

OLDSMOBILE IS PROVIDED WITH AIR CLEANERS

Motor Oil Need Be Changed But Three or Four Times a Year in Latest Improvement Upon This Popular Car.

Motor oil need be changed but three or four times a year in the latest Oldsmobile, due to the introduction of crank case ventilation and dual air cleaners, and the addition of an oil filter in the series "E" Oldsmobile announced in mid-July. This announcement was made recently by the engineering department of Olds Motor works.

Three oil changes a year are ample in the Oldsmobile, series "E," under average driving conditions after the car has been driven its first 500 miles. Four changes are advised for those who accumulate a great deal more annual mileage than does the average driver. Exhaustive tests on the General Motors proving ground have demonstrated that this number of oil changes is amply sufficient.

"Frequent oil changes heretofore necessary in motor cars were required to overcome the effects of dirt, grit, raw gasoline and water which found their way into the lubricant," explained H. M. C. Stevens, chief engineer of Olds Motor works. "These destructive elements are either kept out of the oil in Oldsmobiles or removed from it through the use of the dual air cleaners, oil filter and crank case ventilation as developed by Oldsmobile."

"Lubricating qualities of engine oil are destroyed by crank case dilution. Cold engines do not burn all of the fuel on starting. Also, water is formed by condensation in all internal combustion engines. This unburned fuel and water vapor, passing into the crank case, form what is known as crank case dilution.

Oldsmobile eliminates excessive dilution by crank case ventilation. Approximately one-third of the air that passes through the carburetor is drawn through the crank case from a breather port on the left side of the engine. This air, cleaned of dust and injurious substances by an air cleaner on the breather port, sweeps through the crank case before entering the carburetor. The vacuum action of this air draws off with it water vapor and unburned fuel that may have passed into the crank case.

"This air, as it comes from the crank case, also carries with it a small amount of oil vapor which aids in more efficient lubrication of pistons, upper cylinder walls and valves. The minute particles of water which enter the combustion chamber tend to prevent gas knock and carbon formation.

"In addition to the air cleaner at the breather port, there is a second air cleaner on the main carburetor intake. This assures only clean air entering the engine, both air cleaners remove all dust and dirt from the air by centrifugal force.

"The oil filter, through which the oil is constantly passing while the engine is operating, acts as a further safeguard by removing any injurious foreign particles that might find their way into the lubricant.

This system of dual air cleaners, oil filter and crank case ventilation not only reduces the necessity of changing oil to a minimum, but also results in better engine performance and longer engine life by guarding the engine against road



OLDSMOBILE CRANKCASE VENTILATION

dust and dirt, which form abrasive, cutting elements. The conventional manner of eliminating these destructive elements in engines not given this triple protection is by frequent changing of oil.

"In addition, this triple oil preservation system of filter, vacuum ventilation and air cleaners is automatic, has no moving parts, requires no power to operate and needs no attention other than periodic elimination of the destructive elements that are trapped in the oil filter and air cleaners."

A horn should only be used for the purpose of safety.

Dimming Headlights Deemed Bad for Eyes

Dimming of headlights when meeting a car at night is believed to be of doubtful utility, for when the eye is used to bright lights, and they are suddenly dimmed, it takes from three to five seconds for the eye to become accustomed to the faint illumination. While this readjustment of the sensitive lining of the eye is taking place, the car going 30 miles an hour will travel from 132 to 220 feet, while the driver is practically blind.

ECONOMY RUN TO BE STAGED

George Campe Plans Great Event for Owners of Star Motor Cars

Preparations are now in progress by the George Campe organization in San Francisco, Star distributors, for the staging of the biggest owners' economy runs ever attempted on the Pacific coast.

The object of this economy run, according to the Campe officials, is to show owners just how easy it is to get the very best mileage out of an automobile if all rules of driving are carefully carried out. Recent economy records set up by Star cars have been nothing short of amazing, they say, and this test run will give Star owners driving their own cars an opportunity of learning the real economy of the Star car.

