

MOTORISTS THIS IS YOUR PAGE

HEATING PLAN VERY COMPLEX IN ALL AUTOS

Oldsmobile Engineers Attain Marked Success in Difficult Task

Heating a room to suit the various temperature preference of a mixed group consisting of Eskimos, Arabs, Icelanders and Fiji Islanders would seem an easy task compared to maintaining the temperatures of different parts of an automobile engine at the most efficient point. Yet this is what automotive engineers are called upon to accomplish.

The great heat is generated around the combustion chamber valves, piston head and top of cylinder where the gasoline vapor burns at a high temperature. The cooling system at this point must be so designed that the engine can be warmed up quickly, yet kept from getting too hot regardless of how fast it is operated. The same cooling system must be so designed that the lower portions of the cylinder where there is no such generate heat, will be kept moderately hot.

Study Problem

Oldsmobile engineers who designed the new Viking, the 90 degree, V-type, eight cylinder companion car to the Oldsmobile Six, devoted much thought to the cooling system. They were not satisfied until they had a system which would permit quick starting warm-up and efficient engine operation in below zero temperatures as well as perform perfectly when the engine was driven at high speeds in mid summer heat.

The cooling agency is water pumped from the radiator to each of the two blocks of cylinders which form a V-eight engine. The water is forced through a manifold extending the length of each block and fitted with graduated outlets which correctly meter the amount of water distributed to the points of greatest heat. These are the cylinder walls, valves, valve stem guides and combustion chambers, all of which are water-jacketed to permit rapid heat dissipation.

Cool Oil

The water spaces in the Viking engine extend far down on the crankcase wall and assist in cooling the lubricating oil. The movement of the water in these lower spaces is slower and is controlled by heat convection so that it is kept at an even temperature while the engine is operating.

The water is returned to the radiator where it is cooled while passing down through the radiator shutters thermostatically controlled and standard equipment. This feature is of value in quickly bringing and holding the engine to a proper operating temperature, particularly when first starting and during extremely cold weather.

"BREAKING IN" FORD CARS NOT TEDIOUS TASK

Precision manufacturing and an unusual degree of importance which the Ford Motor Company attaches to the inspection of Model A cars has gone far to eliminate that tedious process known as the "breaking in" of a new automobile.

On the windshields of the new Model A are directions which suggest a driving speed limit for the first 500 miles of 35 miles per hour. This is in marked contrast to the old line of instruction which cautioned against a speed of more than 20 or 25 miles an hour for at least 1000 miles.

Excess heat is the most destructive agency which may affect an automobile, particularly in the first several hundred miles it is driven. Friction is mainly responsible for overheating, and a piston that is fitted too tightly may seize and in turn score the cylinder wall. This means an expensive repair job.

Careful machining of engine parts, such as cylinder blocks, pistons, camshafts, crankshafts, etc., the proper fitting of bearings, accuracy in the cutting of gears; multitudinous checks during the process of assembling the Model A, and rigid inspections combine to produce an automobile which is ready for the road when delivered. For this reason, it may at once be operated to the limit of speed prescribed by the motor codes of a great many states, without going through the customary "breaking in" period.

FEW LIKE HER

LONDON, June 19.—Mrs. Walker, in a little back street in Peckham, operates what is claimed to be the last quill-pen cutting shop in England. For 40 years she has been cutting pens, turning them out at a rate of 150 an hour. She earns about \$5 a week at this work.

OIL DILUTION REAL DANGER WHEN SUMMER HEATS ENGINE; DRY GAS CHECKS TROUBLE

Now that summer days have come, you don't need to bother with using the choke to start your motor or nursing the engine along until it warms up. Under such conditions you are liable to think that just any sort of gasoline will be good enough. That's the greatest mistake you can make, say experienced motorists who declare that it is even more important to use "dry" gas in warm weather than in winter.

True, you don't notice the need for "dry" gas so much unless trouble develops. But the need is there, just the same.

