

THE MOTORISTS' PAGE

OAKLAND OPENS TEST TRACK AT FACTORY DOORS

Sixes Driven Around Half Mile Loop After Leaving Assembly Lines

A loop of cinder road nearly one-half mile long and banked at the turns has been constructed by the Oakland Motor Car company as a private factory test track over which Oakland and Pontiac Sixes are run immediately after leaving the assembly lines.

The loop extends past the Pontiac Six assembly and the new Oakland All-American Six assembly building which started operation April 2. Exits from the two assembly buildings open directly upon the test track.

A squad of 20 test drivers has been organized to pilot both Oakland and Pontiac Sixes around the loop. After being given a thorough road test, the cars are returned to their respective inspection departments where they are rechecked. If pronounced perfect, they are driven to the shipping department. Should any adjustment be found necessary after a car has been tested, it is placed back on the line, the adjustment is made, and the road test and inspection are repeated.

The test track is far from being a boulevard. It crosses and recrosses the rails of the Oakland Motor Car company's big railroad yard and subjects the cars to a rigorous test of performance and riding comfort.

Boating Sport Is Gradually Reviving Here

Many folks will remember the steamers tied up at the wharf below the Link river bridge and how nearly every family had a motor launch in the good old days some fifteen to twenty years ago.

Then came the automobile which was something new and swept the boating away, but today, owing to faster designed boats built strong and light, consequently can be carried on a trailer, and also the advent of the light powerful Kicker or Oakland motor it looks like Klamath will come back as a boating center.

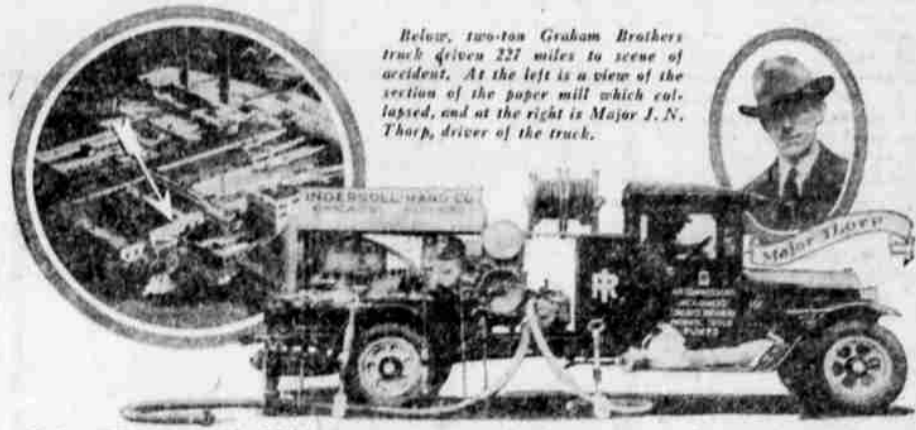
Among the advantages claimed for motor boating by local enthusiasts are no license fees, no drivers' license, no speed limit and low maintenance costs.

Several water trips of nearly forty miles may be made on the upper Klamath Lake as well as visits to warm summer bathing beaches and good fishing and hunting grounds.

With the average modern boat speed of twenty to twenty-five miles an hour the old objection of too long going and too long getting home is removed and speeds up to forty miles an hour are possible.

Traffic congestion which is becoming an automobile problem is not likely to bother on the water for some time to come so who can tell but what Klamath will again become a boating and resort center.

Truck Speeds To Aid of Entombed Men



Below, two-ton Graham Brothers truck driven 227 miles to scene of accident. At the left is a view of the section of the paper mill which collapsed, and at the right is Major J. N. Thorp, driver of the truck.

Racing 227 miles, with 3,300 pounds of mechanical equipment, to save a score of men entombed in a factory crash, is the recent performance of a two-ton Graham Brothers truck. The trip required seven hours.

The truck, belonging to the Ingersoll-Rand Co. of Chicago, was rushed to Kimberly, Wis., with air compressors, concrete breakers, pneumatic tools and water pumps, following the collapse of a section of a paper mill which killed nine men and pinned many others under the wreckage.

Major J. N. Thorp, driver of the truck, learned of the accident in Chicago through news reports and left at 12:30 p. m. after being informed by telephone that his mechanical equipment would help in the rescue work. A fast ride through the business section of Chicago resulted in Thorp's arrest as a speeder. On explanation of the situation, the motorcycle officer escorted Major Thorp to the city limits.

At Oshkosh, Wis., Major Thorp was again arrested, but for the second time he obtained a police escort through heavy traffic. He arrived at Kimberly at 7:30 p. m. and for forty hours remained on duty, helping in the rescue work.

Major Thorp praised the performance of the Graham Brothers truck throughout, admitting it was the first time he had ever driven it, but declaring it was as easy to drive as a passenger car.

Seven Bearing Crankshaft Is Carefully Manufactured By Nash Motor Car Company

The qualities of smooth performance possessed by the Nash seven-bearing crankshaft motor are the result of careful and expert manufacturing with the finest equipment available as much as from the excellence of the seven-bearing principle itself, according to Nash production heads who are responsible for the manufacturing system used in the Nash Motors company crankshaft division.

It is undoubtedly true that both factors contribute materially to the result obtained. The seven-bearing principle of crankshaft construction is based on fundamental engineering principles.

