

OLDSMOBILE IS REVISED POWER PLANT, CHASSIS

Following its announcement of greatest improvement without year-changes in models, Olds Motor has during the past year increased numerous mechanical revisions in the power plant and chassis of the Oldsmobile six. These changes have been in line with recent engineering development, and have resulted in a smoother and more powerful engine operation.

Adoption of low pressure ball bearings has brought about a change in steering mechanism so as to insure easy steering. At the same time the steering column has been made adjustable so that the wheel can be set at the correct height for the individual owner. Spark control has been made automatic, and with the elimination of the hand spark adjustment, the hand throttle has been removed from under the steering wheel and placed on top and in the center of the steering wheel.

A change that will be much appreciated by automobile owners has been the elimination of the clutch throw-rocker. This has been accomplished by substituting a compressed spring bearing for the usual annual bearing, the graphite being self-lubricating.

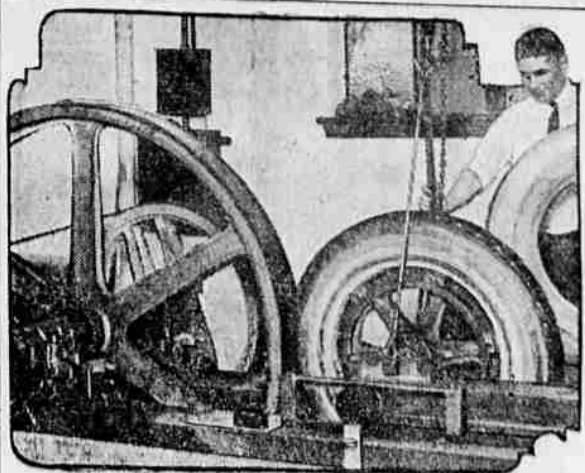
The wheel base has been lengthened one-half inch, now being 110 1/2 inches. The frame has been further strengthened by increasing the size of rear cross member which now carries covers and protects the completely new tank.

Changes in the cooling system allow the water to enter at both the front and rear of the cylinder block simultaneously, thus insuring the even temperature at all six cylinders under all running conditions. Ample water has been allowed for water circulation around the valve seats of the engine.

Other engine changes include a modification of the oiling system, which guarantees full lubrication as long as any oil remains in the well; and rigidity to the tappet clatter, pistons and the lengthening of 3/16 inch connecting rods from 8 1/2 to 9 inches. Used-in bushings have been placed in the center and rear crankshaft bearings. A hot spot is placed at the top of the riser from the carburetor, so that heat may be applied around the spot as desired by the manipulation of a wing valve.

Several other minor changes have been incorporated, all tending to increase the smoothness of operation, and designs remain unchanged, and they finish. Introduced last summer, continued on all models.

Quick Test For Ballons is Effected



Ballon tires are put through a thorough test at the U. S. Bureau of Standards laboratory in Washington. The tires are pressed against a large rotating wheel, the surface of which is rough. The wear is four times as great as that received by ordinary usage. L. L. Childree of the Bureau of Standards, is shown watching the test.

SAME OIL IS USED FOR 16,000 MILES

(By NEA Service)
SCHEENETADY, N. Y., June 13.—An engineer of the General Electric company here has traveled 16,000 miles in the last three years, without changing his oil.

In fact, he has been using the oil that was once discarded by a former automobile user.

This has been made possible by the use of a crankcase oil reclaiming device invented by the engineer and a associate at the research laboratory of the General Electric company. The two engineers are Charles Van Brunt and P. Schuyler Miller.

By means of this device, used crankcase oil can be put back into the engine after reclamation and made to give better service than the new oil.

The device is said to remove all traces of fuel dissolved in the oil, metallic particles due to wear, road dusts and products of combustion. This is done by means of a chemical and heating process.

The reclaimed oil is darker than the original, but the engineers say it is more stable than the new oil. The part of the oil that darkens it is, what gives heat lubrication, they say. Carbon deposits appear to be less than from fresh oil, and are softer and more easily removed.

Reclaimed oil was put into one automobile, which was run 5000 miles. The same oil was then put into a second automobile, which ran 11,000 more miles, and the same oil is still in use.

