# CONGESTED HIGHWAYS INCREASES DEMAND BIG ROAD PROGRAM

Compelling evidence in support of its demand for an extended national program of road construction was forthcoming when the American Automobile Association declared that there was more congestion on the main highways during the 1929 touring season than ever before, based on preliminary reports of touring conditions this season by motor clubs throughout the United States and Canada.

The condition encountered during the 1929 touring season was considerably worse than that encountered even a year ago, and afforded convincing evidence of the need not only for more mileage but also of the need for the widening of many important highway links.

The sum of approximately $1,200,000,000 to be expended in 1929 by the state and local governments on road building would still leave the country confronted with a situation where the car manufacturers and car owners are crowding the road-builders and the driving "floor space" is relatively contracting from year to year.

We are also confronted with a new form of reckless driving. I refer to the so-called buggy rider who enters a heavy traffic stream with a delapidated machine, making twenty miles an hour, damming the entire stream and compelling other cars to pass him in a way that invites serious accidents.

The motorists are not going to tolerate this situation. The solution lies in two directions. More states will inevitably follow the lead of those states that have already taken steps to keep junk cars off the road and, the acceleration of the movement in favor of minimum speeds instead of a maximum speed on some main thoroughfares.

# CANNON BALL BAKER USED RICHFIELD GAS

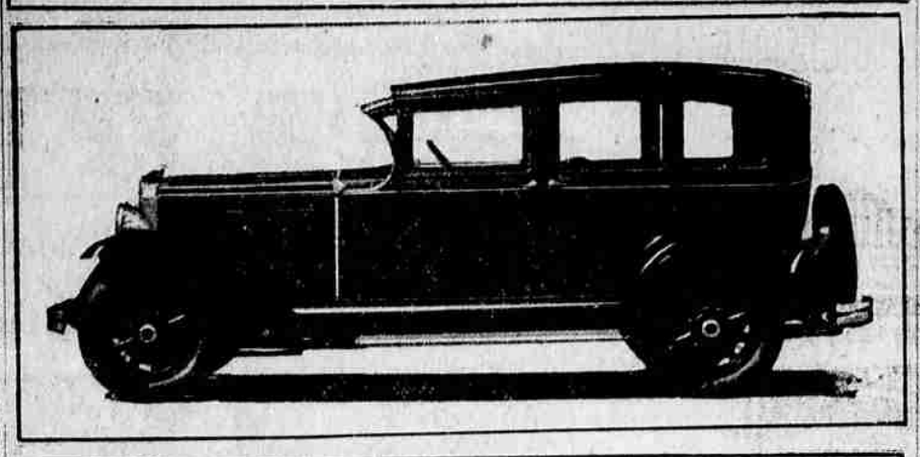
COLORADO SPRINGS, Colo., Sept. 29.—Cannon Ball Baker, who has probably set more road speed records than any other motor car pilot in the world, disclosed that his recent Pike's Peak accomplishment, six consecutive round trips to the peak, was made with Richfield "Gasoline of Power."

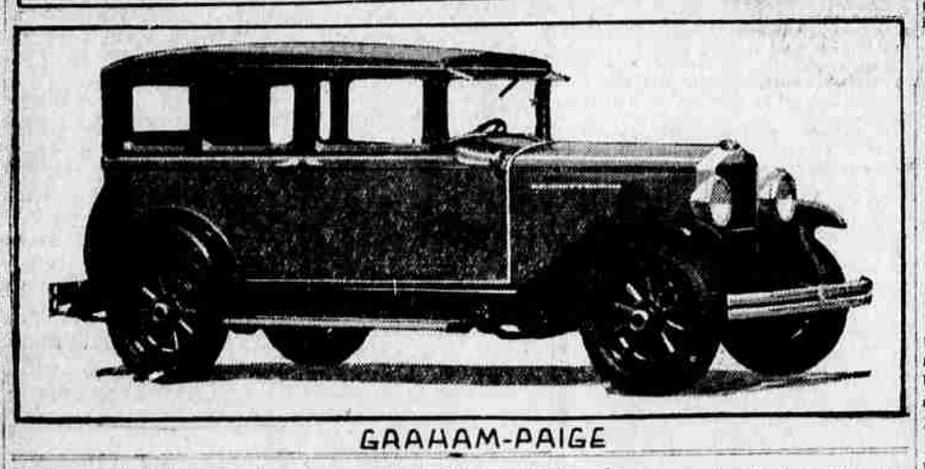
In a telegram to C. M. Fuller, president of the Richfield Oil company, Cannon Ball Baker, telling of his feat, paid this tribute to his fuel:

"Richfield performance again touched perfection as Richfield was used in the establishment of the new world's record on Pike's Peak auto highway. I drove a five-passenger stock model over same course as followed in annual labor day races for six consecutive round trips. Total distance covered 156.8 miles, course driven included 205 turns, average speed 34.29 miles per hour."

