

### GRAHAM-PAIGE GOES INTO FOREIGN AREA

In little more than 12 months, Graham-Paige has become one of the leaders in the export of American motor cars, having risen to eighth place in the number of units sent to foreign countries.

Overseas shipments in May were 1235, bringing the total for the first five months of the year to 6,262, more than three times the figure for the same period last year, and even exceeding the total of 6239 cars for the entire twelve months of 1928.

When the Graham-Paige was introduced at the beginning of last year, the company had only the nucleus of an overseas selling organization. Rapid expansion of the overseas dealer list was promoted by two main factors—the established reputation of the three Graham brothers, whose motor trucks have been sold everywhere; and the new cars themselves, the Graham-Paige four-speed drive proving an especially attractive feature in Europe because of its great advance over the four speeds spr-spar transmissions commonly used there.

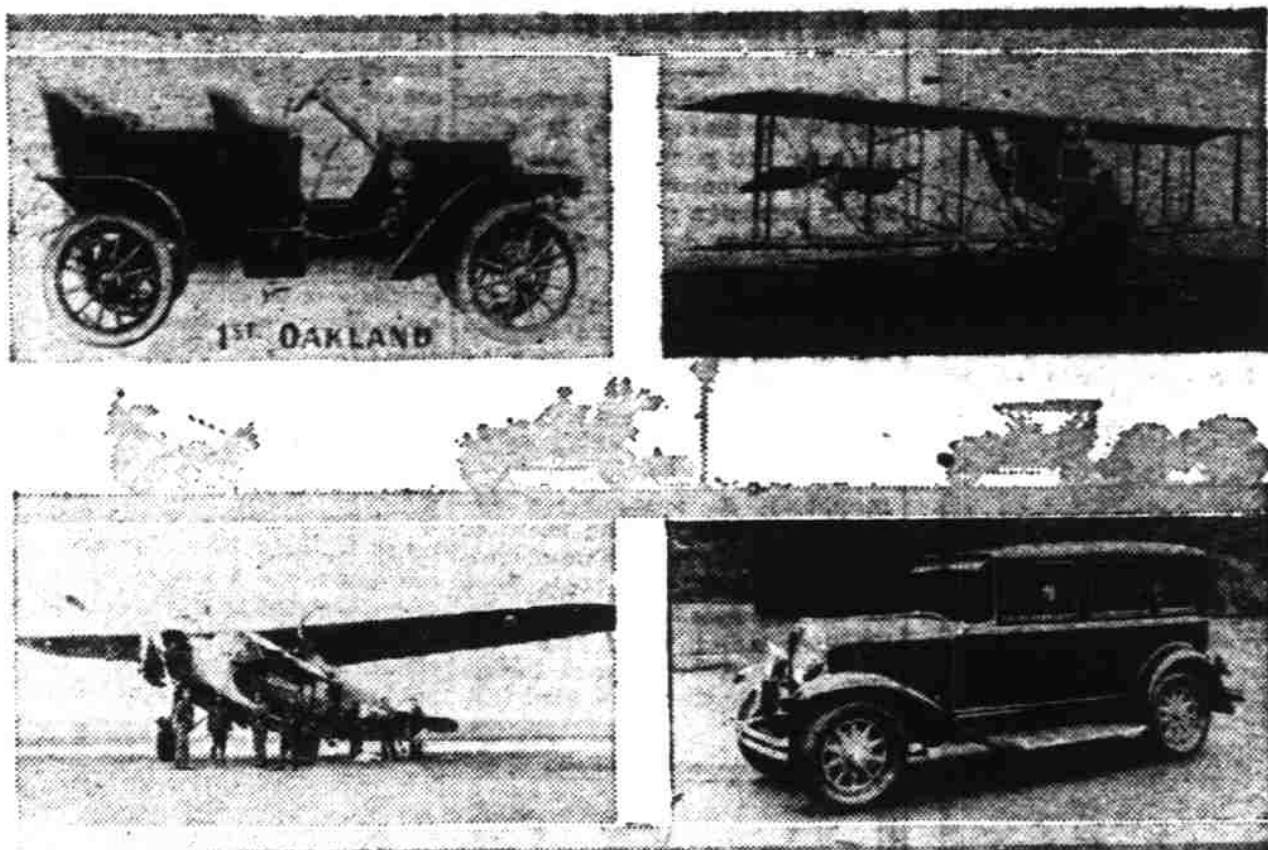
### GRAHAM PAIGE WINS CHALLENGE TROPHY

Graham-Paige won the challenge trophy of the Automobile Club of Paris, scoring highest in its particular class, in the 2730 mile Tour de France, a classic French motoring competition under the auspices of the Motorcycle club of France.

