



FLIVVER SAM

Heard of a Scotchman the other day, who was standing out in the street, holding a slice of bread and looking for the traffic jam he had heard about. "Now that everybody has a car, I can't see why any one should worry about 'reducing' the traffic," said Scotchman. "These summer days I can lose ten pounds by just thinking about a puncture."

How to Buy a Good Used Car.
Look behind, underneath, and all around the rear seat cushion. If you find a couple of lace handkerchiefs and a handful of burned matches, a lipstick, and a half package of cigarettes, or an assortment of various buttons, or a tannine garter and an empty bottle buy the car. Any one of the above items is sufficient proof that the car has been run but little.

Hi diddle diddle, here's a good riddle.
A guy and a girl in a car.
He ran out of gas when alone with the lass—
Do you think that he went very far?

The other night while returning from Ashland a certain Medford party saw a motorist working under a car drawn up by the roadside. Being a polite gentleman, he stopped and inquired if he could be of any assistance. The man stuck his head out from under the car and answered: "Yes, if you would just answer my wife's question and keep her amused until I get this thing fixed it would be a great help."

A Kentucky mountaineer who had never seen an auto was passed by one on the road one day. Within a short time a motorcycle passed in a cloud of dust. Turning to his son the hill-billy said: "Well I'll be danged. Who'd a thought that thing had a colt?"

One thing about the days of the horse, a second-dobbin was worth just as much, if not more than a new one.

He who hesitates is honked.
You don't need a press agent to attract attention. Have somebody tow you in.

The bird who gets a license to drive a truck, should know to cough up a lot of general knowledge before being given a right to swing along in the middle of the highways. He should know a lot about how a truck should cruise along the highways.

Too Bad
A charming young lady named Carter
Drove a Ford without a self-starter.
She cranked and she cranked.
She jerked and she yanked.
Till she busted her pretty pink garter.

Women are braver than men. No man waits until he is three feet behind a car to honk a warning that he intends to pass.

When a motor "knocks" it needs overhauling. The same can be said about man.
Death rides at the grade-crossing. It would not be inappropriate to place the sign of skull and crossbones at every crossing at grade.

A good time to offer up a little prayer these days is when you start out in your automobile and when you come back.

Accommodating
"Please send me amount of your bill," wrote the garage-man to the motorist who was chronically slow with the cash.
"Certainly," answered the slow guy. "It is \$136.72."

The more worthless the dog the less likely he is to be hit by an automobile or stolen.
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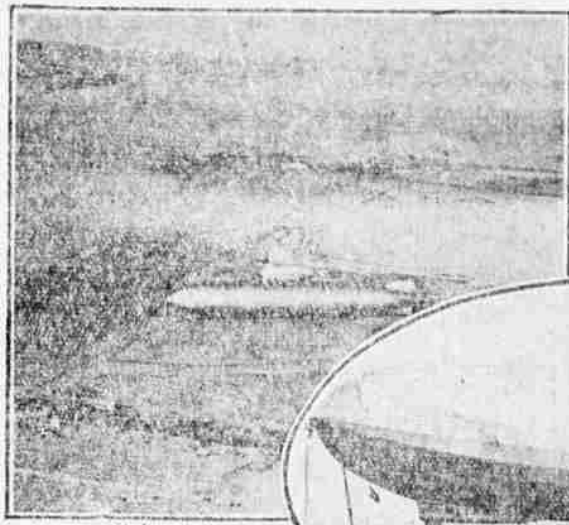
Large Majority of Stolen Cars Are Recovered

Ninety-three per cent of all cars stolen in 1928 were recovered and it is evident that the automobile thief is turning his attention to some more profitable means of crime, says the American Automobile Association.

The national motoring body believes that the high percentage of stolen cars recovered is directly attributed to the Dyer act, which makes it a federal offense to move a stolen automobile across the state line, as well as to the improved locking devices.
Five years ago, only 83 per cent of the cars falling into the hands of thieves were recovered and a ten per cent gain in five years is excellent progress. Figures from 26 cities reported to the A.A.A. in 1928 revealed that 74,346 cars were stolen and 69,196 were recovered.

The improved locking devices placed on automobiles has also been a large factor in reducing the number of cars stolen. Motorists, therefore, can greatly aid the situation by being sure their cars are locked before leaving them parked. Heavily traveled streets are just as dangerous in this respect as some out-of-the-way place and the thief has a better opportunity to drive off a car in heavy traffic.

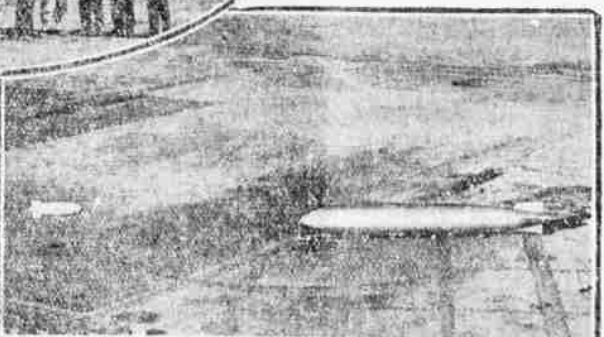
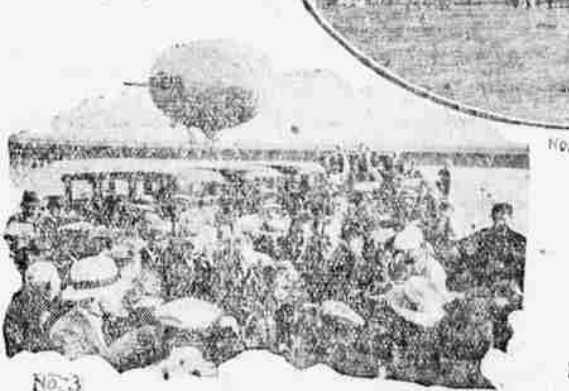
Goodyear Gets Rubber Shipment Via Graf Zeppelin



No. 1—The immense size of the Graf Zeppelin is visualized in the above photograph, showing the Goodyear Airship "Volunteer" flying near the Graf. The Graf is over 700 feet long—the "Volunteer" 126.

