

# AUTOMOTIVE NEWS

## The AUTO WAY.



By Cyril Sander

We had the opportunity to enjoy a few glances of an English car one day last week. It was a small three or four passenger coupe from Alberta, Canada and it only helped to further convince us that British cars, in our eyes, are the cheapest looking cars we have ever seen. We passed this car on the street and so of course we didn't have much of a chance to really get a good look at it and decide what kind it was. However, after looking through all of the English pamphlets we have, we finally decided that it was a car probably from the B. S. A. factory in England. This factory is a small arms manufacturing concern besides being car manufacturers and the initials stand for

## Sees Where Ancestors Landed



The senorita in this photograph is Florenz Kelton de Almada of San Diego. She is shown here looking out from the promontory in the California Pacific International Exposition grounds on which, on the opening day, May 29, the Ford Exposition will greet the public with an exhibit housed in a great circular building surrounded by terraces on which will appear replicas of famous roads of the Pacific. Senorita de Almada is framed by the steel work of the Ford Building and in the background are the skyscrapers of San Diego.

The actual name of the concern if that should interest you. The car is about the size of the American Austin and much more looking. It is equipped with wire wheels and tires not much larger than are found on modern bicycles. But, even though the car probably isn't much to look at, we suppose it does have its advantages. For instance it wouldn't be at all unusual for it to get 35 or 40 miles to the gallon of gas and even maybe more. Then too, it could be really appreciated if one lived in a city where parking was a real problem—this car could little doubt be put in a space only about half as large as would be required by the ordinary car. However, even though it does have these advantages, we are quite certain that most Americans would be quite satisfied to continue owning cars as they are made by American manufacturers.

We have recently received more literature on another foreign car which we think will be interesting to our readers. It is known as the Aero 30 Horsepower model. Judging from the illustrations, we would say that it is about the same size as most of our low priced cars but it is only about half as high (that is over-all height) as most of our low priced cars. It is a phaeton of extremely sporty lines, a phaeton of extremely sporty lines. This car with the windshield folded down as it is shown in all of the illustrations is evidently only about three feet high! That is considerably lower than any car we have seen or heard about for a long time. However, even though the car is extremely low it still has ample clearance, and in the closed models there appears to be a good deal more than ample head room. This car is so completely different in many of its respects from American cars that it is almost impossible to try a comparison so we shall only try to describe some of its novel features. First of all the car does not have an eight, six, or four cylinder engine, but— it has a two-cylinder engine! At the invention of this you may say that it is in the motorcycle rank then, but some of the best little cars in Europe have only two cylinders. A big argument which is given for this two-cylinder motor is that it has only 8 moving parts, while the four cylinder engine of comparable power has 35! Furthermore the engine clutch, starter, dynamo, gearbox and differential are all built into one unit. This is made possible by the car's front drive. The car has the conventional three forward speed gearbox which is easy and silent to change according to the information. There is also something else about the lubrication of this motor which to our knowledge has never before been applied to automobile motors though it is used in motor boats. That is the engine is lubricated by oil which is mixed directly with the gasoline! This supposedly gives a very effective and simple lubrication. The next thing we shall try to explain is the frame. It is the simplest frame we have ever seen and probably is as simple as any frame could ever be made. It consists of two frame members on each side of the car which are joined at the front and back by cross members. This forms a box section frame. However, this differs from the box frame as it is known in America in that it does not have cross members any place but at the front and rear. This frame is somewhat strengthened, though, by a solid steel floor that is welded to the frame at all points—it can best be illustrated by saying that it corresponds to the bottom of a shoe box, while the frame members correspond with the sides of the box—this floor is also dust proof. That is a point which should be very noticeable if one does any or much traveling over dirt roads. Then

## Many Children Accident Victims



Out of the total of 35,000 persons killed last year in automobile accidents in this country, nearly 1,500 of the victims were under five years of age and around 3,800 others who met death were between the ages of five and fourteen, according to figures on the results of automobile accidents compiled by the Travelers Insurance Company.