The run, which is open to any one owning a Star car, who is not

a professional, will be held on the afternoon of September 25, and the entrants will start from one of San Francisco's well-known gasoline and oil stations on Van Ness avenue.

Present indications, according to Gil Flint of the Campe organization and manager of the run, are that several hundred Star owners will participate. Gasoline and vacuum tanks on each Star owner's car entered in the run will be thoroughly drained before the start, and the gasoline tank will then be refilled with one gallon of gasoline which will be used until exhausted. The owners getting the greatest mileage on the gallon of gasoline put in the tank at the start will be awarded prizes according to the speedometer readings.

With each owner will ride an observer, who will check to see that all rules are strictly adhered to; any breaking of rules laid down by the Campe organization will mean that the entrant automatically relinquishes his chance for a winning prize.

Arrangements are now being made by the Campe organization to hold two meetings one week prior to the run, at which time lectures will be given by an expert as to how an

owner can get the best gasoline mileage.

According to Gil Flint, there will be no tricks to this run. One owner will have just as much chance as the other of winning any of the number of prizes which will be offered.

NOTICE, BIDS WANTED

The Board of School Directors, of Klamath County School District, Klamath County, Oregon, will receive sealed bids from contractors, for the erection and completion of the O'Leary school building for Klamath County School District, Klamath County, Oregon, until Thursday, September 16th, 1926, at 3 o'clock p. m.

All bids must be accompanied by either a certified check or a bidder's bond for five per cent (5%) of full amount of bid, made payable to Vera V. Offield, clerk, of Klamath County School District, Klamath County, Oregon.

The board reserves the right to accept any bid, or reject any or all bids. Plans and specifications may be obtained from Chas. N. Coseboom, Underwood Bldg., Klamath Falls, Oregon.

C. H. LANGE, Clerk S12-16 Inc.

A Motor without equal in its size class

MODERN engineering in this notable "70" Willys-Knight Six has given it a power development unequalled in any other motor of its size, built as stock production in this country.

From relatively small motor dimensions it develops a full 53 horsepower to afford a standard performance that is without a duplicate in its class for speed, hill climbing, acceleration, flexibility and economy.

These facts are worthy of your complete investigation. They are back of a satisfaction on the part of owners which is the most enthusiastic in the country.

They make the use of this Willys-Knight a source of continual satisfaction.

The same advanced engineering in the chassis has given it a strength that means years of uninterrupted service without trouble.

Try it out—it is the motor car sensation of the year in its price and size group.

The New Willys Finance Plan allows . . . smaller down payments and smaller monthly payments; the lowest credit cost in the industry.



\$1495 DE LUXE SEDAN TOURING \$1295 COUPE . . . \$1395 Standard Sedan \$1395 F.O.B. Factory

The new '70' WILLYS-KNIGHT

Overland-Knight Sales Co. Phone 899 4th and Klamath

This Is No Fish Story



Seiberling Cords will give you more genuine tire satisfaction than any casing you can buy. This may be a rather broad statement, but we know that they deliver service. Hundreds of Seiberling users in this section will add their testimony to ours. Just ask any Seiberling Owner what he thinks of his tires.

Drive in Today and Let Us Show You SEIBERLINGS

30x3 1/2—4 ply Seiberling Cord	\$12.75
30x3 1/2—6 ply Seiberling Cord	16.75
29x4.40 Seiberling Balloon	15.35
32x4 1/2—8 ply Seiberling Cord	35.40
30x5—8 ply Seiberling Cord S. S.	47.45
33x5—7 ply Seiberling Cord S. S.	57.60
32x6—10 ply Seiberling Cord	79.75
32x6—10 ply O. S.	86.55
Utility 29x4.40 Balloon Cord	12.00
Portage 29x4.40 Balloon Cord tire	13.75
SPECIAL	
30x5—Change own Goodyear Tire and Tube	\$35.00

Balsiger Motor Co.

Phone 427. 9th and Klamath.