

Anything to Sell
or Trade?
A News Want Ad Will
Do the Trick.

THE KLAMATH NEWS

United News and United Press Telegraph Services

Section Two
Pages 1 to 6

Vol. 3, No. 113 (Every Morning Except Monday)

KLAMATH FALLS, ORE., SUNDAY, MAY 2, 1926

Price Five Cents

OAKLAND MOTOR PLANT EXPANDS

Oakland and Pontiac Demand Brings More Space

PONTIAC, Mich., May 1.—Rapid progress is being made by the Oakland Motor Car company in the construction of the new factory addition which is to house the sheet metal stamping and rear axle housing departments.

This new factory addition, with machinery, will cost three-quarters of a million dollars, according to A. J. Brandt, vice president and works manager, and will be in operation the first week in June. Already the steel frame is up and walls, roof and flooring are partially completed. Approximately 400 more men will be employed in the new departments.

Due to the tremendous production required on both the Oakland and Pontiac sides, it was decided to take over the making of all sheet metal stampings, such as fenders, running board aprons, running board shields, hoods, gas tanks, oil pans, radiator shells, etc., for greater economy, greater flexibility in the control of production. All rear axle housings for the Oakland six will also be turned out in the new building.

The new addition is of steel and brick construction, part of it one-story and part of it two-story, and will give an increased floor area of approximately 55,000 square feet.

The building will be divided into three sections, a 32x70 foot one-story crane bay section containing the larger presses, a 32x29 foot one-story sheet metal storage section, and a two-story 220x80 foot section for light presses and stamping assembly.

BUSINESS GOOD

Business is good, according to Ray Anderson, of the R. R. R. garage. One Oakland coupe, two Pontiacs, and one Nash rolled out of the doors of the firm in the charge of new purchasers this week. A carload, consisting of one Nash, one Oakland, and one Pontiac is expected by the firm about May 10th—"just in time for Al G. Barnes' circus," Mr. Anderson remarked with a smile.

Balsiger Motor Co. Has Best Month in History of Firm

The Balsiger Motor company has just passed the best month of car sales in its history. Selling sixty-six new Ford cars, exclusive of trucks and tractors, and a large number of guaranteed used cars, the April car sales exceed the records of past months, both this year and last, by a considerable margin. Forty new cars were sold by the company in March, twenty-five in February, and thirty-eight in January.

Two M. A. C. hoists, which use the Fordson as a power unit, have been sold by the Balsiger company to logging firms within the past few days. One went to Prentiss and Peters at Sprague river, the other to the Shasta View Lumber company here. These hoists have been used extensively in logging operations in the state, particularly around Marshfield and Coos Bay. The units sold by the Balsiger company are giving excellent satisfaction.

Two new salesmen have been added to the force of the Balsiger company. One is W. P. Viles of San Francisco, an experienced salesman, whose most recent experience was with the Chrysler people at Crescent City, Calif. The other is Dan Thompson, who has been assigned to truck sales exclusively. Owners of large cars seem to be getting interested in the purchase of light cars to round about town in. Among such buyers are W. D. Miller, Dr. E. D. Lamb and Dr. J. H. Carter.

CAR BEDS ARE PROVING POPULAR

An interesting example of the new devices for enabling the motorist to sleep in his own motor car instead of in a hotel or in a tent, is being shown by John Martin, manager of the Acme Motor company, Hudson-Essex dealers. The device is in the nature of a folding bed, which, when mounted as the device is in the Acme show windows, in an Essex car, gives much the impression of a Pullman berth. Such beds are proving highly popular, for the car bed is easier installed than a tent, is more easily packed, is more comfortable, and does not expose one to the weather and the creeping things of the earth, as does a tent bed, according to Mr. Martin.

SALT LAKE RUN RECORD IS CUT

Smashing the record time for an automobile from Los Angeles to Salt Lake City by 8 hours and 20 minutes, a Studebaker big six "sheriff" made the run of 765 miles in the elapsed time of 16 hours and 17 minutes, according to word received by Ed Dunham, local agent for the Studebaker line.

"Bucking heavy wind, bathed in rain for 150 miles, fighting muddy corduroy roads and being compelled to detour because of a washed out bridge and roads ripped by cloudbursts, the new Studebaker took slippery mountain roads and trails and smeary gumbo without trouble," says Dunham.

"The run was officially checked by the Western Union office in Los Angeles and Salt Lake. Before the big six left the Los Angeles telegraph office a certified record was handed Ab Jenkins, Salt Lake City contractor and owner of the car, and Ray L. Peck, garage owner of Salt Lake and associate pilot.

"By making the run, Judkins and Peck have set the fastest pace ever made overland in a motor car between Los Angeles and Salt Lake, and also made the run by 3 hours and 45 minutes less than was necessary for a car which recently set a record between Salt Lake and Los Angeles in 20 hours and 2 minutes.

