

REFINEMENT IS WATCHWORD OF NEW PACKARD

While No Drastic Change Is Made, Greater Beauty and Added Protection Is in Evidence; More Power.

Superior performance, greater beauty, greater comfort and added protection of precision are claimed by the Packard Motor Car company for the Packard six through improvements to the car which have just been announced.

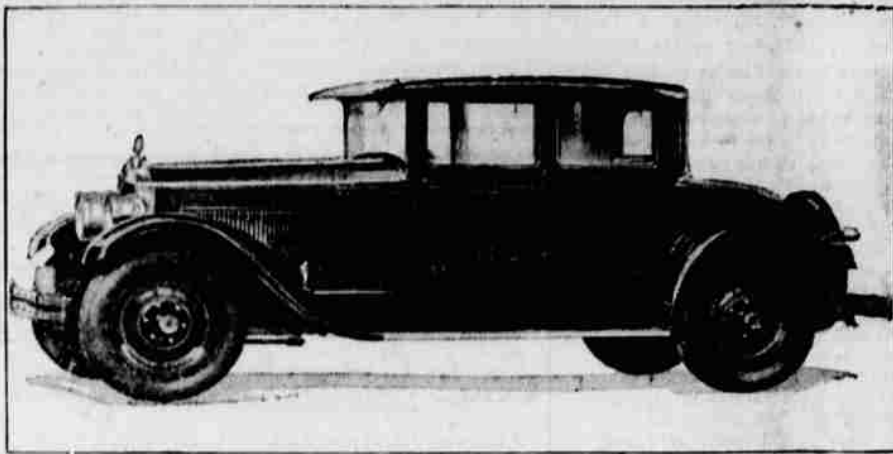
In appearance a refinement in beauty is noticeable, but, in keeping with Packard policy, there is no drastic change to make it a new model. The most noticeable feature to the driver is the increase in power and the resulting unusual performance. The company says the improved six will out-perform, in traffic and speed, any Packard car ever built except the Packard eight.

Because of the growing tendency of motor car owners to cover great distances and to spend more and more time in their cars, the utmost in comfort is demanded by the public, and Packard asserts some of the present changes incorporated into the six with this in mind have brought maximum ease of riding.

Lines of the enclosed bodies have been lowered somewhat and the roof line has been extended beyond the windshield to give a permanent visor. Head lamps have been made the same in appearance as those used on the Packard eight and other changes in body lines have, it is declared, enhanced the beauty of the car which before had been a winner in a number of European beauty contests. Many points of refinement in beauty and comfort are found in the body interiors.

A combination of new motor head with a changed form of combustion chamber, new intake and exhaust manifolds, new spark and valve timing and redesigned carburetor has resulted in an increase of nearly 40 per cent in power, giving the six now more than eighty actual brake horsepower. Because of the increase in power the clutch has been made more rugged. A new form of rear axle gears which, it is said by the company, will prove as revolutionary as the spiral bevel gears when they were first adopted years ago by Packard, has been adopted. Besides taking care of the greater power, the new gears are declared to make the rear axle perfectly noiseless. The same bore and

The Improved Packard Six—Four Passenger Coupe



stroke as used before, 3 1/2 x 5 inches, is found in the motor, but the crank shaft has been made considerably larger. An improvement also has been made in the oil rectifier equipment with which, in Packard cars, impurities are distilled out of the motor oil, preserving its lubricating qualities and thus reducing wear. Both the cylinder walls and journals of the crank shaft now are honed by new special honing machines which give them a glass-like surface.

After months of experimental work, the company found a way of so making aluminum alloy pistons that they can be fitted to within two thousandths of an inch, and with this solution for eliminating piston slap with the lighter pistons, aluminum pistons have been adopted. They are made with Invar steel struts which, with a new system of slotting, control expansion and contraction. Lowered weight of reciprocating parts adds to the power of the motor, and with the larger crank shaft, makes for greater quietness.

Through a new type of combination oil filler and breather, together with an absolutely tight valve chamber cover, it is said the owner of the car will be able to keep the motor, if he chooses, as clean as a table top. As before all except brightly finished parts of the motor have a heavy coating of enamel.

As a big safety factor, effectiveness of the four-wheel braking system has been increased in direct proportion to the increased speed and performance of the car. They are positive in action with no possibility of variation in their effectiveness. Another important safety factor is found in the front springs, which have been so designed that should the long top leaf, to which the frame is fastened, break, a second long leaf would take up the

weight of the car practically unnoticed.

Such a wide variety of body types of any owner is met, and in addition is offered that the personal choice to this, there is the practically unlimited opportunity offered through custom designed and custom built bodies by the best known custom body builders in America. In the standard types of bodies there are several choices of painting combinations. Due to the vogue for smart open cars, a sport phaeton and a roadster are included in the body type with several color combinations as in the enclosed types.

