

CROSS COUNTRY SPEED RACE IS GREAT CLASSIC

Sheriff Special Studebaker Rips Off Miles at Fast Clip in New York to San Francisco Contest

One of the most remarkable features of the New York-San Francisco speed race, established recently by Ray Peck and Ab Jenkins of Salt Lake City in a "big six sheriff" duplex model Studebaker, was the fact that the car crossed the continent with a sealed crankcase and used but 11 quarts of cylinder oil.

The racers left New York at 2:07 Monday morning and finished in San Francisco at 12:27 p. m. Thursday, the time for the trip being 86 hours and 20 minutes. The time is more than six hours faster than the fastest railroad passenger train and clips 16 hours and 25 minutes from the previous record. The former record was 192 hours and 45 minutes. The car covered 3471 miles and the average per hour was slightly over 40 miles.

"This small oil consumption to me was one of the most remarkable features of the run," said Jenkins on his arrival. "The first few hundred miles out I was somewhat worried, thinking possibly that the indicator float was stuck. Consequently we added oil several times when we actually did not need it."

The only special equipment used on the car was a 30-gallon extra tank and spotlight.

The racers followed the Lincoln highway, passing through Philadelphia, Canton, Ohio; Fort Wayne and South Bend, Indiana; Chicago, Omaha, Cheyenne, Salt Lake City, Reno and Sacramento.

For about 1500 miles of the trip the two men bucked rain and mud. They ran into a cloudburst in Butler, Pa. Through the middle western states the rain was practically continuous and much time was lost.

Between Sydney, Neb., and Cheyenne, Wyo., at one time the rain fell in such torrents that the driver could not see the radiator cap. It was necessary to stop for half an hour until the torrent subsided.

Two hours was lost in Pennsylvania when a pilot car lost the road and circled around through the mud to the same town from which it had started. In many states heavy road construction was in progress, therefore many muddy detours had to be made. In all, the two drivers negotiated about 200 miles of detours.

Through the early part of Wednesday morning, with Jenkins at the wheel, but 100 miles were made, as the car bucked through mile after mile of greasy mud and gumbo.

Ferry Delayed Schedule
Fast night driving on good roads made up this lost time and put the car back on its 85-hour schedule for the trip. Practically an hour was lost on ferry boats crossing San Francisco bay, otherwise the trip would have been made in 85 hours as originally planned.

During the drive the two men lived on thermos bottles of malted milk and water. Little or no solid food was taken. They arrived in San Francisco but little worse for the strenuous drive.

Pontiac Coach Is Placed in Hall of Fame of Bay City

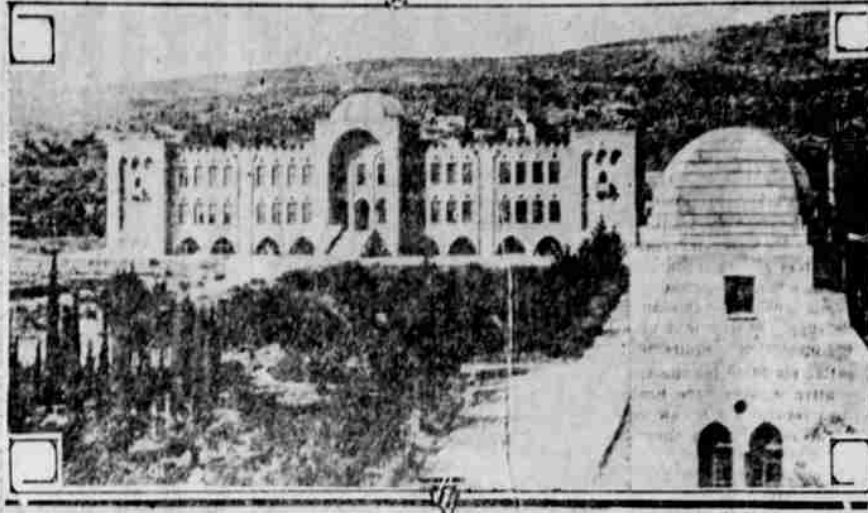
Again, within a period of 30 days, a strictly stock Pontiac six coach entered the Pacific coast hall of fame for speed and endurance records when it covered the 993 miles distance from El Paso, Texas to Los Angeles in 21 hours and 18 minutes for an average of 46.61 miles per hour.

This run not only clipped five hours and 50 minutes off the previous record made by an open car, but beat the fast Golden State limited train by two hours and two minutes. The Pontiac six exceeded the fastest time ever made between the two points except by airplane.

Less than a month ago a Pontiac six broke the motor car time record from Los Angeles to Albuquerque, N. M., and established a new round-trip record. Both runs were put on by Reeve Gartzmann, Inc., Oakland Pontiac dealer at Los Angeles, and both were officially timed by Western Union.

The Pontiac which made the latest run was driven by Harry Neville and A. L. Peterson, each alternating at the wheel. The run was over rugged mountains, in places extending a mile high, and across desert country 250 feet below sea level. The drivers express the

Jewish Immigrants Troop Into New Homeland



Several thousand Jewish immigrants are arriving in Palestine each month to aid in rebuilding their homeland. Lower photo shows a boatload of Jews landing in Haifa, Palestine's chief seaport. Upper photo is of Haifa Technical school on Mount Carmel, where the immigrants receive specialized training in trades and industry to prepare them for the work to be done in the rebuilding of Palestine.

opinion that the 993-mile drive at the speed of 46.61 miles an hour gave more abuse to a car than an owner would give it in driving more than 25,000 miles in a year.

