

AIRCRAFT MEN FIND HUPMOBILE GOOD CAR

Performance and Mechanical Excellence of Auto is Delight to Buyers

Trained by their profession to be critical buyers of all mechanical units, the purchase of four new Century Eights and one Century Six by designing engineers of the Boeing Aircraft company of Seattle, one of the foremost aircraft organizations in the United States, is considered by Bert Roberts, Pacific Coast representative of the Hupp Motor Car Corporation as one of the most worthwhile endorsements that a car could obtain.

The new Century models were purchased by Charles N. Monteith, chief engineer of the company, F. R. Canney, Robert J. Minshall, J. Kylastra and Thomas A. Endres, who are employed by the aircraft builders in the capacity of technical experts on airplane design.

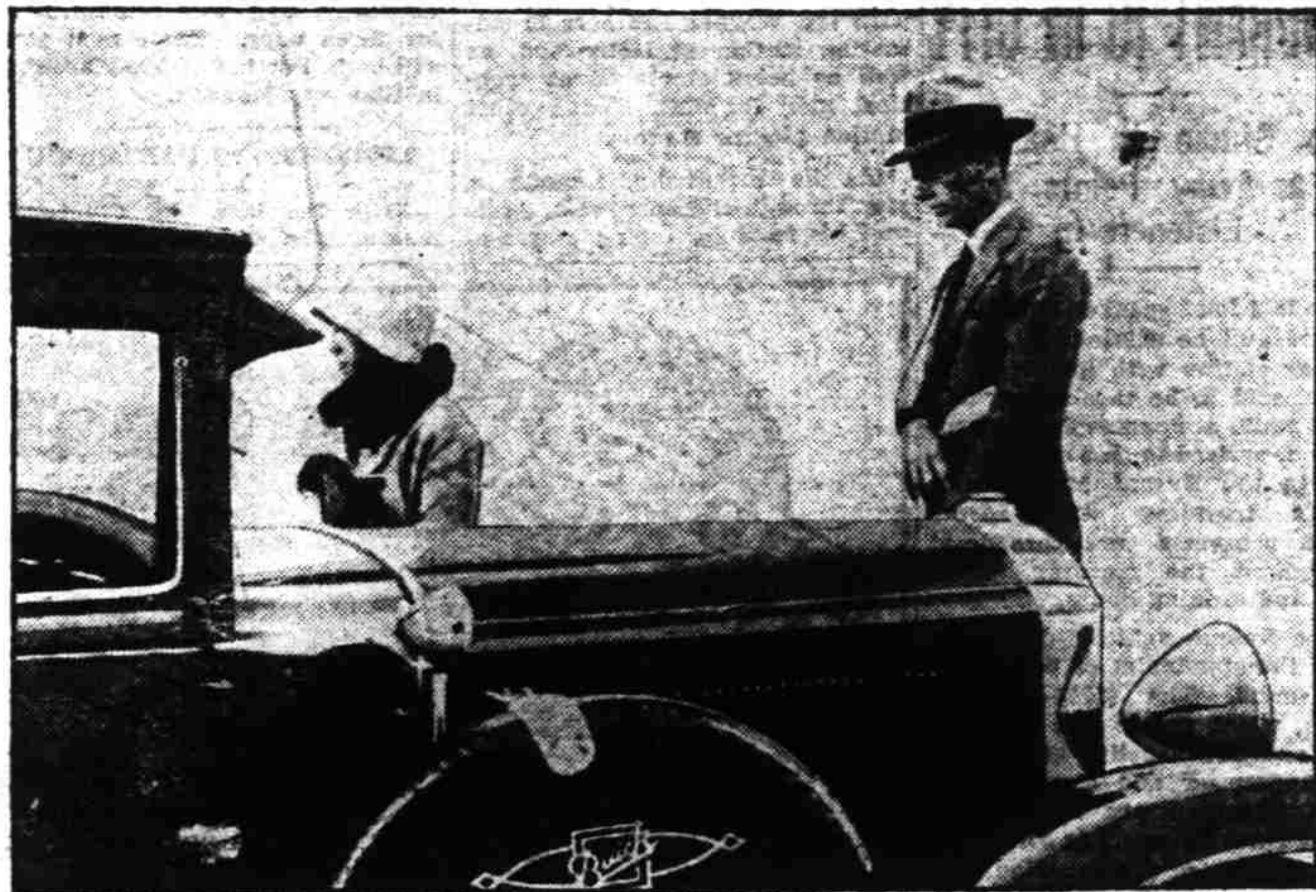
"I have always been impressed," said Chief Engineer Monteith, in speaking of his recent purchase. "With the performance and mechanical excellence of the Hupmobile, and in buying the new Century Eight, I felt assured of a maximum value and dependability."

