur, Road between Government Camp and Wapinitia closed by snow.
- The Dalles-California Highway**
The Dalles, Dufur, Maupin, Wasco County line, Madras, Redmond, Bend, Lapine, Crescent, Fort Klamath, Klamath Falls: oiled macadam.
Klamath Falls, Merrill, California state line: macadam.

- Lake: unimproved dirt road.
Summer Lake, Paisley: 9 miles, macadam, 18 miles fair dirt road.
Paisley, Lakeview, macadam.
Lakeview, New Pine Creek, California state line: partly macadamized, balance fair dirt road.
- Central Oregon Highway**
Bend, Burns: 12 miles macadam 127 miles fair dirt road.
Burns, Crane: macadam. Burns, Vale via Drewsey: earth road, rough. Make inquiry at Vale or Burns regarding snow condition before attempting trip.
- Sherman Highway**
Biggs, Wasco, Moro, Grass Valley, Kent, Shaniko, Junction, The Dalles, California highway: macadam.
- Ochoco Highway**
Redmond, Prineville, Mitchell: Macadam.
Mitchell, Antone, Dayville: Dirt road, rough but passable. Through



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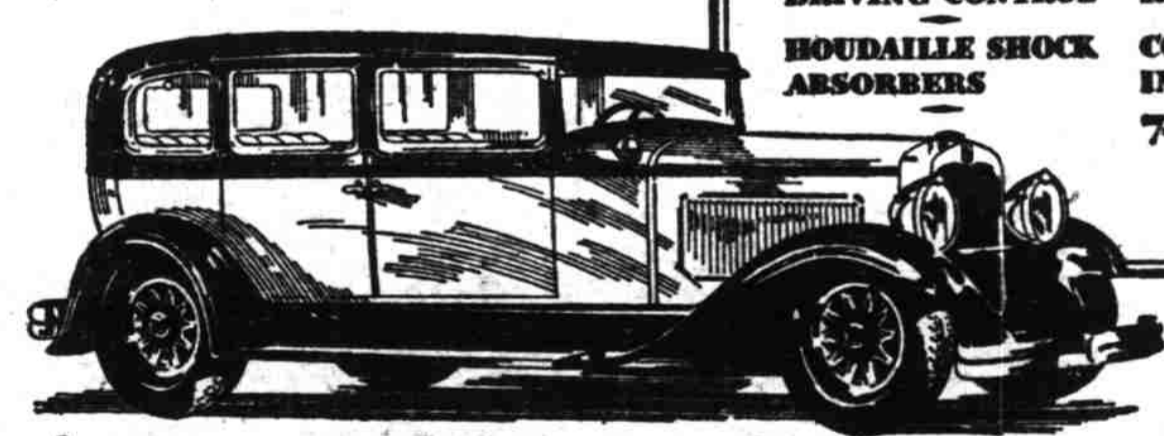
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