FEAR HELD HANDICAP OF INEXPERT DRIVER

Fear causes the inexperienced driver to grow tired physically. He gets too emotional. He suffers acutely from keeping his muscles keyed up, his ears cocked for every sound and his eyes alert. Every action is work. When he puts the brake he has to "think" about it.

He keeps his mind on the steering. He gets worn out in the first hundred miles. After he learns to drive the whole business is automatic and he has no worries and does not use up either physical or mental strength.

LOCKING YOUR AUTOMOBILE

Many cars are fitted with a battery ignition system in which the distributor arm is removable. By removing this arm the car owner makes stealing his vehicle possible only by towing it away or by fitting another distributing arm. The arm may be removed simply by unclipping the distributor cover to which the wires are attached. It usually happens that there is only one way in which this arm will fit, so there need be no worry about replacing it.

POLICE SAFETY HINTS

More than 500 chiefs of police throughout the country were questioned as to their opinions about the causes of highway accidents and methods of reduction. Speed maniacs and drunken drivers, they said, led as the major causes of accidents, which last year took toll of 25,000 lives. As remedies, nearly all the police suggested limiting the speeding capacity of motors to not more than 40 miles an hour, the general adoption of the all-steel body, regular inspection of mechanical parts, standardization of traffic laws and increasing the requirements for obtaining drivers licenses.

MASON INCREASES HOLDINGS

Arthur Mason, automotive engineer and former motor manufacturer, who for the past two years has been a Star car dealer in San Leandro, Calif., has purchased the Santa Barbara branch of the Star Motor company of California, according to word received by Monte Hamaker, local Star car dealer. Mason is one of the best known automobile men in America, and has been associated with the business since the first cars were sold commercially.

Water passages at the top of the engine block frequently are of different sizes, in order to control the circulation of the water. It is desirable to have water circulate faster at points which tend to become overheated most quickly.

THREE BIG AUTO PARKS PLANNED BY BERLIN

Three auto parks are to be established in Berlin, where for a nominal fee motorists will be furnished the services of police watchmen to guard against thieves.

CAUSE FOR KNOCK

A tooth broken out of the differential gear will cause knocking, which will come with every revolution of the wheel.

RUNNING CHAMP DEFEATS AUTO

Calvin C. Elb, president of the Overland-Knight Sales company of San Francisco during a recent discussion regarding the exceptionally quick "pick-up" and "get-away" of the new European type Whippet, offered to make an actual test to determine whether spiked shoes and human efficiency could compete with Whippet fleetness in a regulation 100-yard dash.

Charles F. Hunter, track coach of the San Francisco Olympic club, became interested in the matter, and as a consequence Allen Newhoff, star sprinter, consented to pit his skill against the marvelous little mechanical speed demon, with a result that was to surprise all.

An actual clocking of the test showed Newhoff running close to his Nevada state record of 9.9-10 seconds, while the Whippet negotiated the 100 yards from a standing start, in the surprising time of 10.3-5 seconds.

Experts say that the performance is a remarkable proof of motor efficiency, and now Elb, in the name of the Whippet, is issuing a challenge to all sprinters who would like to test their metal against the

HUDSON COMPANY BUILDS STEEL BODY

(Continued From Page Two)

these methods, it has been possible to obtain economy, yet to use the best steel, the best glass, exceptionally durable upholstery, and the very latest in hardware. The whole interior of the car is exceptionally neat and trim—the dash well arranged and pleasing. The door handle and lock are combined in one unit. The steering wheel is solid walnut mounted on a cast aluminum spider. The wind shield wiper switch is on the dash, and forms part of an attractive instrument board arrangement.