Nearly 80 per cent of all the children killed under the age of five were on the streets as pedestrians, the total of such casualties amounted to almost 1,200. Slightly more than 75 per cent of the children between the ages of five and fourteen who were killed, or almost 2,900, were also on the streets as pedestrians.

Although many children are killed because of playing in streets, the records for last year show that out of a total of approximately 3,300 child deaths there were only 1,800 that resulted from playing in the streets.

More than 39,000 children under the age of five were injured non-fatally in automobile accidents last year, and 143,000 between the ages of five and fourteen were also hurt. Around 25,000, or 64 per cent of the child victims under the age of five, were injured while on the streets as pedestrians, and 93,000, or 65 per cent of the children between the ages of five and fourteen also injured, may be classed as pedestrians.

Altogether the automobile casualty record last year in this country included the deaths of 5,290 children under the age of fifteen and the injuring of 182,310. While children should be taught to take care of themselves, the large number of child victims of automobile accidents does not speak any too well of the manner in which many persons drive their cars. "Drive Carefully, We Love Our Children" is a safety message which ought to be always uppermost in the minds of all motorists.

## PATTERN MAKING MEETINGS SLATED

Home Extension Unit members of the county who have taken advantage of the opportunity to complete their guide patterns or make new ones have been very well pleased with the project. At these meetings the gingham guide pattern made last fall is checked and when all construction lines are found to be correct, a paper pattern is made which can be used as a foundation pattern for the individual. The project is not complete unless the cloth pattern has been checked and a paper pattern made ready for use in connection with the project on designing to be introduced in September.

All day meetings starting at 9:30 a. m. will be held by home extension units in the following communities this week:

Monday, Central Point, Central Point Grange hall.

Tuesday, Griffin Creek, courthouse auditorium.

Wednesday, Talent, Talent City hall.

Thursday, Evans valley.

Friday, Sams valley.

Saturday, McLeod.

## THEATER OWNERS BUY CHRYSLERS

Mr. and Mrs. Walter Levertette and Mr. and Mrs. Gene Childers are back in Medford overjoyed with the amazing performance of the new Chrysler airflows they drove back from the factory last week, according to H. F. Lange. The automobiles were purchased through Armstrong Motors Inc., local Chrysler and Plymouth dealers.

The Levertettes averaged 16 miles to the gallon of gas on the trip

back from Detroit. They traveled the northern route, just missing a flood in Nebraska. They visited Yellowstone park and one day they covered 605 miles.

Mr. Levertette says: "Conditions in the middle west are greatly improved. They told us at the factory that they are not able to turn out Chrysler airflows fast enough to supply the present demand. There were dozens of new owners taking delivery of airflows at the factory the day we were there."

Mr. and Mrs. Childers averaged 16.5 miles to the gallon of gas on the return trip in their new Chrysler Airflow Imperial coupe. They visited Detroit, Chicago, Kansas City, Grand Canyon and Flagstaff, Ariz. They also drove through Texas, New Mexico and Oklahoma.

Mr. Childers says: "We drove through all kinds of traffic in Chicago and over all kinds of roads on the return trip and the Chrysler airflow performed perfectly. The Chrysler overdrive is the finest improvement ever made to an auto-

mobile. The airflow is the nearest thing to an airplane ride."

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## John Cupps Buy New Oldsmobile

Mr. and Mrs. John Cupp returned to Medford last week with a new Oldsmobile sedan purchased through J. J. Oenbrugge, local dealer. Mr. and Mrs. Cupp traveled through Canada by train and they report a very enjoyable ride on the Zephyr streamlined train from St. Paul to Chicago.

They received their new Oldsmobile sedan at the factory and returned by the southern route, driving 3255 miles, using 190 gallons of Texaco gas by accurate test. Their average was 16 1/2 miles to the gallon.

Mr. Cupp stated yesterday: "The Oldsmobile operated perfectly and it is the most marvelous car I have ever driven."

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