"Dilution of your oil is more serious in summer than in the colder months," explain the motor experts of the Shell Oil company, authorities on engine operation. "Your oil is already under a strain in summer. It is thinner, as every motorist knows, and when unburned drops of 'wet' gasoline are allowed to drain into the crankcase and make the oil still thinner, you are likely to encounter serious motor trouble. On vacation trips, over steep grades, on long runs, the oil does not protect the engine as it should."

"The remedy, of course, is the same in summer as in winter. Be sure to use a gasoline that you know is 'dry'—Shell 400. This finer fuel, refined by new methods, burns completely and gives you more power, without any waste that dilutes your oil. You'll appreciate this difference, especially when you figure that this extra performance, this valuable protection, is obtained without any extra cost, as there is no premium on Shell 400, the 'dry' gasoline."

'LEFTY' O'DOUL SELECTS BUICK

Socking Sensation of Big Leagues Pays Visit to Coast

He has done plenty of "running home" on these two lightninglike legs of his—has this Frank "Lefty" O'Doul.

He is the socking sensation of baseball this year and right now is pepping the outfield boards to the tune of almost 400 per cent. He is the idol of the kid fans and the answer to the prayer of the owners and supporters of the Philadelphia "Phillies."

Lefty recently paid a visit to his old stamping ground, the Pacific Coast, and when "running home" this time, after alighting at the San Francisco depot, utilized a 1929 Buick phaeton. It is Lefty's unqualified opinion that Buicks are "just right" and on seeing the smart phaeton awaiting his orders at the railroad station, he made known said opinion in easily understandable English.

Previous to being by the major league Lefty O'Doul cavorted field in the Pacific Coast. Here, just as the National League, he achieved popularity among youthful fans and was the hitting sensation of the Coast.

OAKLAND HAS FINE RECORD IN 5 MONTHS

Sales of new Oakland and Pontiac Sixes for the first five months of this year totaled more than 55 per cent of the entire output during the twelve months of 1928. R. Tracy, vice-president in charge of sales of the

GRAHAM PAIGE CARS USED BY BUREAU, BUY 29

Twenty-Nine Sedans Acquired by U. S. Road Department

Individual buyers of motor cars might study with profit the United States Bureau of Public Road's basic standards of construction and performance for

Oakland Motor Car company announcements.

As a result of the volume achieved to date, Mr. Tracy stated that every indication points to a new high record for the year, substantially exceeding the previous record of 262,000 units sold during 1928.

Despite a three-day vacation shutdown of the plant during the latter part of May, shipments for the month were 26,444 new Oakland A-1-Americans and Pontiac Big Sixes, according to Mr. Tracy.

The high May figure brings the number of cars shipped to dealers during the first five months of 1929 to 145,855 units, a gain of eleven per cent over the 131,303 cars shipped in the same period last year.

Gum-Dipping Shatters All Endurance RECORDS

When we say "Gum-Dipping," it's just the same as saying

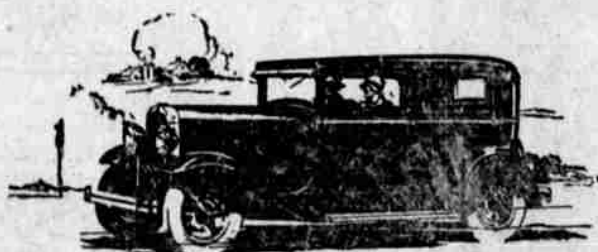
Firestone

Firestone Gum-Dipped Tires have held first place in every official test of ruggedness, endurance, longness, and safety. Firestone Gum-Dipped Tires stand the shock—the longest—the constant speed of the fastest motor car trips ever made from coast to coast. They earned the Strathairn Prize which totaled \$10,000 in 28,326 miles. On test tracks—over mountains and desert—on smooth pavements—European—Gum-Dipped Tires have shown themselves the toughest, strongest, most rugged, and safest tires you can put on your car.