Additions had to be made to replace consumption.

SALES MANAGER FOR OLDS NAMED

I. J. Reuter, general manager of Olds Motor Works, announces the appointment of D. S. Eddins as general sales manager, effective June 1. In making the announcement Mr. Reuter says there will be no change in the distributing policy of Oldsmobiles.

Mr. Eddins has been connected with every phase of the selling division of the automobile industry during the past 18 years, and is resigning as assistant general sales manager of the Chevrolet Motor company to take the new position.

Starting in as a retail automobile dealer, Mr. Eddins later became a distributor, spending four years in these two capacities. Fourteen years ago he became affiliated with automobile factory sales work, and six years ago joined the Chevrolet organization, opening its wholesale branch in Denver, Colo. Later he was made Atlantic coast regional manager in charge of the northeastern section of the United States for Chevrolet, and several years ago was appointed assistant general sales manager.

PATENT RIGHTS TO BALLOON TIRES IN STATES DISPUTED

By ISRAEL KLEIN (NEA Service Writer)
The patent rights to the manufacture of balloon tires in the United States are well worth fighting for. They mean millions of dollars in royalty almost before this invention has gained popular appeal. They promise millions more with the progressing popularity of balloons.

Ballon tires were little known outside of the automotive profession in 1923. Only about one per cent of the automobile manufacturers that year provided for them as optional equipment cost for their installation. They are sold to quite a small extent outside.

Yet in 10 months of 1924, 10 per cent of all the tires produced were balloons. In those ten months, the number of balloons produced was 4,428,081.

Comfortable Income

Figuring at the low royalty rate of ten cents for each casing, that would bring the inventor the neat sum of \$442,808.40.

Yet that figure is low, compared with the others that have followed. In January of his year, out of a total production of 3,008,000 casings, there were 553,146 balloons. And in February, when total tire production when down to 2,940,450 casings, the number of balloons rose further to 764,487.

For February alone, the patentees of this invention would be due for an income of \$76,448.70—if the royalty amounted to 10 cents a casing. At this rate, the annual income of royalty alone would come near the million mark.

And the promise of balloon popularity is growing tremendously.

Popularity Growing
This year, the report is that 61 per cent of the automobile manufacturers include balloons as standard equipment, and 29.5 per cent more make balloons optional.

Figure it out for yourself. Nearly 3,250,000 passenger cars were produced last year and more are expected this year. Although about 60 per cent of these will be Fords, even these include balloon tires as optional equipment and many Ford buyers take advantage of the offer.

Still, let us estimate conservatively the number of new cars with balloons this year as being 50 per cent of the total manufactured. That's more than 1,500,000 cars, or 6,000,000 balloons, not including a spare for each car.

For these alone a ten cent royalty would amount to \$600,000 this year. Add to this spare tires (about \$150,000), and replacements equal equally to another \$150,000, and the million is close at hand.

Naval Base to be Subject of Meet

PORTLAND, Ore., June 13.—More than 60 business men of Oregon, Washington and Idaho left yesterday on the Steamer Portland bound for Astoria, where tonight and tomorrow meetings will be held to perfect a permanent organization to outline a program for completion of the Columbia river naval base at Tongue Point. A banquet was served the visitors at Astoria last night, and today there will be a business meeting. In the party leaving here were United States Senator H. N. Steiwer, Representative William P. Hawley, former Representative Elton Watkins, Chairman Frank M. Warren and General Manager E. James F. Polhemus of the Post of Portland, and Ralph E. Williams, vice-chairman of the national republican central committee.

PRINCE OWNS MANY CARS

WASHINGTON, June 13.—The Maharajah of Mysore, Indian prince, gets the prize for owning the greatest number of automobiles of one time. He owns 64 different types of cars, reports Trade Commissioner C. B. Spofford of Bombay to the Department of Commerce.

And three-fourths of these are American.

GIRL FOUND DAZED

OAKLAND, Cal., June 13.—A girl about 15 years old, who gave her name as Irene Wickham and her address as 1404 North Tenth street, Grants Pass, Ore., was found wandering around the streets of Emeryville yesterday in a dazed condition. She was taken to an emergency hospital, where she told a nurse that she ran away from home several weeks ago.

