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(Every Morning Except Monday)

Demand for Whippet Six Continues to Show Big Increase

1927 Product Rates High Among Cars in Light Six Classification

Although the Whippet six met with wide approval at the time of its initial appearance early in January of this year and early season sales showed an unusual acceptance for a new product, the continuous growing sale of this car has been such that today it ranks with leaders in the light six price field. This is pointed out by Willys-Overland officials as a mark of tribute to the Whippet six whose performance is setting new standards in its classification.

Numerous factors have entered into the success of this model, it is said, among them being its generally smart lines of construction; four-wheel brake equipment; speed and power of engine; stability, roominess and smooth riding qualities. Many Willys-Overland dealers declare that the unusual success of the Whippet four-cylinder car paved the way for a similar type car in the light six field and that when the new Whippet six was introduced with a performance worthy of a higher priced car, its success in the automobile market was assured.

Another factor which has played an important part in the success of the Whippet six is its price leadership in the light six group. This line of Whippet cars is cited by company officials as the lowest priced light six with four-wheel brake equipment.

With the demand of the public for cars equipped with four-wheel brakes growing daily, the Whippet six finds itself in that group which has a notably wide acceptance with buyers. This trend was anticipated by Willys-Overland engineers and hence the adoption of four-wheel brakes for all products of the company.

New Auto Lighting Law is Effective

"Attention has been focused upon the automobile lighting law which recently became effective," said Mr. Brandenburg, secretary of the Oregon State Motor association.

"Motorists who find night driving one of summer's greatest pleasures owe it to themselves and to others to see that the headlights on their cars are adjusted so as not to be glaring and yet, at the same time, present adequate illumination of the highway," said Mr. Brandenburg, "and with thousands of motorists indulging nightly in this pleasant pastime, the poorly focused and inadequate headlight becomes a graver menace than at any other season."

"The headlight evil about which there has been so much discussion of recent years is entering the season in which it makes itself most seriously felt. The cool countryside will call to everyone during the coming months. When the days are hot and sultry, the entire family looks forward to gliding through the evening breeze and the automobile become well nigh indispensable.

"But a great deal of the joy of such short journeys is lost in the discomfort, if not actual danger of proceeding with exasperating slowness into an avalanche of glaring headlights. The tragedy of the fatal, and scores upon scores of minor, accidents that are due to such a cause is that they are so easily preventable. At one time headlight adjustment was difficult because headlight equipment was imperfectly developed, some type being so inefficient that adjustment was virtually impossible.

"This is not true today. Motor car manufacturers, lamp makers and the American Automobile association, with which this club is affiliated, have been cooperating for several years in an effort to solve the headlight problem. Such progress has been made that if the individual car owner will make the effort, he will find it very simple to put his headlights into proper adjustment, or have them so adjusted. Summer's greatest pleasure demands that he act for the safety of his family and all other highway users."

Record-Breaking Cross-Country Chrysler



Completing an unprecedented round trip transcontinental safety demonstration run from San Francisco to New York and return to Los Angeles in less than seven days, L. B. Miller, California business man, has established a new record. Above photo shows him being greeted by Western Auto Supply company officials upon his arrival in the interest of the Ico-Ryan-Lite, for which they are western distributors. Lower photo shows long range light road illumination provided by the new lights which enabled Miller to make his best speed at night.

Having broken all existing records for transcontinental automobile driving by covering 3385 miles from San Francisco to New York in 79 hours, 55 minutes, Louis B. Miller, California business man, driving his own car, added another chapter to his experience in long distance driving by turning his car westward immediately after his arrival in New York and returning to the Pacific coast to create a new round trip record. Miller arrived in Los Angeles, having covered 3326 miles from New York to Los Angeles in 88 hours and 3 minutes elapsed time.

In one minute less than seven days Miller has created two new transcontinental marks — coast to coast and round trip — a feat of endurance for car and man, which according to highway officials, has never been equaled in automobile history.