"The run from Salt Lake to Los Angeles has always taken less time because of down-grade work toward sea level. Records both ways previously had been held by Studebaker cars, until the record was broken from Los Angeles to Salt Lake last fall, and the reverse trip broken recently.

"The Studebaker 'sheriff' also broke the fastest train time between Los Angeles and Salt Lake by 8 hours and 9 minutes, although the distance by road is 19 miles further. The elapsed time for the train is 24 hours and 26 minutes."

SPARK PLUGS CAUSE TROUBLE

An old spark plug may be the cause of a lot of serious engine trouble. If the porcelain cracks it may fall into the cylinder and eventually get under a valve seat. If a bit of wire falls off the plug the cylinder wall may be badly scratched.

WILLYS-KNIGHT SIX-SEVENTY DEVELOPS GREATEST POWER

Tests recently completed by the engineering department of Willys-Overland, Inc., on the new Willys-Knight six seventy motor, show that this power plant develops greater horsepower per cubic inch of piston displacement, throughout its entire range than any other stock American built automobile engine.

The motor in this car is of the high speed type with a bore 2.15-16 inches and a stroke of 4.3-8 inches. This gives a piston displacement of 153 cubic inches and the maximum motor efficiency is gained at a speed of 3400 r.p.m.

At this point, the actual developed energy is 51 brake horsepower, which is the highest power ever attained in any American built motor of stock design, per cubic inch of displacement.

The results, in performance, are shown in very rapid acceleration, a pronounced ability on hills and a speed range well in excess of 60 miles an hour for the sedan model. In general, the principles employed in the construction of the Willys-Knight six seventy are in line with the European type of construction, concerning which there is universal interest at the present time.

The European builders have concentrated their energies in building motors of high power development. It is interesting to note that the only stock motor in the world, which equals the Willys-Knight six-seventy is a Knight sleeve-valve motor built by the Daimler Motor company, of Coventry, England.

An advantage of Knight motor construction in developing high speed motor operation is found in the fact that it is not necessary to

utilize a valve design which may readily be rendered inefficient through the action of the exhaust gases on the valve mechanism.

The construction of the sleeves which control the intake and exhaust operations in the Knight type motor is such that motor speed may be increased without results that are detrimental to the long life and continued performance of the power plant.

LUBRICATION OF SPRINGS

The easy riding qualities of the car depends almost entirely upon the proper care of springs as regards lubrication. When the spring is depressed it will straighten to some extent, and as each leaf of the spring has straightened as has the whole, there will be a sliding of leaves on one another. It is well to use the grease cups often, at least once a week, even though the car is little used, as the grease may mix with dirt or rust and solidify. In this way it will prevent the grease getting on the outer surface of the pin. A constant turning over on the grease cup will prevent this.

The leaves of the spring are best lubricated by graphite grease. Jack up the frame of the car so that the wheel is just off the ground and hangs on the spring. With a fine screwdriver or a special tool made for this purpose pry open the bottom leaf and with a thin kitchen knife smear the graphite grease or paste between the two bottom leaves. Then take the next leaf and so on.

Motion picture films on "shop practice" and "profitable maintenance" are being shown at merchant meetings in Missouri.

ONE-ARMED DRIVER BRINGS DANGERS OF SPRING ACCIDENTS

Spring is bringing its usual increase in automobile crashes. The one-armed driver, again is stricken with the vernal urge. One hand on the wheel, his eyes turned towards his fair companion, he is dashing over highway, boulevard and em-bankment, thus proving that the reckless driver is seldom a wreck-less driver.

There is a record number of motor cars this year; there are more people in the United States. Realizing that consequently there probably will be more accidents than ever before, the National Safety council is appealing to the motoring public to exercise more caution than ever before.

Daily motor fatalities are likely to leap, according to C. E. Robb, council statistician. Unless drivers are more careful in the future, the daily death list, due to more crashes, will reach 80 a day by next November, he declares, in issuing his hints for the avoidance of accidents.

OIL FUEL TEST HELD SUCCESS

Successful tests have been made in France of an oil-burning automobile. The cost of operating averaged two cents a mile, the car making seven miles to the gallon of fuel.

HUPP SIXES COMING

A carload of Hupmobile six sedans is expected by the Pospisil Motor company within a few days, according to E. E. Valente, salesman for the company. The new cars will be assorted so far as upholstery is concerned, some being equipped with leather and some with cloth.

Finds Franklin's Improvements Are Most Remarkable

A new Franklin sedan was driven down from Portland last Thursday by C. H. Washburn of the Klamath Valley Motor company. Mr. Washburn has driven Franklin's a number of years in the past, and says that the new Series Eleven Franklin is far superior to any of the previous models. It has twice the power, and hence has wonderful hill climbing ability, being practically non-stallable in high gear.

