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(Every Morning Except Monday)

TEST TIRES ON  
'GLASS ROAD'Seiberling Produces Tread  
To Stand Punishment  
in Novel Manner

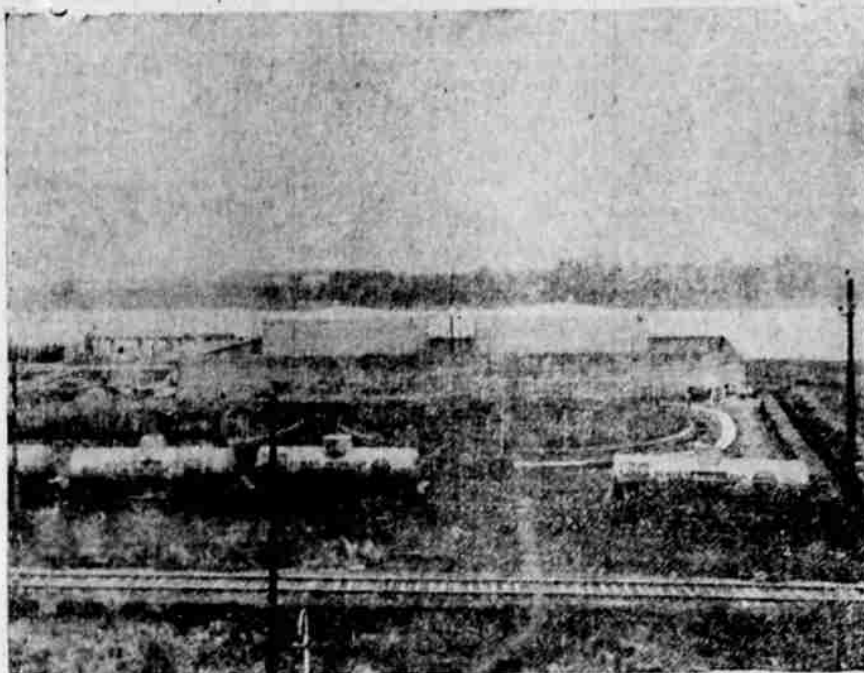
Testing tires on a "glass road"—a novel piece of tire apparatus—is what led Seiberling engineers to produce a tread that withstands the severest punishment. It is revealed today by Carl Winetroun of the Seiberling Motor company, local distributors of Seiberling Tires.

"Tread design is much more than the selection of a pretty pattern; it has a definite bearing on rubber tire efficiency," Mr. Winetroun declared. "A tread design that is merely 'pretty' and symmetrical is of no more value to the motorist than radiator anti-freeze in mid-summer. In order to be of real service, the 'non-skid' must be scientifically designed—constructed so that it will actually add to the wear of the tire."

"With the tread stock for the Seiberling special service tire perfected by the development of 'affinity,' the new Seiberling rubber compound that increases the wearing qualities of the tread 35%, naturally the Seiberling engineers were not satisfied with a tread design constructed merely on theory. They insisted on a practical demonstration such as never had been given before—a chance to study the tire under 'laboratory conditions.' The result was the construction of a 'glass road' in the laboratory—a new departure in rubber tire research. By pressing the inflated tire against this 'road'—which is a narrow glass panel strong enough to bear the weight of a car and yet transparent enough so onlookers can see every detail of the tread's reaction—Seiberling engineers made some revolutionary discoveries about tread wear."

Making careful studies of the tires under various conditions of overloading, underinflation, etc., Mr. Winetroun continued, they mastered traction problems that had long been unsolved. The result is the up-to-the-minute tread design of the 1929 Seiberling Special Service Tire—35% deeper, 10% wider, and giving 40% greater traction than any previous Seiberling tire. Besides this, the new tread gives greater flexibility and the greatest riding comfort. The wide, heavy sidebars, which are part of the tread extending from head to head, afforded added protection against sidewall bruising and injury from the outside. They also support the tread, and prevent it from stretching and wearing out of shape. The deep grooves in the tread throw off the heat

## Fill 'em Up! They'll Hold 118,000 Barrels of Gas



According to Mr. V. I. Powell, District Manager for the General Petroleum Corporation, approximately \$200,000 is to be spent during the next three months in enlarging the storage and loading facilities at the Corporation's Linnton terminal. Present plans provide for the construction of two 50,000 barrel storage tanks, additional tracks and loading spouts. The storage tanks will be covered with Gal-

valugh Floating roofs and will be enclosed in a 26 foot concrete firewall, said to be the highest yet to be constructed in Oregon.