No. 3—Commander Hugo Eckener of the Graf Zeppelin being received by Mayor Porter and his Reception Committee.

No. 4—Remarkable photograph of the Los Angeles Municipal Airport, showing the Graf Zeppelin at its mooring mast being visited by the Goodyear Airship "Volunteer."



Two hours after the Graf Zeppelin docked at the Municipal Airport, Los Angeles, Woodruff De Silva, Assistant Director of the Air-Port, was delivering two packages of crude rubber, which arrived via the Graf Zeppelin, to Goodyear officials.

The center photograph shows the Graf Zeppelin at its mooring mast, and the Goodyear Airship "Volunteer," the personnel at the rubber receiving ceremonies were as follows: (Left to right) Lieut. Karl Lange, pilot of the Goodyear Airship "Volunteer," who with Lieut. "Tex" Settle, United States Navy, had complete charge of the Graf Zeppelin Los Angeles landing operations; Woodruff De Silva, Assistant Director Los Angeles Municipal Airport; John W. Mapel, President and E. J. Thomas, Vice President and General Superintendent, Goodyear Tire & Rubber Company of California; and Captain

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CHRYSLER ENGINEER TELLS ADVANTAGES NEW GEAR SHIFT

"Adoption of the multi-range gear shift by Chrysler on its new '77' and '78' models, as well as the Imperial series, indicates that another objective which has long commanded the attention of automotive engineering—a transmission with wider and more flexible performance abilities—is not only practical now, but that the future trend in designing will undoubtedly be in this direction," according to Chrysler engineers, who further state "their new gear shift permits the use of a rear axle with lower gear ratios eliminating the necessity of a greatly enlarged engine or compromises between the transmission ratio and rear axle ratio, required in previous conventional designs."

"It has been long recognized that the slower the operation of the engine, propeller shaft and the other rotating parts back to the rear axle, the better will be the performance of the car from a standpoint of fuel economy and reduced vibration and wear and tear," says Fred M. Zeder, vice president in charge of engineering. "Some conception may be gained of the results that are achieved with this advanced type of gear shift in the Chrysler 77, which makes 2568 revolutions while traveling one mile in the highest gear, or 'speed range.' Engines in cars with ordinary transmissions will turn over from 78 to 2400 more times while covering the same distance."

"An attractive feature of the multi-range gear shift is that it does not compel the motorist to learn a new shifting system. There are five speed ranges, four of which are identical in shifting position with low, intermediate, high and reverse, respectively, of the conventional transmission. The fifth is heavy duty, an emergency gear ratio designed to give maximum power for extremely difficult pulls in deep mud or sand. This gear is engaged by exerting slight extra pressure on the gear shift lever toward the left out of the regular quadrant and pulling backward."

The main feature about this new gearshift is that each of its

ranges is wholly adequate in itself gear, should always be used in acceleration range are much lower than is permissible in ordinary motoring. Starting range, which covers miles per hour without going into speeds in position to standard low high. The final gear ratios of the



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that is extremely useful for hill climbing and in traffic. Speed range, with an unusually high rear axle ratio, permits a great reduction in engine speed, with a consequent decrease in vibratory disturbances. The quiet operating characteristics of the internal gear design, compared with the conventional spur tooth design, are well known. The relative motion of the gear teeth is slower and an oil cushion is retained on the inside of the outer gear. The driver may shift quickly backward and forward between the speed and acceleration ranges of the multi-range shift at any car speed. This places the driver in a position to select the most flexible performance that not only lessens driving fatigue, but enhances safety. There is no self-starter on the car of opportunity. You have to get out and crank it.

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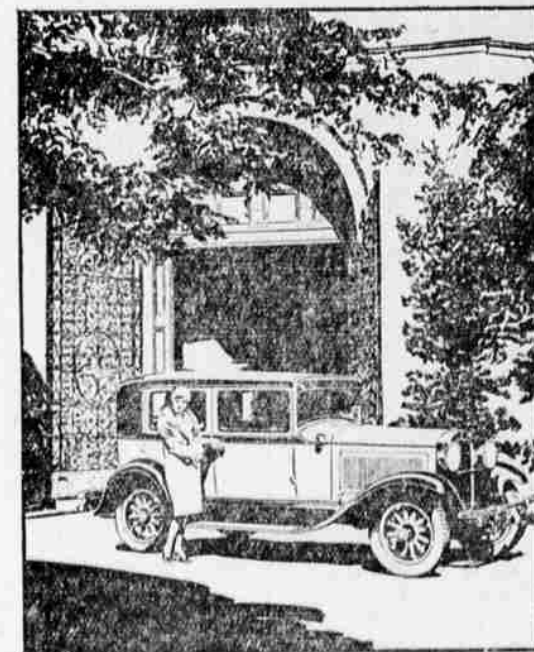
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