Discussing the demonstrations made for the aviation experts, Roberts said, "The precise craftsmanship, the excellence of materials, and the rigidity of Hupmobile construction were points that swung the decision of the aircraft engineers. The aviation type carburetor, which combines much that has been learned in years of aviation motor construction assured them that Hupmobile's acceleration would be both sure and economical."

SNOW CLOSES ROUTES

The various routes across the Rocky mountains east of Salt Lake City and Spokane are still closed by mud and snow and will not be dry enough to carry traffic until the first part of May, according to the Oregon State Motor association. Motorists who plan to drive east must travel by way of the National Old Trails route or southern route. This route has its western terminus at Bakerville or Los Angeles but a great many motorists, during the past winter, have traveled east over the Old Oregon trail to Salt Lake and then south intersecting with the National Old trails at The Needles, Arizona.

Lindy and Anne Go for Ride in Buick



This picture, taken at Ambassador Dwight Morrow's estate in Cuernavaca, Mexico, shows Miss Anne Spencer Morrow, daughter of the ambassador, and her fiance, Col. Charles A. Lindbergh, about to enter a Buick sedan. Note that Lindbergh's arm is in a sling, the result of the mishap at Valbuena Airfield, when he and Miss Morrow went for their first air jaunt over Mexico City.

Whippet Sales in 1928 Set New High Records for Cars

Although Whippet sales from month to month in 1928 set new records for Willys-Overland, products in the first quarter of the current year show an increase of 33 per cent over the same period of 1928. John N. Willys, president, said this week at Toledo. This unusual high sales volume is attributed to the immediate wide public acceptance of the new cars which bring to the low priced field a new standard of style and performance usually found only in the higher priced cars.

With this marked increase in Whippet sales in the first quarter over any similar period in Willys-Overland history, executives point out that the company's car building schedules for the present year, which call for a record output, is fully justified.

It is pointed out that both the Whippet four and the Whippet six, in addition to setting new style trend in body design, color combinations, and fittings, also included distinctive mechanical improvements that have been important factors in the high sales volume. Both the four and the six are equipped with the new "Finger-Tip Control," which consists of a button in the center of the steering wheel placing all the functions of starting the motor, operating the lights and sounding

the horn at the finger-tips of the driver. Since these cars were first shown, this feature has attracted the widespread attention, not only of the public but the entire automobile industry as well. With the wheel base of both the four and six materially increased, it has been possible to design the bodies with longer and more sweeping lines and at the same time provide increased roominess in the interiors for driver and passengers.

The new Whippet Six, holding the classification of the lowest priced six in the world with a seven-bearing crankshaft is said to show more smoothness, power and speed than any other six ever produced by the Toledo manufacturer in the lower price ranges.

Production of all Whippet models, four, four and sixes, has been maintained at high peak since their introduction with the continuous increasing demand for these cars, indicating that capacity output will have to be maintained to meet the volume of orders from the field.

This high production is being maintained, not alone at the Toledo plant, but at all other Willys-Overland factories in Pontiac, Mich., Elmira, N. Y., Toronto, Ont., and at the new assembly plant which was recently opened at Los Angeles.

GOOD BRAKES GREAT NEED SAYS DEALER

While safety bureaus and police departments throughout the nation are directing their efforts to prevention of accidents, the engineering brains of the country, in automotive laboratories behind the scenes, are co-operating in a silent but equally effective campaign towards the same end.

"Leaving aside the human equation and the tendency of drivers to be careless, the margin of safety from a mechanical point of view depends almost entirely on the principles of quick acceleration and perfect braking power," according to W. L. Anderson, local dealer for the De Soto Motor Corporation, a division of Chrysler Motors.