The Graham-Paige entry, a four-speed six-cylinder cabriolet, strictly standard, finished without penalization of any sort, despite the strict schedule that imposed a loss of points for the slightest delay due to mechanical trouble.

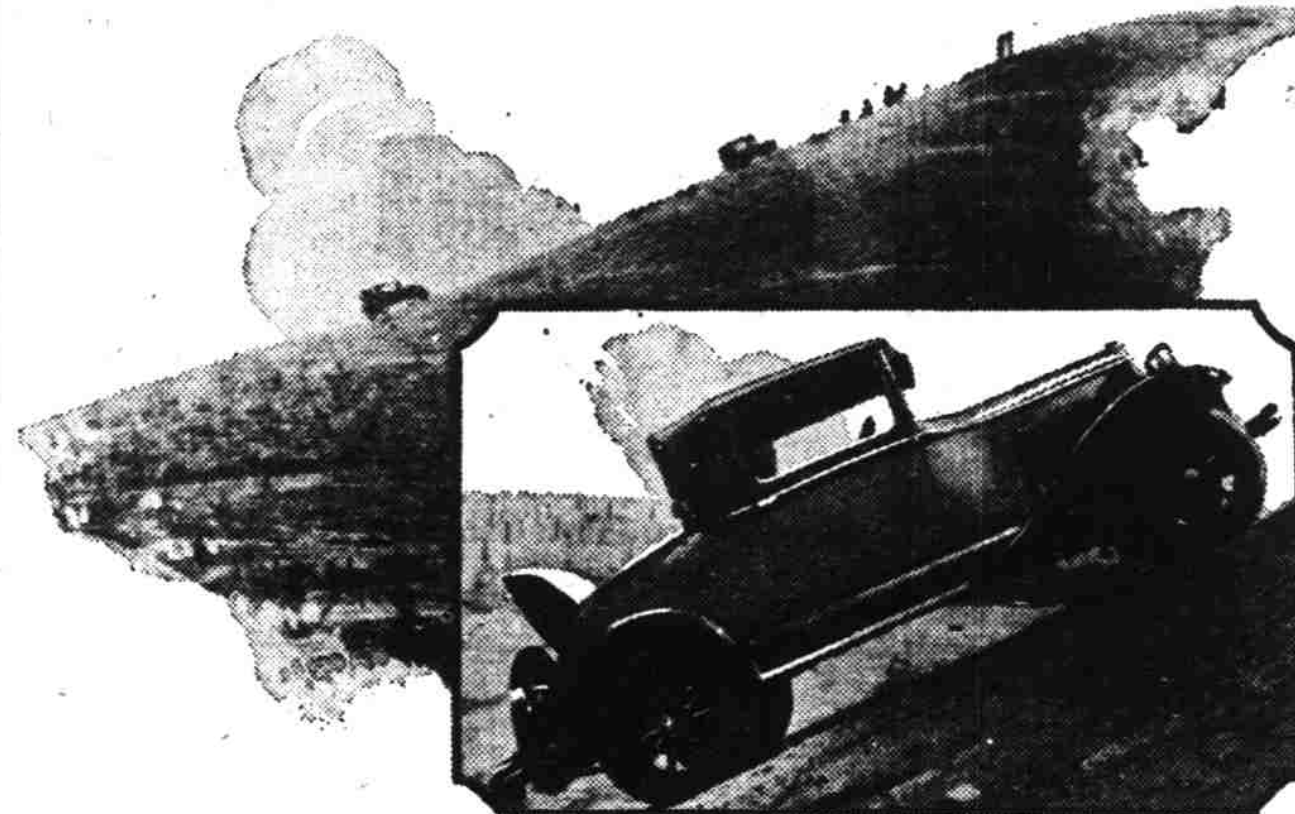
The Tour de France is unique in its arrangement. The route covers all the principal cities of the country, and at the end of each day's run, averaging over 300 miles, the cars may compete in regional contests in hill-climbing, acceleration, cold starts, etc. In these events, Graham-Paige carried off three regional cups, those of Alsace, Provence, and the Mediterranean. The hill-climbing contests required a start from a stand-still, and a stop at the finish mark, thus testing acceleration, power and braking.