Neither of the performances have ever before been accomplished by any other motor car—large or small—and attest to the sound design and thorough testing to which this husky car was subjected during its three years of development.

While these are the first two speed records made by the Pontiac six, its companion car, the Oakland six, is the holder of many Pacific coast records. Most notable of these successive victories for four years in the famous Los Angeles-Camp Curry economy runs, in which Oakland established its title—"champion economy car."

For results use News Class Ad.

Tourists Accept Overland Six As Most Ideal Car

The increased demand during the last 30 days for Overland six is credited largely to the official opening of vacation and touring season, according to the sales department of the Overland company at Toledo. Announcements from the factory indicate that every effort is being exerted toward coping with this demand in order to supply the market. Last month there were several hundred unfilled orders over and above the regular quota.

Another leading factor in the increase, according to officials, results from the installing of a new front seating arrangement of this model. The front compartment

seats are now of the individual chair type seat, divided in the center and folding neatly and comfortably under the instrument board. Prior to this alteration the front cushion was of one piece with individual backs.

The new type allows greater freedom in entering and leaving the rear riding compartment. It also provides ample carrying capacity in the rear section which is especially attractive and suitable for campers, tourists and traveling salesmen.

Tourists, according to sales records, select the Overland six standard sedan because of its unusual low operating cost and active acceleration. With its full 40 brake horsepower the Overland six is especially desirable for all kinds of country driving.

For results use News Class A4.

Chrysler Invents Adjustable Seat Of Great Comfort

An adjustable front seat that is adaptable to persons of all sizes and that affords exceptional comfort and convenience is a new standard equipment feature of all Chrysler "70" and Imperial "80" phaetons. The front seat frame is entirely

free of the sides of the car, is mounted on rollers, and locks in position by means of substantial pins in a metal plate at each side immediately beneath the seat frame. There are six holes in these plates, providing for locking the seat frame in position at any desired distance from the foot pedals over a range of three inches forward and two inches, backward from the neutral position. The pin locks are actuated by a

single trigger near the driver's heel as he sits behind the wheel. By stepping on this trigger and pushing back or pulling forward, he can move his seat forward or backward as easily as moving a chair on casters.

The hinged back of the seat is adjustable to any position from vertical to horizontal and is held in position by means of heavy leather straps at the sides.

(Continued on Page Four)



New Hupmobile Six 2 Passenger Coupe

Happy union of surpassing beauty with the practical and efficient.

For the woman who wants a car for her very own—smart elegance, good taste, grace, and superlative ease and safety in handling. For the man who daily drives his car in business as relentlessly as he drives himself, the time-proven Hupmobile appetite for punishment, and the finest six-cylinder performance brought down from high-cost levels. See this car and ask yourself where you would look for its equal.

of Special Interest

Velvety Duco finish—green below, with black upper body. Double head with gold stripe. Seat 47 inches wide—ample for three persons. Rumble seat for two additional passengers. Rumble cushions removable. If you need all the storage space. Rear window can be lowered for circulation and ventilation. Upholstery in hand-crushed leather, or valour, as you choose. Locks for gull bag door at side and for rear deck cover. Clear vision body, with special vision-ventilating windshield. Oil filter, gasoline filter, dash gasoline gauge, transmission lock, automatic windshield cleaner, rear view mirror, rear signal light, snap-on four-wheel brakes and balloon tires of course.

Hupmobile Six

Sedan, five-passenger, four-door, \$1295. Coupe, two-passenger, with rumble seat, \$1295. Touring, five-passenger, \$1395. Equipment includes 30 x 5-20 balloon tires, four-wheel brakes. All prices L. S. B. Detroit, plus revenue tax.

Hupmobile Eight

Sedan, five-passenger, \$2365. Sedan, Berlin, \$2465. Coupe, two-passenger, with rumble seat, \$2365. Roadster, with rumble seat, \$2945. Touring, five-passenger, \$2945. Touring, seven-passenger, \$3245. All prices L. S. B. Detroit, plus revenue tax.

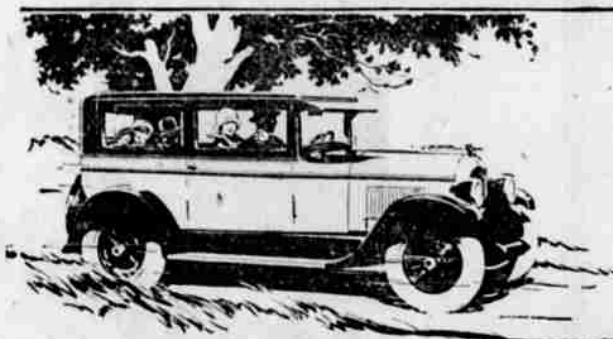
You want a bargain in a used car—and you get it here. You also want a sound buy, and you can be sure here of the kind obtained car that is most economical in the long run.

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For you who would limit your motor car investment to any of the lower-priced sixes, Walter P. Chrysler presents another sensational quality product—the new lighter six-cylinder Chrysler "60".

In this new lighter Six are the same supreme Chrysler quality and value, the same sheer brilliance of Chrysler design and the same skill and precision of workmanship that have won such public acclaim in the Chrysler "70" and Imperial "80".

Sixty miles, and more, per hour; unprecedented acceleration; astonishing riding

ease and roadability—a score of fine car features never before incorporated in any car near the new lighter Six Chrysler "60" in price.

We are eager to number you with the thousands who have already approved the quality and value of this new lighter Six Chrysler "60" by enthusiastic ownership, since its presentation.

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Roadster, \$1145
Club Coupe, \$1165
Coach, \$1195
Sedan, \$1295

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