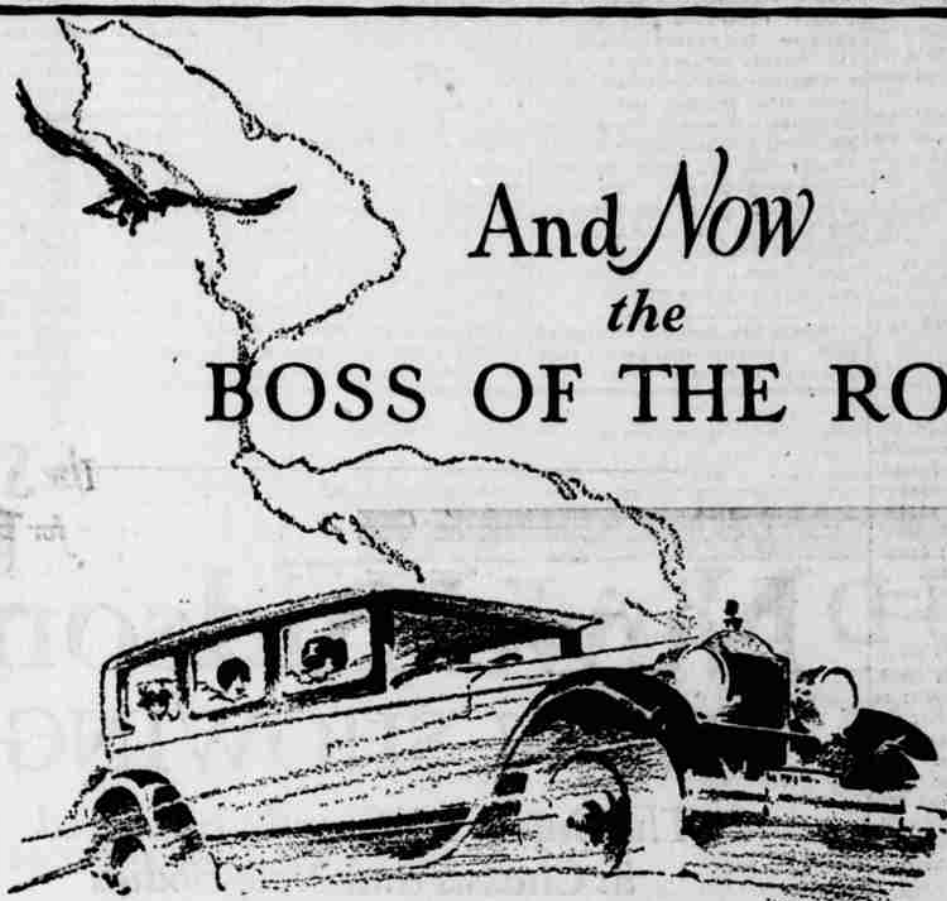
"These bodies are mounted on the standard Essex chassis, with no mechanical changes whatever. Standard equipment includes shutters and motor, stop-light electric wind shield wiper, rear vision mirror and tire carrier. The price announced is \$795 f. o. b. Detroit."

chrome vanadium steel of the Whippet.

"Can you imagine what such performance means to the modern motorist in present day traffic," said Elb. "Our previous time trials have shown a splendid get-away, but this actual test against a sprinter of Mr. Newhoff's ability was a revelation to all of us."

"We honestly believe that the Whippet is the swiftest, smartest and most economically operated automobile ever built."

And Now the BOSS OF THE ROAD



ASK
THE MAN
WHO OWNS
ONE

IT IS most fitting in this, Packard's second quarter century of fine motor car building, that Packard announce—
The Greatest Car Ever Built.

You may expect the improved Packard Eight to out-perform any stock car in the world—in everything from agility to top speed on the open road. This is the conservative statement of a conservative company.

Today's Packard Eight is the supreme combination of beauty, of brawn, and of fleetness.

It is the fulfillment of an unchanging and uninterrupted ambition—a generation-old ideal—to be the first to build a motor car balanced in every attribute.

In the improved Packard Eight no one thing has been developed at the expense of any other.

Everything from rough-road comfort to

closed-car miles in less than 45 seconds is in perfect accord.

And in grace, the eleven-time winner of International Car Beauty Contests, now presents even more alluring lines.

The standard models are slender and symmetrical, divan-like in luxurious comfort, and may be had in a multitude of color and upholstery selections.

For those who want the utmost in individuality, a distinguished line of custom bodies is available—each the genuine creation of a famous builder.

And now, another conservative statement—no matter what you have hoped for in a motor car, your hopes, individually and collectively, will be found surpassed in today's Packard Eight—

Boss of the Road and Beauty of the Boulevard.

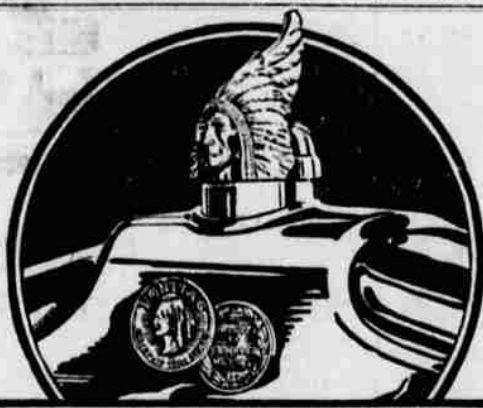
You are cordially invited to view and ride in—

The Greatest Car in the World

Pospisil Motor Co.
515 Klamath Ave. Phone 890

PACKARD EIGHT

THE FOREMOST RIVAL OF TODAY'S PACKARD EIGHT IS THE IMPROVED PACKARD SIX



Up to August 15th, over 45,000 Pontiac Sixes were built—a seven months' record that exceeds the largest production ever attained by any new make of car during its first full year.

Pontiac Six, with Bodies by Fisher, \$825 to \$895. Oakland Six, Companion to Pontiac Six—\$1025 to \$1295. All prices at factory. Easy to pay on the liberal General Motors Time Payment Plan.

R. R. R. Garage

Three Regular Fellows—Ray, Roy, Rex

On Klamath between Eighth and Ninth.

OAKLAND-PONTIAC

PRODUCTS OF *Sixes* GENERAL MOTORS