### Highways and Skyways, The Last Word



The old and the new in airplane and motor car transportation is shown in the above group of photographs. Upper right is one of the first old pusher type airplanes now located in Los Angeles. This is still in operation, and is used in the movies. Upper left is the first Oakland built in 1907. Lower left is the newest type Western Air Express Tri-motor Fokker Monoplane which is in daily service between San Francisco, Los Angeles and Salt Lake City. This Company maintains a large fleet of these mammoth new sedans of the air. Lower right is the 1929 model Oakland All-American Four Door Sedan.

### Plymouth Climbs 76 Per Cent Grade



In a recent hill climbing contest in Bakersfield, California, two Plymouth touring cars, stock models, successfully navigated Tice Hill, which is 840 feet long, with an average grade of 54 per cent, which reaches 76 per cent near its summit. Five thousand persons witnessed the test, and saw the cars unflinchingly made the steep grade in low. Photo shows the cars silhouetted against the sky as they neared the summit. Insert shows a Plymouth coupe which was driven to the grade and halted for the purpose of getting a "close up" picture showing the degree of the climb as compared with the level nearby landscape.

### Heavy Traffic Brings Need Of Care in Making Repairs To Tires or to the Engine

This season of heavy traffic on rural highways brings with it the need for repeating a warning against a practice that caused many avoidable accidents, in the opinion of A. M. Work, director of the Oregon State motor association. The condition to which Mr. Work refers is that created by the motorist's failure to pull entirely off the road when changing a tire or making a similar small adjustment or repair to the car.

"Oregon, like many other states has a specific regulation requiring that the car be driven entirely off the highway if it is at all practicable" says Mr. Work. "Of course, it is impossible to station motorcycle policemen in position to enforce this on every mile of the extensive highway system. It is a regulation, however, that should need no police enforcement. Based upon a sound principle of safety, the individual car owner should be willing to abide by it under every condition."

Speed Limits Raised "With states lifting their speed limits, it becomes more and more imperative that the car owner who needs to make a roadside repair take the precaution to move his car from the path of the fast moving traffic. The motorist has been demanding higher speed limits because he knows they are safe, but he defeats their undeniable safety by such practices as this.

### NASH SEDAN PRE-FORMING FINE STYLE

(Continued from Page 1.) us finally to Cave Springs again and nearly the end of the drive through Death Valley and return.

Nash Performs Splendidly A few more miles and we are at Daggett, Calif., our point of starting. We have had a wonderful experience. You will be happy to know that our New "400" special six Nash performed splendidly. There could be no more exacting test of automobile stamina than this venture into the "Death Valley" fastness. Climbing to 5000 feet elevation, down to 3675 feet elevation, then on down, to 286 feet below the level of the sea and over roads of sand, silt, and roughness at times did not even cause our radiator to get hot, only a little warm on one long stretch of powder-fine sand. We did not refill the radiator through the entire trip. The new Nash gave us a little more than 14 miles per gallon of gasoline under this supreme test.

We would like very much to write about many incidents and other points of interest but the time is precious now. Being anxious to start to the eastward from Daggett, Calif., in the morning early, our next letter will contain a review of our further experiences and for the time we bid you "adios" with more about our trip to follow.

"The wisdom of the warning, however, should be obvious in a way as to assure an improvement in conditions. If we demand high speeds, we must be willing to make our practices conform to the conditions they establish."

### FINGER TIP CONTROL MADE FOR WOMEN

With the number of women drivers increasing by thousands and thousands each year, automobile manufacturers more than ever before consider this factor in the design and construction of their products. This is aimed at by providing as many conveniences and safety features as possible, that will appeal, not only to women but to all drivers.

A clear example of this is seen in the Willys-Overland Company's new line of Whippet fours and sixes. Notable among the outstanding conveniences on these cars is the "Finger Tip Control." This consists of a button conveniently placed in the center of the steering wheel to control all the functions of starting the motor,

manipulations of the lights and sounding the horn. In addition to this being a decided safety factor it also materially increases the driving comfort of the driver. With this new improvement the driver no longer searches with his or her foot for the starter button usually found in the toe board. Instead, a slight pull up of the button starts the engine, a turn of the button to the right controls the lights of the new type headlamps, and the horn is sounded by pressing the button downward with the finger.

### BOUNTY ON NEWSPRINT

SYDNEY (AP)—The Australian federal government has announced a bounty of \$30 a ton on newsprint made from domestic hardwoods and a company is organizing to manufacture the paper. Recent discoveries have overcome the brittleness of the fibres obtained from the tough native trees.

