

## COLORFUL CAR BODIES DEBUT

1927 Essex Types Present New Hues With Marked Appeal to the Eye

New colors of marked eye appeal are being introduced for the first time in 1927 Essex motor cars by Acme Motor company. Two-tone color effects on the Essex enclosed cars being shown for the first time include a rich duotone blue, trimmed with gold, a smart duotone green with appropriate stripings and a lustrous black enamel body whose beauty is greatly enhanced by flamingo scarlet wheels, belt line and louvers. In addition, the good looking, highly lustrous black baked enamel bodies with belt line of green and green wheel striping are proving popular.

Hundreds of buyers are being attracted to the new model Essex six. It is said, by the striking body and chassis changes, recently introduced for the first time in this popular-priced line. These changes include a new rounded rear quarters, nickel radiator, lowered body without sacrifice of headroom, genuine plate glass windows, walnut steering wheel, front seats adjustable for driving comfort, steering wheel adjustable for driving positions and countless other quality details.

**Thousands in Use**  
Owners of Essex cars are now numbered in the hundreds of thousands and many report mileage as high as 50,000 to 75,000, with almost negligible costs as to be almost negligible. Twenty-two miles to the gallon of gasoline is the general average for all Essex cars in use. Beside this economy of operating cost and the now first cost, the car has innumerable quality details not commonly found on light small cars in its price class.

The excellence of the new Essex, Acme Motor company points out, is not confined to those details which please the eye, but extends also to parts whose real merit can never be realized except through long, severe service.

**Smoothness of Motors**  
Among these quality factors of the 1927 Essex with its smooth-running six-cylinder motor manufactured by the Hudson under Hudson patents, are adjustable front-end timing chain, chain driven generator, roller valve tappets for long, quiet wear, aluminum pistons for smoothness and efficiency, radiator shutters and motometer, air and gasoline cleaners, automatic ignition advance, rear axle with four-pinion differential, oil lubricated chassis, balanced tubular propeller shaft, aluminum transmission case, ball thrust bearings in steering gear and front axle for easy steering, adjustments to take up wear, spring shackles, ventilated crankcase preventing oil dilution, extra size chromium steel springs, rigid, comfortable and attractive body of bolted and riveted steel and many other important details which insure

## Save the Tire is Campaign Planned by Local Resident

"Save the tire." A campaign with this as the objective would be next in order in this country if "Cap" Calkins, of Klamath Falls, Firestone dealer, had his way.

"We have had all kinds of campaigns," Mr. Calkins said, "to save the surface, to save the forests and to save most everything else, each one valuable in its way and all teaching the lesson of conservation."

"I believe that we should have a campaign to 'save the tire,' that we should conserve the millions of dollars that are wasted every year through neglect (probably unintentional) of this most important motoring item."

"It is just as essential to give attention to the tires on your car as it is to attend to the surface on your house, for upon your tires depend motoring safety and economy."

"The first lesson that would be taught in my proposed campaign is the care of valve equipment. The valve is a very small part of the tire but nothing is more valuable to efficient operation. The best tire made will give a poor account of itself if the valve leaks."

"There are three rules to follow in looking after valve equipment: (1) Be sure the valve-inside, or the inner-door, does not leak; (2) always apply valve cap as in case of leak from valve-inside—this will form the second door for holding air; (3) use rim nut bushing tightly screwed against the fellow, which prevents creeping of tube."

"Above all, motorists should be brought to recognize the necessity of maintaining the right air pressure in their tires and this can be more easily accomplished if the valve equipment is in good order."

## PIECE OF STRING SAVES MUCH LABOR

A greasy wrench will often slip out of a greasy hand into the dustpan under the engine, into the clutch housing, or into some part of the car where it is very inconvenient to recover it. This may be avoided by tying a string about fifteen inches long around the end of the wrench, then a loop around the car. This takes about a minute, while recovering a wrench that has slipped to some inaccessible part of the car has often caused an hour's delay.

nimble, powerful performance and riding comfort on the open road or in congested traffic.

Beside the new Essex enclosed cars, Acme Motor company are now showing 1927 Hudsons in new colors, new bodies and with marked chassis improvements, chief of which is a new system of manifolding and carburetion which gives greatly improved gasoline mileage without loss of the tremendous power for which the super six has always been noted.

## Railroads Equip Passenger Trains Roller Bearings

They Will be Rolls-Royces of Railroad Making Riding of Velvet Smoothness on Fast Traveling Trains

Chicago, Oct. 22.—Heralding a revolution in passenger travel on American railroads, the Chicago, Milwaukee & St. Paul railway announced here today that it will equip entire fleets of its passenger trains with roller bearings.

More than \$2,000,000 in new Pullman equipment and 61 of its own sleepers will have the roller bearings installed. This will be a total of 127 cars, or 12 complete de luxe trains.

"These trains will be the Rolls-Royces of railroading," said H. E. Byram, of the Chicago, Milwaukee & St. Paul railway, today. "Velvet smoothness of riding at all speeds will be coupled with entire absence of tug and jar in starting and stopping."