Mr. V. I. Powell points out that to the average motorist reference to storage tank capacities in terms of barrels may be somewhat misleading. To really have a clear conception of the vast size of the two 50,000 barrel tanks now being built to accommodate Violet Ray gasoline it is necessary to reduce the

total storage capacity to terms of gallons, the measure regularly employed at General Independent Dealers' stations. When this is done it is found that each tank will accommodate 2,475,000 gallons of Violet Ray gasoline or a combined storage just short of five million gallons. The motorist with a statistical turn of mind might find it interesting to figure out how far his own car would travel if powered with this quantity of Violet Ray gasoline.

WILLYS-KNIGHT  
70-B LATESTCalled Greatest Achievement  
in the History of  
Willys-Overland

With many achievements in the background extending over a period of more than twenty years, Willys-Overland's introduction of the new style Willys-Knight "70-B" is considered by leading motor car experts to be the outstanding one in Willys-Knight history.

Although recently presented to the public, the demand that immediately followed its first showing indicates that it will prove the most popular Willys-Knight of any type ever brought out by the Toledo manufacturer, the largest builder of Knight engine cars in the world.

This new line is larger than any previous Willys-Knight built in the \$1045 classification. On a chassis of 112-14-inch wheelbase, a completely newly designed body is mounted, bringing a new standard of beauty of lines and design to this price class. From the new design of radiator with graceful lines sweeping back to the rounded curves of the rear quarters, the new Willys-Knight bears no resemblance to former models. It is refreshingly new throughout with exterior color schemes blending perfectly with the smart and spacious interiors.

It is powered by a six-cylinder Willys-Knight sleeve-valve engine with a speed and power

Wise Motorists  
Will Heed This

If the work is carefully done it is possible to fit a new piston to a cylinder that is slightly out of round without going to the expense of reboring. This is accomplished by means of a process known as "lapping."

A new piston, together with a set of new rings properly fitted, is inserted into its respective cylinder from beneath. Lapping compound, a form of abrasive, is then smeared over the cylinder walls and the piston is worked up and down for a few moments. A tolerably good fit is often obtained in this simple way.

Before the piston assembly is permanently set in its cylinder, however, all of the compound must be wiped off. It is especially important that the rings be removed so that any of the compound that may be behind it is completely removed.

development greater than any Willys-Knight car ever offered in the same low price class.

Like all other products of Willys-Overland, the Willys-Knight "70-B" employs the "Finger-Tip Control," which consists of a button in the center of the steering wheel which enables the driver to control all the functions of starting the engine, operating the lights and sounding the horn without changing the driving position.

The new models, done in rich colors, are now being exhibited by a Willys-Knight-Overland merchant, who reports a keener interest on the part of the public than ever before in Willys-Knight history.

Plug Points  
Wear Away

Recently a motorist who discovered a neighbor cleaning and adjusting spark plug points observed that while this might be considered treating the car kindly it often resulted in the very opposite effect. Said he: "I don't bother with my spark plugs and that's one reason why the points stay properly adjusted as they were in the first place."

It revealed, surprising, yet rather common, ignorance of the behavior of plugs. Though a motorist may not take out the plugs for inspection the mere operation of the plugs serves to alter the clearance between their points. With use, plug points usually show greater clearance.

The points actually wear away so that even if the engine does not produce much carbon the

RETAIL EIGHT  
DISTINCT TIRESWestern Auto Manager  
States Spring Buying  
Rush Now On

With eight distinct types of tires suitable for every purpose and purse, the Western Auto Supply company is enjoying one of the greatest spring seasons on record, according to Rex Hlatt, local manager of the company. "During this new customer"

plugs become less and less efficient. It explains why the engine starts skipping even if the owner has not "foaled" with them.

EVEN AN OLD CAR  
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Clutch Often One  
Of Car Problems

How a clutch can become troublesome and show all the symptoms of having been "slipped" when the driver is an expert and never "rides the clutch pedal" may seem like a mystery, but one owner found it to be the result of a very simple condition. The plates had burned out twice in comparatively short order, so, following the third visit to the repair shop he decided to drive around without the floorboards so that he might be able to study the situation carefully and make daily inspection of the clutch. The upshot of it was the clutch gave no further trouble because the pedal had been prevented by one of the floorboards

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generated by fast driving, and make the Seiberling special service tire the "coolest running" tire yet.