"Spring and early summer again bring the perils of the congested suburban highway to drivers with cars that are not equipped with the best braking devices and engines that will not pick up quickly in an emergency. The perfect brake is the first essential of safety—flashing acceleration, when the engine immediately responds to the touch of foot on accelerator, of almost equal importance.

AIRCRAFT TO GET RADIO MESSAGES

New Radio-Telephone Station is Installed in Oakland Airport

The first scheduled communication by radio-telephony with aircraft in flight will begin next week when the department of commerce plant at the Oakland airport goes into operation. Completed at a cost of \$30,000 this United States department of commerce station is ready for short wave radio-telephone broadcasting of hourly weather reports, giving radi-equipped planes weather information and informing them of landing conditions at important airports along civil airways.

The Oakland radio station is the first of a series of radio telephone broadcasting stations to be established along the transcontinental airway. Others will be at Los Angeles, Fresno, Modesto, Portland and Seattle on the coast. For the transcontinental airway east the first station will be constructed at Reno, Elko, Nevada, and Salt Lake City.

24 Hour Service Available
Twenty-four hour weather reporting service, seven days a week, is planned over this system. Teletype machines will be connected all over the system. Weather reports gathered by government weather bureaus will be received at the broadcasting stations on these machines and telephoned by radio to planes in flight.

Department of commerce radio stations will operate in connection with airport weather bureaus; both systems government controlled after July first. These plants here were first established by the Guggenheim foundation.

Mail planes on both the coastal and transcontinental airways will be radio equipped within 90 days, and all air transport companies are planning to radio-equip their passenger carrying planes. For the past few weeks a radio-equipped Chevrolet coach has been traveling the adjacent roads to this new station testing the equipment to be used.

SHIP 42 WILD TURKEYS

Curry county received a shipment of 42 wild turkeys from the state game farm at Corvallis last week. The birds were released on the Macleay farm, north of Wedderburn and on the farm of Elmer E. Miller on upper Pistol river. More than 100 of these birds have been planted in Curry county during the past year and it is reported that they are thriving.

Only 15 Per Cent of State Highways Remain Unimproved According to Coan

"Only 15 per cent of Oregon's highway system is unimproved," stated Ralph Coan, director of the Oregon State Motor association in a recent statement.

"The close of the year 1928 rounds out the 12th year since the adoption of the state highway plan and program of 1917," continued Mr. Coan. "In that period highway improvements have followed each other in rapid succession in all parts of the state until at the present time, on the state highway system of 4,368.3 miles, have been improved and only 644.6 miles remain unimproved. The work done by the commission to date consists of 728.3 miles of paving, of which 178.3 miles are of the cement concrete type and 550 miles are of the bituminous type; 107.6 miles of bituminous macadam; 1,194.4 miles of oiled macadam; 2,347.1 miles of rock or gravel surfacing; 39.1 miles of repaving; 453 miles of resurfacing and 141.6 miles of regrading. These figures do not include the forest roads on the state system, which are constructed under the supervision of the United States Bureau of Public Roads, which reports a total of 442.3 miles of crushed rock or gravel surfacing and 503.0 miles of grading.

There has been constructed on the state highway system within the Grater Lake National park 3 miles of bituminous macadam and 12 miles of oiled macadam, this work having been financed by a special appropriation of the federal government. In addition, there are some counties which have graded or improved sections of state highway with their own forces or by contract, of which this department does not have a record. To be added to the total, also, are the state-highways within Multnomah county and through incorporated cities of more than

2,500 population, which have done their own work without assistance from the state. Considering the added miles but noting the fact that gravel roads have been rock surfaced, the rock surfaced roads have paved and oiled, the present status of the state highway system is: 895.4 miles of pavement, 25.1 per cent; 1,333.7 miles of crushed rock or gravel surfacing, 31.7 per cent; 233.8 miles of oiled macadam, 5.4 per cent; and 644.6 miles unimproved, 14.8 per cent. There have been 508 bridges of standard design over 20 feet in length constructed by the department on state highways during the 12 year period of its activities.

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When Better Automobiles Are Built Buick Will Build Them

Plenty of room in the NEW SUPERIOR Whippet

An important advantage of the new Superior Whippet Four and Six is "Finger-Tip Control"—one button in center of steering wheel which operates starter, lights and horn.