"Roller bearings made the automobile possible. The great mechanical advantages of ball bearings have been recognized throughout industry. This is the first time, however, that complete sets of passenger trains have been so equipped. The results are so astonishing that we may safely predict a new era in passenger travel."

Exhaustive tests have been conducted over a period of two years by the Chicago, Milwaukee & St. Paul railway in demonstrating the practicality and efficiency of this innovation. One of its standard test sleepers equipped with roller bearings has already traveled more than 119,000 miles. Placed in an ordinary train, passengers were able to note the marked difference in riding qualities when passing into this car from standard equipment. Pitching and rolling when traveling at high speed were almost entirely absorbed.

The tests further showed that a standard Pacific type passenger locomotive could handle a 21-car train equipped with roller bearings as easily as a 12-car train equipped with friction bearings. In addition, a 21-car roller bearing train started much more easily than the 12-car standard train. It was found to be practically impossible to make a rough start with roller bearings. Those tests were made between points on a run 235 miles long. It included 15 stops and the schedule was very fast.

The tests ended with a 21-car train because it was found impracticable to handle longer trains. At least 30 ball-bearing steel cars could have been pulled by a single standard locomotive at high speed, it was estimated. The new cars were found to be so easy of operation that two men could pull one of the heavy steel Pullmans.

Seven times the tractive effort is required to start a train of standard type passenger cars, as compared with the new roller bearing equipment. Chicago, Milwaukee & St. Paul coach No. 4283 equipped with roller bearings required 7.59

pounds tractive effort per ton to start. Coach 4273, with well-worn friction bearings, requires 54.4 pounds tractive effort per ton to start. The sleeper "Vancover," with new friction bearings, required 55.8 pounds tractive effort per ton.

The total tractive effort required for coach 4283 equipped with new roller bearings was 599 pounds as against 3600 pounds for coach 4273 and 4300 pounds for the sleeper "Vancover."

## MOTOR BUS TRAINS POPULAR IN EUROPE

Luxurious motor bus trains, operated in Germany have met with great favor among travelers. They include sleeping compartments, dining rooms and lounging rooms with every modern equipment.

If you know of any game violations, call phone 584. All information will be strictly confidential.

## Non-Detonating Union Gasoline Is Most Popular

The second annual world flight commemoration race meet, the start and finish of which was made at Clover Field, Santa Monica, marked another and greater demonstration of the dependable qualities found in Union non-detonating gasoline and Union aero oils.

No greater or more rigid test for quality and dependability of gasoline and motor oils can be found than that of a racing airplane, and it is significant that the winners in every event used Union Oil products.

This latest triumph, in the opinion of air men, clearly demonstrated the superiority of Union Oil company products on the land, on the sea and in the air.

For results use News Class Ads.

## Two Good Buys in USED CARS

Essex 4 touring with new rubber and in excellent condition.

1924 Ford coupe, new paint, good rubber and mechanically A-1.

Other cars to select from.

# Buick Garage

1330 Main St.

## Economical Tires! Firestone GUM-DIPPED TIRES

Firestones are built of the highest quality rubber and cord material obtainable and they are Gum-Dipped—that is the source of their extra strength and endurance. Buy them for true economy.



### Klamath Tire House

KLAMATH FALLS, ORE., PHONE 472

## USED CARS

1924 Hudson Touring, not even licensed in 1925, a wonderful buy	\$600.00
1924 Superior Chevrolet Roadster	275.00
1923 Buick Roadster, fine condition	490.00
1924 Chevrolet Sport Touring	300.00
1925 Buick Coach, finish and mechanically 99% perfect	975.00
1926 Baby Nash Six Sedan	850.00

### Dunham Auto Co.

6th and Oak Sts. Phone 52-W

**T**HE rugged endurance that singles out the Hupmobile Six can be quickly traced to its source in Hupmobile's adherence to the finer manufacturing and engineering practices.

Hupmobile Six, for example, has a heavy, rigid crankshaft—a kind too costly for common use. Combined with an efficient vibration damper, that weight and stiffness reduce vibration to the minimum.

Hupmobile imports expensive Cuban iron for its cylinder blocks—unmatched for resistance to wear. It machines the combustion chambers of all cylinders to precise size, thus giving you

smoother operation and greater power. The reinforced chassis is built especially strong to resist the strains which every chassis must meet.