ROADS IN STATE GENERALLY GOOD

Roads in general throughout Oregon are in good condition, according to the weekly report of the Oregon State Highway commission. The report follows:

Pacific Highway
Portland, Oregon City, Salem, Albany, Harrisburg, Junction City, Eugene, Cottage Grove, Roseburg, Grants Pass, Medford, California state line. Paved entire distance, except between Harrisburg and Junction City where paving operations are under way. Short detour around construction at Junction City, joining highway one mile north. Free county ferry across Willamette river at Harrisburg. Best route Albany to Junction City is via Corvallis and Monroe; all paved.

West Side Pacific Highway
Portland, Newberg, Dayton Junction; paved.

Dartmouth Junction, McMinnville: Paving operations under way. Traffic for McMinnville and beyond take county road via Dayton which is all paved.

McMinnville, Monmouth, Corvallis, Junction City, Eugene: paved.

Coos Bay-Roseburg Highway
Pacific Highway, Canas Valley, Myrtle Point, Coquille; macadam.

Willamette Valley-Florence Highway
Junction City, Chehalem, Goldsboro, Blachly, Raincock; macadam. Open to Florence via Mapleton or North Fork routes. Dirt road.

Corvallis-Newport Highway
Corvallis, Philomath, Wren, Errville, Toledo, Newport; macadam.

McMinnville-Tillamook Highway
McMinnville, Sheridan; paved.

Sheridan, Willamina, Grand Ronde,

Hebo, Tillamook: part paved; balance good macadam.

Mt. Hood Loop Highway
Note: Through traffic advised to take Sherman highway.

The Dalles, Dufur, White River: good macadam.

White River, Maupin: Surfacing under way. Look out for trucks.

Maupin, Cow Canyon: Earth road. Surfacing under way but passable.

Cow Canyon, Gateway, Madras, Redmond, Bend: macadam.

Bend, Lapine: 17 miles under surfacing; balance fair dirt road.

Lapine, 6 miles north of Sand Creek: Unimproved dirt road. Rough.

Six miles north of Sand Creek, Klamath Falls, Merrill, California state line: macadam.

Ashland-Klamath Falls Highway
Junction Pacific Highway, Klamath Falls; macadam.

Klamath Falls-Lakeview Highway
Klamath Falls, Bonanza; macadam. Bonanza, Drews Valley Section: Unimproved road. Rough going to plains.

Drews Valley, Lakeview: 8 miles

macadam; balance dirt road in fair condition.

Bend-Lakeview Highway
Bend, Silver Lake; Road in fair condition.

Silver Lake, Paisley: Dirt road in fair condition.

Paisley, Lakeview: 45 miles macadam.

Central Oregon Highway
Bend, Burns; First 12 miles macadam. Balance fair dirt road open to travel.

Burns, Crane: macadamized.

Crane, Vale: Rough but passable.

Crater Lake Highway
Medford, Trail, Prospect, Port Klamath; Macadam; open from Medford to Union Creek. Closed through Crater Lake national park on account of snow.

McKenzie Highway
Eugene, Belknap Springs; macadamized and in good condition, except short stretch above Nilwood.

Belknap Springs, McKenzie Pass, Sisters: Closed by snow; will be open for travel about June 25.

Sisters, Clifton Falls, Redmond: macadam.

Alexa Highway
Corvallis, Philomath, Alexa; macadam.

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Auto Registration In State Increases

SALEM, Ore., June 13.—The registration of passenger automobiles in Oregon for the first five months of the year was 163,637, according to Secretary of State Kover, an increase of 15,853 for the corresponding period of 1924. The registration of trucks and dealers gained in proportion, while the registration of motorcycles, chauffeurs and operators showed a slight decrease. The total registration fees collected for the five months was \$4,737,295.94 against \$51,294.55 in the same period last year.

Passenger vehicle registrations in May were 34,111, an increase of 220 from May of last year. All fees received in May were \$226,161.55 against \$211,907.50 for May of last year.



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