Engine Results  
Are What Count

Probably it never occurs to the average motorist to drive in accordance with the setting of his valve tappets if he wants to obtain maximum efficiency from his engine. If the tappets are set very close the engine is quiet and he is tempted to drive at top speed while if the tappets are noisy he drives slowly and never gets the engine hot enough to expand the valve stems.

Tappets that are too close thus lead him to valve damage through heat and expansion of the stems with high speed, and when there is too much clearance at the tappets he is lured into the inefficiency that goes with restricted valve lift. If he wouldn't drive so fast when tappets are quiet and would drive faster when they are noisy the valves would operate more efficiently.

There is also a speed for every engine at which the valves, properly adjusted for tappet clearance, operate most efficiently. This is just before the valve springs start to "lag."

Skidding Apt  
To Mean Doom

To the average motorist a skid is a skid, but avoiding skidding is often a matter of appreciation that there are five distinct kinds, points out the free emergency road service of the California State Automobile association.

The braking skid is the commonest. Next, and often in combination with the first, is the steering skid. The driver steers so carelessly or incompetently as to cause the back of the car to slide around to the front.

A power skid results when too much engine speed is applied to the car, the wheels spinning around without normal traction. Then there is the traction skid, which results when tires are too smooth or when roads are icy or oily.

A skid usually overlooked is that produced by misalignment of the front wheels. Many cars that owners consider "skidders" could be made safe and comfortable through a half hour's careful adjustment of the front wheel toe-in.



They got behind the wheel, got the facts, and bought Buicks

"The new Buick outperforms any car I have ever driven."

Mr. W. H. K., Shorewood, Wis.  
(name upon request)

This enthusiastic comment merely typifies that of thousands who have turned to Buick after making their own exacting tests. Be sure to drive a Buick before buying any car. The more careful your comparisons, the more inevitably will they lead you to Buick! The liberal G. M. A. C. Time Payment Plan makes it easy for you to own a Buick.

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**TIRES**

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We distribute DAYTON tires and assure you the finest service at our dealers. Look for the Dayton Tire Sign.

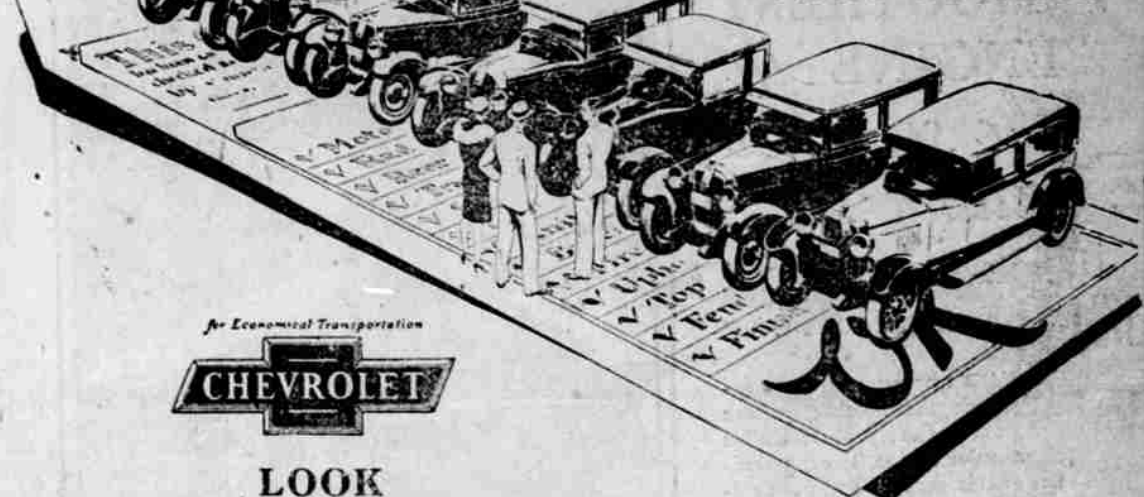
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that counts"



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at these Outstanding Used Car Values

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| 1927 Chevrolet Coupe — Fine mechanical condition with 29 license.....                       | \$415 |
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| 1924 Ford Coupe—A lot of miles for a little money \$ 90                                     |       |

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Look for the Red Tag "with an OK that counts"