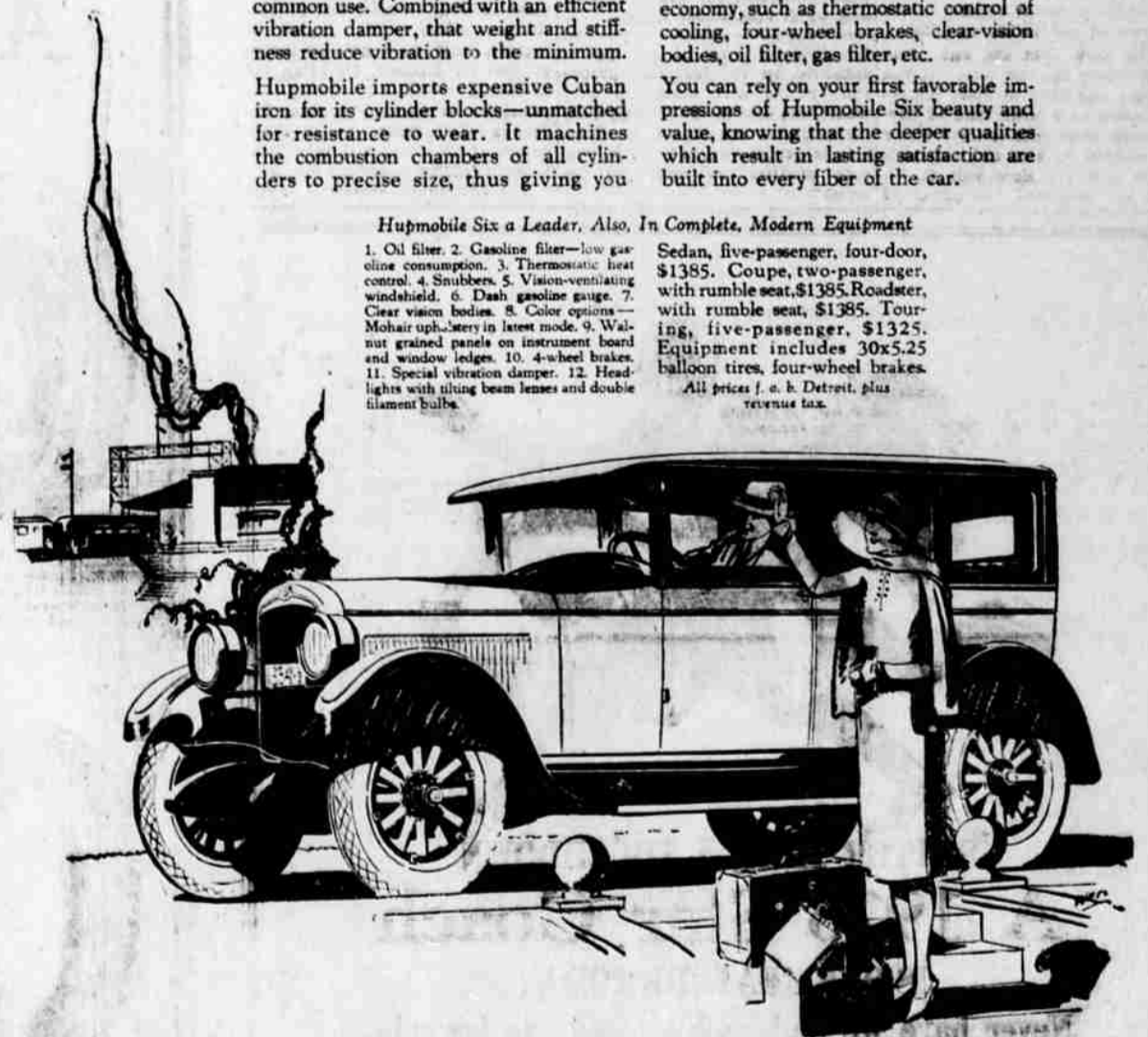
And Hupmobile surrounds with a myriad of these basic superiorities every feature that promotes performance, safety and economy, such as thermostatic control of cooling, four-wheel brakes, clear-vision bodies, oil filter, gas filter, etc.

You can rely on your first favorable impressions of Hupmobile Six beauty and value, knowing that the deeper qualities which result in lasting satisfaction are built into every fiber of the car.

Hupmobile Six a Leader, Also, In Complete, Modern Equipment

1. Oil filter.
2. Gasoline filter—low gasoline consumption.
3. Thermostatic heat control.
4. Snubbers.
5. Vision-ventilating windshield.
6. Dash gasoline gauge.
7. Clear vision bodies.
8. Color options—Mohair upholstery in latest mode.
9. Walnut grained panels on instrument board and window ledges.
10. 4-wheel brakes.
11. Special vibration damper.
12. Headlights with tilting beam lenses and double filament bulbs.

All prices f. o. b. Detroit, plus revenue tax.



# HUPMOBILE SIX

Pospisil Motor Co.  
515 Klamath Ave. Phone 890

# HUDSON-ESSEX

Reduces Prices

\$100 on all Models

Effective October 15th  
NEW PRICES

ESSEX COACH	-	\$695
HUDSON COACH	-	\$1095
Hudson Coach Special	-	\$1150
Hudson Brougham	-	\$1395
Hudson 7-Passenger Sedan		\$1495

All Prices F.O.B. Detroit, Plus War Excise Tax

## Acme Motor Company

400 South Sixth Street

Phone 680