L. R. Pepperdine and Hill Baker of the Western Auto Supply company met Miller upon his arrival in front of the Western Auto store in Los Angeles, where he was checked in by Western Union officials. They were particularly interested in the run as the demonstration was made primarily to demonstrate the safety of Ico-Ryan-Lite headlamps, for which

Western Auto stores are western distributors.

Miller stated on his arrival that his trip was made to demonstrate the safety with which an Ico-Ryan-Lite equipped car could be driven at night even at an excessive rate of speed. "These lights," he said, "and which to do with the exceptional speed I was able to maintain during the long hours of night driving. I used no auxiliary lights of any kind, but found that I had more than sufficient range of illumination without the glare dangerous to approaching drivers."

G. E. Webster of Portland, accompanied Miller on his trip as his mechanic. During the entire run, neither man slept, except for the brief naps each was able to take while the other relayed him at the wheel. Brief stops were made for oil and gasoline, and at the filling stations brick ice cream, ordered ahead by wire, was waiting for the drivers to take in the car. This was the nearest approach to solid food they had during the seven days of driving. Coffee and orange juice were carried in vacuum bottles, and supplemented the ice cream as nourishment.

To facilitate the proper handling of broken bones Klamath Valley Hospital has installed an X-Ray department.

Distribution of Cars Is Studied by U. S.

The department of commerce has just begun an experimental census showing the cost of distribution of 70 leading commodities, which will cover automobiles, trucks, tractors, parts and accessories. If sufficient data is obtained to make it of practical value, the census will be made annually. The experiment is being tried out first in Baltimore and Syracuse as two typical cities.

It is expected that the survey will show the automotive manufacturer and retailer as well as the consumer how much is spent in rent, salaries, persons engaged, stock on hand for re-sale, sales, both gross and net, etc. Census takers in the two cities already have started to work.

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Praises Brakes On New Dodge

Dodge Brothers Senior Has Excellent Equipment, Says Expert

High speed, congested traffic, sudden stops, sharp turns at a fast clip and other conditions and demands in present-day driving make braking equipment one of the first considerations in appraising a motor car. Requirements today are far beyond anything even contemplated a few years back.

Consequently motorists driving and demonstrating Dodge Brothers six are showing special interest in this feature of the new car's equipment and their reactions are extremely gratifying to the designers and builders of the senior, as the new product is designated.

This subject was given careful attention by Niran Bates Pope when the distinguished technical editor and automobile authority made his thorough study of Dodge Brothers first contribution to six cylinder motoring. Writing in Automobile Topics Mrs. Pope says:

"Braking equipment on the senior line is distinctively good. It is of the Lockheed hydraulic internal expanding type especially adapted to the car and having several features heretofore unfamiliar. Among these is the provision of an automatic supply tank directly incorporated into the unit containing the master cylinder, so that the system is automatically kept full of liquid at all times. This construction obviates the dash tank and supply pump which are found with some of the older systems and makes it unnecessary for the user to pay any attention to his brakes, except when the tank may need replenishment, say along toward the end of the season's work.

Furthermore, operation of the hand brake lever mechanically operates the rear wheel brake shoes, so that a positive mechanical wheel-locking brake is provided for use while the car is parked. The brake system is rugged, highly simplified as a whole and very scientifically mounted, the 14-inch drums looking considerably larger than they really

are by reason of a strengthening and cooling flange that is provided at the inner edge. Universal adjustments are provided, but in view of the especially liberal surfaces, it is thought that once properly set up, the system should almost never require further attention."

Highway experts urge bus operators to adopt pneumatic tires, not only for the greater comfort of their patrons, but because pneumatics materially reduce the wear and tear on road surfaces. Dual wheels, they point out, will carry any practical load, including the heavy double deckers.

Examine Hose Before Buying Gasoline

When buying gas at the service station make sure the hose is clean before putting the gas into the tank. The hose is often hung onto the tank with the nozzle up. Immediately after a rain the water will get into the hose and when the gasoline is poured into the auto tank the water also gets in. Many times the hose is half full of rain water.

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