R. R. R. TIRE SHOP
831 Klamath Phone 212

DEPENDABLE PERFORMANCE

Month after Month
Mile after Mile



FOREMOST among Oldsmobile's thousands of friends are its owners. They know this car because they drive it and depend upon it, month after month and mile after mile—over all kinds of roads, in all kinds of weather.

Ask them what they think of Oldsmobile. They express sincere admiration for its style—enthusiasm for its riding qualities—pride in its performance. And above all, they praise its sterling dependability.

They tell you that, winter or summer, rain or shine, Oldsmobile's big 62-horsepower high-compression engine delivers the same fine, dependable performance—the same swift acceleration, dashing speed, and mighty power.

They tell you, further, that start-

ing is easy and sure with Oldsmobile's progressive contact starting motor—that steering is accurate and effortless—that braking is smooth, quiet, and reliable with Oldsmobile's quick-acting four-wheel brakes.

And Oldsmobile gives you much in addition to brilliant, dependable performance. Oldsmobile provides restful riding ease, interior luxury, and

smartest style as well. That's why Oldsmobile owners are so enthusiastic about their cars. That's why Oldsmobile continues to win greater and greater public favor everywhere. That's why you can't match Oldsmobile's value at its price.

THE VIKING

—the new 90-degree V-type Eight at medium price—built in the Oldsmobile factory, Lansing, Michigan, and sold through Oldsmobile dealers. At \$875 for all models, it is an outstanding value in its field as the premier Oldsmobile Six, the fine car of low price.

OLDSMOBILE LAKE AUTO CO.

TEMPORARY LOCATION 131 So. 4th St. PHONE 899

automobiles purchased for use by its district engineers in the construction, supervision, and inspection of highways.

The bureau, which has just bought twenty-nine Graham-Paige sedans, model #12, for use throughout the United States, has had the advantage of long experience with various makes of automobiles under all conditions of use, and is in a position to know just what a motor car must be to stand up under heavy usage.

The Graham-Paige sedans, which have been allotted to Vancouver, Government Island, Fort Worth, Troy, Denver, Omaha, St. Paul, Washington, Richmond, and Harrisburg, were found to fulfill the government's requirements, which were set forth as follows in the invitation to bidders:

Long Travel

"The cars should be adaptable to continuous and long distance travel, and should be of sturdy construction with adequate and flexible power to negotiate heavy grades, sand, mud, etc., and capable of travel under extraordinary road or weather conditions. The routes to be traversed by these cars will include all kinds and conditions of roadways, ranging down to unimproved roads and projects under construction."

"The automobiles must be capable of sustained high speed, and chassis and body must be constructed so as to withstand the most grueling tests that long day by day driving requires. Various units, such as ignition, carburetor, etc., must be of high quality so as to reduce to a minimum, repeated or even occasional break-downs enroute, as such break-downs seriously interfere with the engineers' appointments and consequently impair their efficiency and delay the work on inspection of important projects."

Need Heavier Cars

"Actual experience has proved that the lighter weight cars are not sufficiently sturdy in construction to withstand the long day by day driving under the service conditions stated, without serious delays."

"The power unit must be of such design and construction that the alternate power impulses give a continuous and uniform torque, resulting in an even flow of power and allowing maximum speed without undue vibration, strain or overheating of working parts."

Newspapers are said to have taken their name from a compass which was printed on early editions. Later the letters N-E-W-S

to denote north, east, west and south, were used in place of the compass giving birth to the name "newspaper."

Everything grows by what it feeds on except a rumor, which grows by the distance on which it travels.

NASH '400'

Leads the World in Motor Car Value



3 4-DOOR SEDANS

STANDARD SIX
Delivered, Fully Equipped

SPECIAL SIX
Delivered, Fully Equipped

ADVANCED SIX
Delivered, Fully Equipped

\$1145

\$1570

\$1797

Lower, Delivered, Completely Equipped Prices

THROUGHOUT the automobile industry Nash engineering enjoys a reputation for enviable excellence.