THE larger bodies of the new Superior Whippet Four and Six afford more spacious interiors, with extra head room, leg room and elbow room. The beautiful and ultra-modern design of the new Superior Whippet makes it the style authority in both the Four and light Six classes. Many tasteful refinements include longer lines, higher radiator and hood, chromium-plate and

sweeping one-piece full-crown fenders. The faster speed and pick-up of the new Superior Whippet result from a higher compression engine, giving more than 20% added horsepower. Low consumption of gasoline and oil, and dependable performance, insure exceptional operating economy and minimum service costs. WILLYS-OVERLAND, INC., TOLEDO, OHIO

WHIPPET SIX COACH WITH 7-BEARING CRANKSHAFT
\$695
Coupe \$695; Coupe (with rumble seat) \$745; Sedan \$705; De Luxe Sedan \$805; Roadster \$700; 4-passenger Roadster \$730; College Roadster \$595; Touring \$625; Commercial Coach \$780. All Willys-Overland prices f. o. b. Toledo, Ohio, and specification subject to change without notice.

WHIPPET FOUR COACH
\$550
Coupe \$550; 4-passenger Coupe \$580; Sedan \$575; De Luxe Sedan \$625; Roadster \$500; 4-passenger Roadster \$530; College Roadster \$455; Touring \$485; Commercial Coach \$580. All Willys-Overland prices f. o. b. Toledo, Ohio, and specification subject to change without notice.

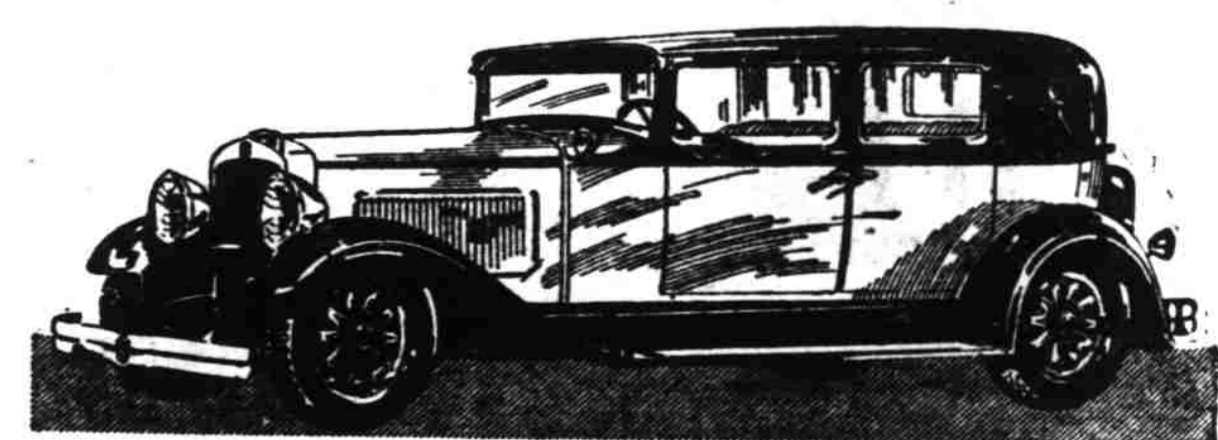
Alfred-Billingsley Motor Company
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22% MORE POWER
5 MILES AN HOUR MORE SPEED
2 EXTRA MILES FROM EVERY GALLON OF GAS

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With Twin Ignition instead of single ignition (two spark plugs per cylinder firing simultaneously, instead of one) higher compression is practical, and a much more efficient combustion of the gases is accomplished. The result is that the identical Nash motor, by actual test, pro-

duces 22% more power than with single ignition, 5 miles per hour more speed, and gives you 2 extra miles of travel from every single gallon of gasoline you buy. In fairness to yourself, don't buy any car today, until you have driven the brilliant new Twin-Ignition-Motored Nash "400."



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 - Aluminum alloy pistons (Laport Street)
 - 7-bearing crankshaft (hollow crank pins)
 - Bijur centralized chassis lubrication
 - Salon Bodies
 - Torsional vibration damper
 - World's easiest steering
 - Electric clocks
 - Short turning radius
 - Longer wheelbases
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 - Exterior metalware chrome plated over nickel
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