It was commented on here, following Baker's announcement that his car had been powered with Richfield, that this same gasoline was utilized by the driver of the winning Studebaker which copped the cup for the labor day classic climb of this same mountain.

# Graham-Paige Presents 1930 Models





GRAHAM-PAIGE

Graham-Paige today introduces its 1930 models in Medford, presenting a line of three sixes and two eights replete with chassis and body improvements. All models except the lowest-priced six have the standard shift four-speed transmission, which has been a feature of the line for two and a half years.

"The Graham-Paige company leads the whole industry in recognizing the advantages of the four-speed drive and in perfecting its mechanism," says Mr. Gray of the Crater Lake Automotive company, local dealers.

The 1930 models, although representing substantially increased value, are offered without change of price. The two-door sedan on the 612 chassis is now built three inches longer than formerly and has a larger engine.

"One of the most striking features of the new Graham-Paige line is an exclusive innovation—the use of adjustable seats, rear as well as front, in all six-cylinder models and the 127-inch wheelbase eight. The rear seat cushions offer a choice of two positions, changing the depth and the slope of the seat. Full width front seats as well as the two separate seats of the two-door model 612 may be shifted mechanically, while occupied, over a wide range of position. Since the clutch and brake pedals of all Graham-Paige cars, and also (except in the 612) the steering column, are fully adjustable, the new models offer the widest possible variation in driver and passenger position."

**Features of New Lines**

Summarized, the outstanding features of the Graham-Paige line for 1930 are as follows:

"A completely new model 612 chassis of 115-inch wheel-base and larger engine, giving increased power at lower engine speed (66 horsepower at 3000 r. p. m.).

"Bodies of advanced structural design.

"Superior riding comfort, attained not only through the adjustability of both front and rear seats, but through the use of over-padded seat cushions, form-fitting seat and back contours, and extra seat and back springing.

"Clear-vision instrument panels, without ornamentation but strikingly handsome in appearance.

"New-type glass visor in chromium brackets (except 612).

"Three-spoke steering wheels, (safety-type), models 612 and 615.

"Inspection of the new 612 chassis, and of the other two sixes and the two eights, shows the consistent use throughout the line of the latest refinements and improvements in design and equipment. For once, however, a new line of cars is presented in which the achievements of the body engineers are likely to arouse more interest among motorists in general than are the mechanical details, even with one new chassis model in the line-up, says Mr. Grey, who continues:

"With chassis already embodying the most modern automotive features, such as the four-speed transmission, Bijur chassis lubrication system, positive feed fuel pump, crankcase ventilation, hydraulic internal brakes, crankshaft vibration balancer, and others, Graham-Paige was free to concentrate on improvements to promote beauty, comfort, and easy riding. The results are apparent in all models, the new 612, lowest priced of the line, sharing with the larger sixes and eights in the thorough-going revision of body trim and fittings.

"The new engine of model 112 is of 3 1-8-inch bore by 4 1-2-inch stroke, the bore having been increased from three inches. With its increased displacement, 207 cubic inches instead of 190, the new engine develops a maximum of 66 horsepower, and moreover reaches the peak of its power at only 3000 r. p. m. General construction of the engine is the same as in the larger models, the 612 having aluminum invar-strut pistons, water-jacketing in the full depth of the bore, water pump and generator driven by the timing chain instead of from the fan belt.

"Increased strength, to keep with the longer wheelbase and the gain in weight and power, is built into the frame. The depth of the side rails is now 5 1-2 inches, and the thickness also is increased.

"So consistent is Graham-Paige practice throughout all its line that details of the new model 612 bodies illustrate in general the improvements in all models in structural details, the larger and higher priced cars varying chiefly in such features as upholstery, trim materials, and finish.