University of Michigan students have given \$2,000 for a boys' summer camp.

## HINTS for your SUNDAY DRIVE!

We Suggest the **Silver Creek Falls Loop**

Leave Salem and go to Silverton 14 miles; follow Water street through Silverton and continue on through the mountains for 17 miles to the North Falls group. Here is a nice place to eat lunch and visit the north falls. Cross the bridge and go three miles to the south falls. Then on 6 miles to the pretty Drift creek falls; then on home by way of Macleay and Shaw making a trip of 79 miles. A 10c admission is charged at the South Falls.

**BEFORE YOU GO PUT ON A SET OF NEW MILLER TIRES**

GEARED TO THE ROAD

Your trip will not be marred by tire trouble if you have Miller's on your car.

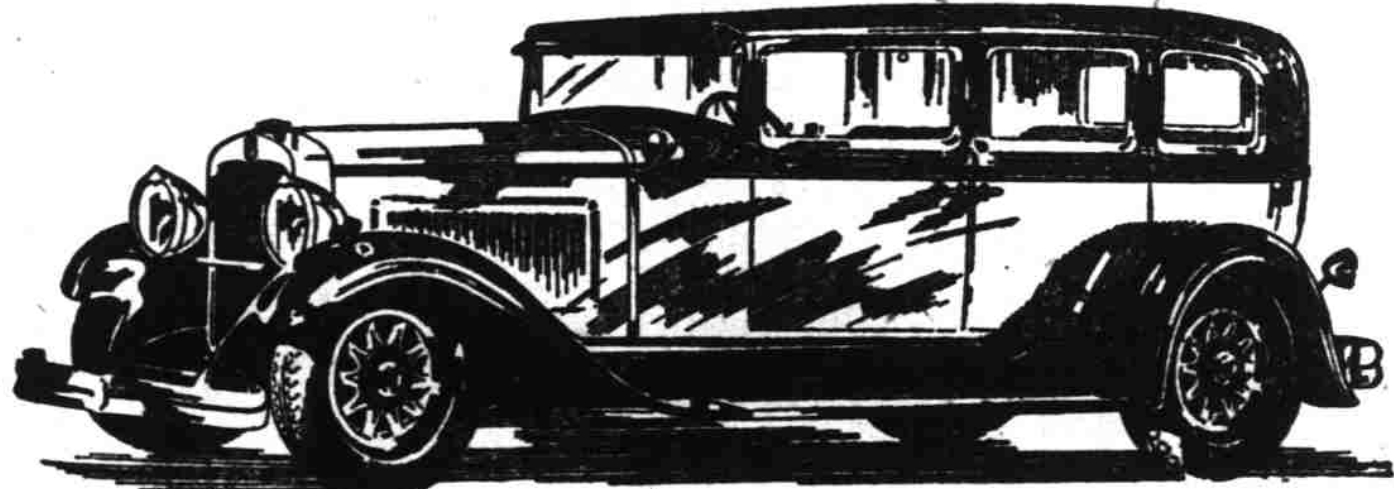
**FREE ROAD SERVICE ANYWHERE IN SALEM PHONE 313**

**Miller Tire Service Co.**

"RUSS" SMITH  
197 So. Commercial Street—PHONE 313

# NASH "400"

Leads the World in Motor Car Value



## 3 4-DOOR SEDANS

STANDARD SIX Delivered, Fully Equipped

SPECIAL SIX Delivered, Fully Equipped

ADVANCED SIX Delivered, Fully Equipped

**\$1160 \$1585 \$1815**

Lower, Delivered, Completely Equipped Prices

Prices Include Floodlight

### IMPORTANT "400" FEATURES

- Twin-Ignition motor
- 12 Aircraft-type spark plugs
- High compression
- Houdaille and Lovejoy shock absorbers (exclusive Nash mounting)
- Salon Bodies
- Bohnalite aluminum alloy pistons (Over Drive)
- Double-drop frame
- Torsional vibration damper
- World's easiest steering

THROUGHOUT the automobile industry Nash engineering enjoys a reputation for enviable excellence.

A clear example is the Standard Six "400" 4-Door Sedan—a big, full 5-passenger car—the leader of the \$900 field in quality, and performance, and value.

DRIVE it! Note the exceptional power, speed, and acceleration of its Nash-designed, high-compression, 7-bearing motor, with Bohnalite pistons, and torsional vibration damper.