Most automobile owners know that the function of the crankshaft is to convert the power strokes of the pistons and connecting rods into a rotary motion. They understand that this up-and-down force tends to throw a crankshaft out of line and cause vibration which is very annoying to the occupants of the car as well as destructive to the engine. Engineers say that the better a crankshaft is supported throughout its length, the more impossible is it for vibration to occur.

The Nash seven-bearing crankshaft has a bearing at every possible point on the shaft, and thus furnishes the most support it is possible to obtain. There is a big bearing at each side of every connecting rod to help support the terrific pounding from the power strokes of the engine. The result is an engine of remarkable smoothness at every speed.

But this smoothness is due equally to the care used in producing the shaft. In all there are 25 separate and distinct manufacturing operations in the manufacture of every Nash crankshaft.

Week-End Guest—Miss Betty Zimmerman will be the week-end house guest of Miss Joy Evans at the Evans ranch home.

Oaklands and Pontiacs are Selling Fast

Duke O'Neil, sales manager for La Prarie Brothers & Anderson Motors, local Oakland-Pontiac dealers, says the demand for new cars is in excess of factory production, and that local orders are coming in for future delivery on all models, and that Sport model roadsters and coupes that were considered hard to dispose of a few years ago, are today the most popular sellers.

Mr. O'Neil also states that according to all present indications this year's business will more than double last year's sale of Oakland-Pontiac automobiles in this territory.

Never in the history of the automobile industry has any make of automobile enjoyed the wide popularity of the new series, Oakland and Pontiac sixes, this is proven by the increased volume of sales that all Oakland-Pontiac dealers are enjoying throughout the entire country.

The local concern are very optimistic over the outlook for the coming season's business and feel that the buying public are becoming more enlightened in the selection of automobiles each year and that their good judgment will lead them to "buy early and avoid delays in delivery."

RUNNERS TROT FARTHER EAST

Payne and Gavizzi Still in First and Second Place

SPRINGFIELD, Mo., April 21.—Thomas Ellis of Hamilton, Ont., led the union derby caravan into Springfield today, covering the 32.6 miles from Miller in 4:34:29. His elapsed time for the 1,841.2 miles is 513:39:42.

Andrew Payne, Claremore, Okla., and Peter Gavizzi, Southampton, Eng., in first and second place respectively, traversed the route together and finished in a dead heat for tenth place on today's lap. Their time was 5:17:41.

Payne's elapsed time is 305:05:25 and Gavizzi's is 208:41:25, a difference of 26 minutes.

Allan Currier, Grants Pass, Ore., finished last night in 10:32:19, and 392:17:04 elapsed time.

Paul Smith, Gates, Ore., finished last night in 9:36:44, and 450:56:21, elapsed time.

Klamath Falls Mail Service To Be Speeded

Improved mail service into Klamath Falls from San Francisco on Train No. 18 will become effective on May eighth, according to information received at the office of Postmaster John A. McCall this morning from Edwin McGrath, superintendent of railway mail service at San Francisco. The communication reads as follows:

"Receipt is acknowledged of your letter of April 11, 1928, in which you request that consideration be given to the establishment of service on Southern Pacific Cascade Limited Train No. 18.

"As Train 18 will now depart from San Francisco at 6:29 p. m. and is likely to receive considerably larger amounts of letter and paper mail, it is thought this service will utilize this train and establish Closed Pouch service therein effective with the new time card of May eighth.

"As you say, this matter has heretofore been given very earnest consideration, but the early hour of departure of Train 18 from San Francisco rendered it impracticable to accumulate any quantity of business mail. The only benefits that might be gained through the expenditure of some \$5000 per annum, would be the advancement of a few copies of the San Francisco evening papers. Under the new table, however, Train No. 18 will depart from San Francisco at 6:20 p. m. and the service will under

that card be of considerable value to the communities at and adjacent to Klamath Falls, so that there should be no valid objection to the expenditure of the money necessary for the inauguration and maintenance of the improved service."

Harveys Have Girl—Mr. and Mrs. W. H. Harvey, resident of Paisley, Ore., are rejoicing over the arrival of a baby daughter, born this morning at the Klamath General hospital. The child weighed eight pounds.

FUNERAL NOTICES

HENRY FRANCIS HOOVER
Henry Francis, the infant son of Mr. and Mrs. Frank Hoover, well known residents of Chiloquin, passed away at 2 o'clock Friday afternoon, following an illness of two weeks' duration. The child was born at Chiloquin September 21, 1927, and aged six months and 19 days at the time of his passing. In addition to his parents he leaves two brothers, Franklin of Riverside, Calif., and LeRoy of Chiloquin; three sisters, Leatrice and Mary of Mt. Angel, Ore., and Angelita of Beavick, Calif.

Friends are respectfully invited to attend the funeral services to be held this Sunday morning at 10 o'clock at the Mission of Our Lady of Mt. Carmel, Chiloquin, with Rev. F. L. Gels officiating. Interment will be made in the family plot in the Wilson cemetery.

Arrangements are under the direction of the Earl Whitlock funeral home, Pine avenue at Sixth.

At The Orpheus

The quality of artistic talent, the time taken and the money expended are the three important factors in the making of a motion picture. In "Midnight Rose," which is now at the Orpheus theater, these have been combined in the perfect formula. Lya De Puoti and Kenneth Harlan share stellar honors, while the supporting cast includes Henry Kolker, Lorimer Johnston, George Larkin, "Gunboat" Smith, Wendell Franklin and Frank Brownlee.

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