"Both the 612 and 615 models display a new three-spoke steering wheel, so mounted that one spoke is straight forward when the front wheels of the car are running dead ahead, which serves as a direction indicator. The other two are thus in the proper position for drivers who like to hold the wheel by the spokes, and the wide space between makes the instrument board fully visible."

# NEW SYSTEM FOR LUBRICATION OF MOTOR CARS

A new system of motor car lubrication, one that eliminates guesswork at the grease rack, has been announced by Mr. Howard of the Brake Shop, 202 N. Riverside.

"Nothing is more important in passenger car lubrication that that every sinble lubrication point should receive the proper kind and amount of lubricant at regular intervals," says Mr. Howard. "Naturally, every attempt is made to see that no lubrication points are overlooked while a car is on the grease rack. But the number and variety of cars on the road today make it almost impossible to prevent a certain amount of guesswork. Unless a man knows every detail of every car, it is difficult to make sure that nothing has been overlooked — that every grease fitting and bearing has had attention.

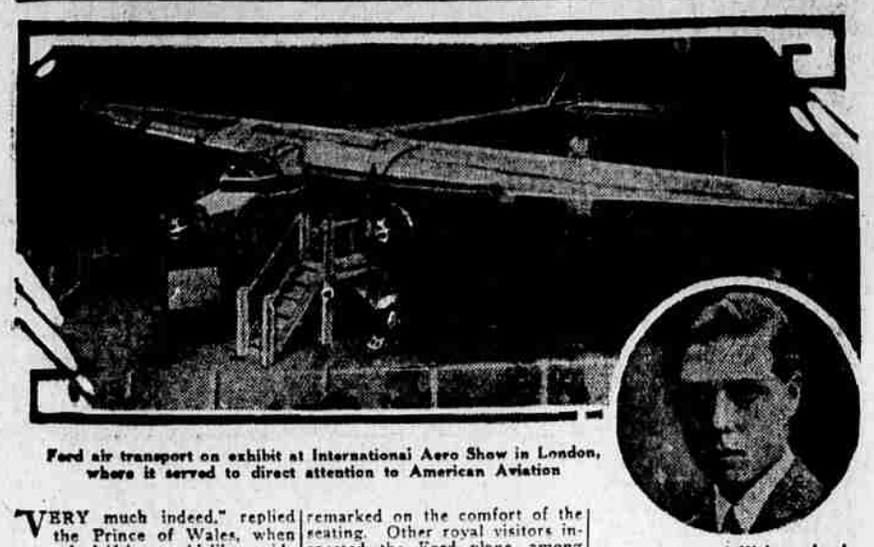
The new system we have just adopted is known as 'Check-Chart —the grease right system'. It practically puts a factory-trained lubrication engineer at the elbow of the man who is going over your car. It points out to him all lubrication points and the kind of lubrication for each one.

"When your car goes on the grease rack the operator turns to proper chart, checks it with the serial number on the car to insure absolute identification. Then, starting with No. 1, works right around the car, treating each point in order and missing none.

"The charts show the capacities of crankcase, transmission and differential, tire inflation pressure and the capacity of the cooling system. Not a single important factor has been overlooked in their preparation.

"So, as the life and service of a motor car depend on the care and thoroughness with which it is lubricated, we now have a system that enables us to guarantee a greasing and oiling job to be as complete and efficient as it would be done at the factory where the car was built.

# *Royalty Inspect American Plane*



Ford air transport on exhibit at International Aero Show in London, where it served to direct attention to American Aviation



The Prince of Wales, who is taking a keen interest in aviation

"VERY much indeed," replied the Prince of Wales, when asked if he would like a ride in the first tri-motored Ford air transport exhibited in Europe. The plane is pictured above as it was displayed at the International Aero Show at London, where its design and all metal construction attracted much interest.

An opportunity to demonstrate the plane to the Prince will be sought when it is returned to London.

The Prince sat in the cabin and remarked on the comfort of the seating. Other royal visitors inspected the Ford plane, among them being the King of Spain, the Duke of York and the Duke of Connaught. The plane is now on a 20,000 mile tour of important cities of Europe. It was the second American airplane seen in Moscow, and the first large transport ship. Interest there was so great that 200 officials of the Russian Government, leading aviators, aeronautical engineers were taken for rides.

In introducing its all-metal airplane to Europe the Ford Motor Company is demonstrating the model being used in this country by several of the leading operators of air passenger lines and by a number of business organizations that have adopted the airplane for the quick transportation of officials or the express of their products.