Another unusual feature is its handling, turning, parking ease—the world's easiest car to drive—and equally comfortable in riding. Steel springs scientifically engineered to the exact size

and weight of each model and the Lovejoy hydraulic shock absorbers which gives the highest degree of efficiency.

Chief among the attractions of the larger Special Six and Advanced Six 4-Door Sedans is the great Twin-Ignition motor.

Nash-Bijur centralized chassis lubrication is another invaluable asset of these larger "400's". ALL Nash "400" models are fully factory equipped with front and rear bumpers, hydraulic shock absorbers, and spare tire lock and tire cover—at no extra charge.

Nash also offers three 2-Door Sedans at respectively lower prices.

### IMPORTANT "400" FEATURES

- 7-bearing crankshaft (aluminum crank pin)
- Bijur centralized chassis lubrication
- Electric clocks
- Exterior metalware chrome plated over nickel
- Short turning radius
- Longer wheelbases
- One-piece Salon fenders
- Clear vision from pillar posts
- Nash Special Design front and rear bumpers

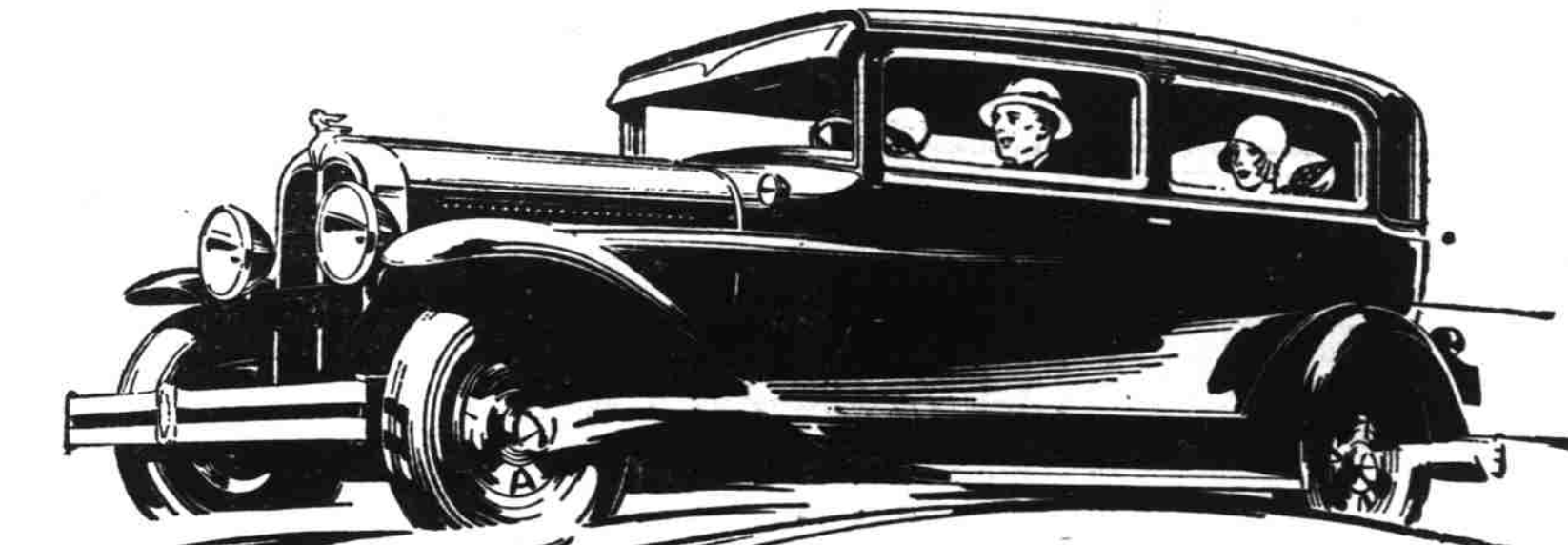
Delivered, Fully Equipped, Price Range of 23 Nash "400" Models, \$1080 to \$2365 including Touring Roadster, Coupe, Cabriolet, Victoria, Sedan Models

**F. W. PETTYJOHN CO.**

365 North Commercial Street

Telephone 1260

"AFTER WE SELL—WE SERVE"



The 2-Door Sedan, \$745 Body by Fisher

## A Sweeping Success because it offers Big Car Qualities for only \$745

THUS far in 1929, the New Pontiac Big Six has attracted a volume of sales far surpassing the spectacular sales recorded for earlier Pontiac Sixes. The New Pontiac Big Six is a sweeping success—an even more pronounced success than its famous predecessors. And it owes its success largely to the fact that it offers big car qualities at low prices.

