

NEVER BUCK!

Now Is the Best Time to Buy a Hudson Super-Six

Today's Prices are Based on Last Year's Material Costs. Present Markets
Have Already Forced 51 Makers to Add \$100 to \$700 to Their Prices

Former \$1200 and \$1400 cars now cost about as much as a Hudson Super-Six.

No changes warrant such an increase. They are practically the same as the cars which recently sold at \$200 to \$300 less than the Hudson Super-Six.

Cars in the \$2000 class and up have increased from \$250 to \$700. That removes them further from the Hudson Super-Six price.

Increased cost of material is responsible for the higher prices.

Hudson prices have not increased this year. Our materials were contracted for months ago. When present supplies are exhausted then Hudsons, too, must cost more. Until then Hudson, because of its value, is the lowest priced car on the market.

Here is an indication of how prices have been affected. Consider just one item.

The principal material in a fine automobile is steel. All steel is made from iron.

For 25 years before the Great War the average price of iron was a few cents over \$16 a ton. In December last it was \$30 a ton. It now is \$54 a ton.

Makers who bought materials this year must get more for their cars than for those built of materials bought last year.

GOOD FORTUNE FOR HUDSON BUYERS

Even when other cars sold at \$200 to \$300 less, Super-Six sales exceeded those of any two makes in the \$1200 to \$1400 class. Now that there is no such difference in price can you realize how much greater will be the demand for Hudsons. The present supply won't last long. Then Hudson, too, must cost more.

There can be no preference now that former cheaper cars cost as much as the Super-Six.

Super-Six endurance makes it the preferred among fine cars. In every revealing test it has proved endurance unequalled by any other car.

ALL DUE TO THE SUPER-SIX MOTOR

Hudson leadership is due to the Super-Six motor. No other motor is like it. It minimizes vibration. That increases power and lengthens motor life. Vibration is the most destructive force in a motor. All Hudson tests show how by minimizing vibration endurance is obtained. The Super-Six is the most powerful automobile motor of its size known.

e Phaeton costs \$1650 f. o. b. Detroit. There are seven other body designs of open and closed models

No owner has yet discovered the real limits of Super-Six endurance and almost 40,000 Super-Sixes are now in daily service.

Endurance is the most wanted quality of a motor car. A car should not wear out soon. It should not require frequent mechanical attention. That Hudson has proved.

YOU NEED NO GREATER PROOF FOR HUDSON

A double transcontinental run with a seven-passenger phaeton broke every previous record each way. Pike's Peak, up the highest and longest mountain road in the world, was climbed by a Super-Six special in less time than any other car. Twenty-two of the world's fastest special cars contested. A stock chassis established the record for the fastest mile. A stock Super-Six phaeton made the fastest time for one hour. Carrying driver and one passenger, car fully equipped, it traveled 100 miles at an average of 74.67 miles per hour.

A stock chassis made the greatest 24-hour long distance run on record. It covered 1819 miles in that time and at the stop showed nothing to indicate that its endurance had been reached.

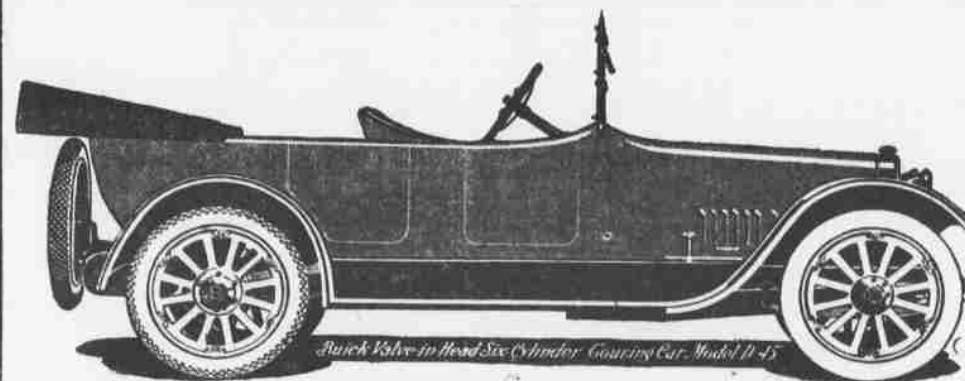
But these tests, greater than any other car ever made, were not enough to reveal the limits of Hudson endurance. Then special racing cars were built that they might compete on the speedway with the world's fastest, most carefully built automobiles. The same principle that accounts for Hudson endurance in the stock cars is included in these.

The American Speedway record for 200 miles was established by one of them at an average speed of 104 miles an hour.

That speed for that distance calls for endurance beyond that which ordinarily is needed in a lifetime's requirements. These are proofs of Hudson endurance. They indicate the service you may expect from a Hudson Super-Six. If such tests mean nothing to you because of their extremes, then think what the service to almost 40,000 users means. There can be no greater assurance than that.

There is no advantage now in buying another car, not even the apparent saving in the first cost price.

But the number of Super-Sixes that can be built from last year's material purchases is limited. If you are to get your car at the present price it must be from that number. You must decide soon.



Everyone knows Valve-in-head means

BUICK

AND EVERY OWNER KNOWS BUICK OUTSELLS ALL OTHER CARS IN
UMATILLA COUNTY TWO TO ONE BECAUSE IT OUT PERFORMS THEM.

BUICKstrudiness and durability stand the shocks of rough roads that the occupants may ride in pleasure. Proper balance and construction have given lowest cost of operation and up-keep.

BUICK owners Reorder BUICKS and every third car is a BUICK. Ask their owners why—they know.

DENBY TRUCKS

Go into the field and haul out the wheat,
operate on distilate

DURABLE **ECONOMICAL**
REASONABLE

Highest Clearance in the Market (13 1/4 inches from lowest point to the ground.)
Lowest Deck on Market Makes Easy Loading.

SIMPLICITY—NO DELICATE MECHANISM

Propelled just the same as your tractor. All gears enclosed in dust and mud proof housing.

DENBY ONE TON TRUCK, F. O. B. PENDLETON	\$1630
DENBY TWO TON TRUCK, F. O. B. PENDLETON	\$2185
DENBY THREE TON TRUCK, F. O. B. PENDLETON	\$2700

Backed by Service, Shop and Parts

OREGON MOTOR GARAGE, INC.

B. F. Trombley, Pres. and Mgr.
Pendleton

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