Remarkable features of the Franklin that have marked its construction for many years, according to Mr. Washburn, are the wood frame, the full elliptic springs and the pressure air-cooled motor. Minor details in construction show the great care taken in planning the car. For example, the motor is installed at a slight angle, tilting backwards slightly, so as to permit a more direct connection with the rear axle.

A carload of Oldsmobile enclosed cars was unloaded yesterday by the Klamath Valley Motor company.

TAKE FLINT AGENCY

The Flint agency has been contracted for by the firm of Stephenson & Stephenson, Klamath avenue motor firm, and Flint models will be shown on the company floor within two weeks, according to J. M. Stephenson, senior member of the firm. The Stephenson firm opened its present quarters a year ago, having previously run the shop in the Buick garage. Hoover springs, Ferodo bonded asbestos brake lining, and Ramcos piston rings are some of the auto specialities and accessories featured by the firm.

58 Miles an Hour—
5 to 25 Miles in 8 Seconds—
25 Miles to the Gallon—
at Electrifying New Low Prices

\$845

Touring car, f. o. b. Detroit.
Subject to current Federal
excise tax.

OWNERS FIND SURE CONTENTMENT IN CHRYSLER "58" PERFORMANCE ECONOMY AND RUGGEDNESS

Extraordinary speed and power, combined with economical care-free service, continue to win to Chrysler "58" new owners at the rate of 10,000 per month.

Meanwhile, both new and old owners are enthusiastically satisfied with their choice.

This nation-wide endorsement of Chrysler "58" is no mere matter of chance.

On the contrary its sustained speed, ability of 58 miles per hour, acceleration of 5 to 25 miles in 8 seconds and economy of 25 miles to the gallon, which have won

this approval, are the predetermined result of the most carefully calculated balance, scientific carburetion and gas distribution, plus painstaking Chrysler craftsmanship.

We are eager to give you a thorough demonstration not only of these Chrysler "58" qualities, but also of its riding and handling ease, sturdiness and ruggedness. These, combined with its new electrifying low prices, will convince you that Chrysler "58" is today more than ever the outstanding motor car value under \$1000.

Chrysler Model Numbers Mean Miles Per Hour



CHRYSLER "58"—Touring Car, \$845; Roadster Special, \$890; Club Coupe, \$895; Coach, \$935; Sedan, \$995. Disc wheels optional. Hydraulic four-wheel brakes at slight extra cost.

CHRYSLER "70"—Phantom, \$1295; Coach, \$1445; Roadster, \$1625; Sedan, \$1695; Royal Coupe, \$1795; Brougham, \$1865; Royal Sedan, \$1995; Crown Sedan, \$2095. Disc wheels optional.

CHRYSLER IMPERIAL "40"—Phantom, \$2045; Roadster (two wheels standard equipment; wood wheels optional), \$2285; Coupe, four-passenger, \$3185; Sedan, four-passenger, \$3795; Sedan, seven-passenger, \$3795; Sedan, limousine, \$3695. All prices f. o. b. Detroit, subject to current Federal excise tax.

All models equipped with full balloon tires. Ask about Chrysler's attractive time-payment plan. More than 4300 Chrysler dealers assure superior Chrysler service everywhere.

All Chrysler models are protected against theft by the Federal patented car numbering system, pioneered by and exclusive with Chrysler, which cannot be counterfeited and cannot be altered or removed without conclusive evidence of tampering.



Chrysler "58" Sedan, \$995, f. o. b. Detroit

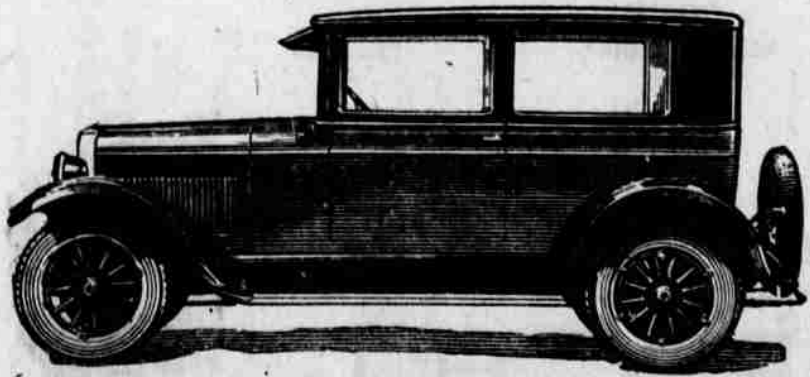
You want all of these features in your next car

But how much should you pay to obtain them?

\$1435

DELIVERED EQUIPPED

The Oakland Six not only embodies every one of these advanced engineering features; it not only reveals beauty, speed, power, smoothness and stamina unsurpassed by expensive cars—but it combines these essentials at the very minimum cost.



R. R. R. GARAGE
831 Klamath

WINNING AND HOLDING GOOD WILL

OAKLAND SIX
PRODUCT OF GENERAL MOTORS

CHRYSLER "58"

HOWIE MOTOR CO.
12th and Main Phone 379