A clear example is the Standard Six "400" 4-Door Sedan—a big, full 5-passenger car—the leader of the \$900 field in quality, and performance, and value.

DRIVE it! Note the exceptional power, speed, and acceleration of its Nash-designed, high-compression, 7-bearing motor, with Bohnalite pistons, and torsional vibration damper.

Chief among the attractions of the

larger Special Six and Advanced Six 4-Door Sedans is the great Twin Ignition motor.

Nash-Bijor centralized chassis lubrication is another invaluable asset of these larger "400's".

ALL Nash "400" models are fully factory equipped with front and rear bumpers, hydraulic shock absorbers, and spare tire lock and tire cover—at no extra charge.

Nash also offers three 2-Door Sedans at respectively lower prices.

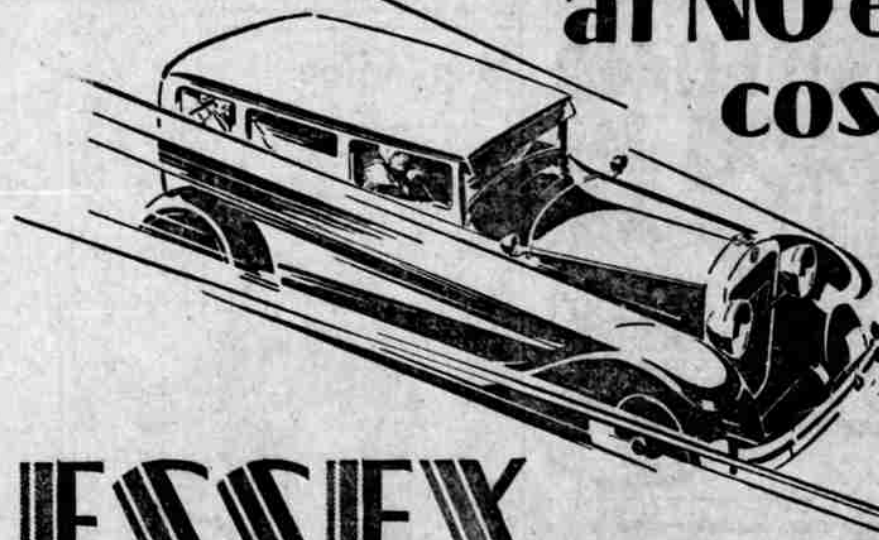
Delivered, Fully Equipped, Price Range of 23 Nash "400" Models \$1066 to \$2184 Including Touring, Roadster, Coupe, Cabriolet, Victoria and Sedan Models

TEMPLAR MOTOR CO.

Eleventh and Klamath Ave.

Phone 1010

Choice of COLOR at NO extra cost



ESSEX the Challenger

VISIT our showrooms and see a remarkable display in motor car color design—a variety so wide as to give almost individual distinction, at no extra cost. It is a new industrial achievement!

More than 225 different color combinations on various models were delivered last month by the Hudson Motor Car Co. That is why, although nearly 200,000 Essex the Challengers are in service; there is a sparkling variety and individuality about each car, instead of the monotonous sameness expected in big production.

The tremendous buying swing to Essex the Challenger—with nearly 200,000 in service in five months—is the popular answer to

how it upholds its sweeping challenge to motorroom. Hydraulic shock absorbers and new type double-action 4-wheel brakes are standard—they do not cost one cent extra. The same with radiator shutters, air cleaner, windshield wiper, safety lock, chromium-plated bright parts. All valuable features—all features you want. Add up for yourself the extras Essex offers at no added cost and you will see above \$100 in extra value in those items alone.

Your present car will probably cover the entire first payment. The H. M. C. Purchase Plan offers the lowest terms available on the balance.

\$695 AND UP... AT FACTORY

ACME MOTOR CO.

400 South Sixth Street

Phone 680