The New Pontiac Big Six has introduced a new standard of values into the low-priced field. There is big car luxury and comfort in its sturdy, skillfully designed Fisher bodies with their beautiful, long-

wearing upholstery and their adjustable drivers' seats. Big car power, speed and acceleration are developed by its big, smooth engine equipped with a 1 1/4-inch carburetor. And big car safety is assured by its two separate braking systems—the emergency brake which operates on the transmission and noiseless four-wheel internal-expanding service brakes.

Oakland produced the Pontiac Big Six to enable progressive people to step up in motor car quality without leaving the low-priced field. And the very people for whom it was created have made it an impressive sales success.

DURING the first five months of 1929, sales of Oakland and Pontiac Sixes totaled over 151,000 as compared with 131,000 for the same period in 1928 and 79,286 for 1927. The New Oakland All-American Six has come to be known through the enthusiasm of its owners as the finest medium-priced car in America today.

The New Oakland ALL-AMERICAN SIX \$1145 AND UP

Consider the delivered price as well as the list price when comparing automobile values. . . . Oakland-Pontiac delivered prices include only reasonable charges for handling and for financing when the Time Payment Plan is used.

Pontiac Big Six, \$745 to \$895, 1, 2, 4, 6, 8, 10, 12, 16, 20, 24, 28, 32, 36, 40, 44, 48, 52, 56, 60, 64, 68, 72, 76, 80, 84, 88, 92, 96, 100, 104, 108, 112, 116, 120, 124, 128, 132, 136, 140, 144, 148, 152, 156, 160, 164, 168, 172, 176, 180, 184, 188, 192, 196, 200, 204, 208, 212, 216, 220, 224, 228, 232, 236, 240, 244, 248, 252, 256, 260, 264, 268, 272, 276, 280, 284, 288, 292, 296, 300, 304, 308, 312, 316, 320, 324, 328, 332, 336, 340, 344, 348, 352, 356, 360, 364, 368, 372, 376, 380, 384, 388, 392, 396, 400, 404, 408, 412, 416, 420, 424, 428, 432, 436, 440, 444, 448, 452, 456, 460, 464, 468, 472, 476, 480, 484, 488, 492, 496, 500, 504, 508, 512, 516, 520, 524, 528, 532, 536, 540, 544, 548, 552, 556, 560, 564, 568, 572, 576, 580, 584, 588, 592, 596, 600, 604, 608, 612, 616, 620, 624, 628, 632, 636, 640, 644, 648, 652, 656, 660, 664, 668, 672, 676, 680, 684, 688, 692, 696, 700, 704, 708, 712, 716, 720, 724, 728, 732, 736, 740, 744, 748, 752, 756, 760, 764, 768, 772, 776, 780, 784, 788, 792, 796, 800, 804, 808, 812, 816, 820, 824, 828, 832, 836, 840, 844, 848, 852, 856, 860, 864, 868, 872, 876, 880, 884, 888, 892, 896, 900, 904, 908, 912, 916, 920, 924, 928, 932, 936, 940, 944, 948, 952, 956, 960, 964, 968, 972, 976, 980, 984, 988, 992, 996, 1000.

# THE NEW PONTIAC BIG 6

VICK BROTHERS, CORNER HIGH AND TRADE, TELEPHONE 1841

- BENTON MOTOR COMPANY, Inc. Corvallis, Oregon
- T. D. POMEROY, Independence, Oregon
- ELMER FITZGERALD, Lebanon, Oregon
- AUSTIN'S SERVICE STATION, Brownsville, Oregon
- BYERLEY MOTOR CO., Albany, Oregon
- FRED T. BILYEU, Scio, Oregon
- FRANK MILLER, Aurora, Oregon
- H. W. MORRIS, Waldport, Oregon
- SILVERTON MOTOR CAR CO., Silverton, Oregon
- HENRY C. HOLLEMON, Harrisburg, Oregon
- N. J. ARNOLD, Monmouth, Oregon
- C. J. SHREVE & SON, Dallas, Oregon
- FRED GOUGH, Jr., Mill City, Oregon
- BONES BROTHERS, Turner, Oregon
- A. J. GILLIAM, Toledo, Oregon