

Of INTEREST TO MOTORISTS

FORD & CHEVROLET TIRES

GENERAL
\$9.45 and up

Miller's Tire and Battery Service

138 West Maple Phone 772

THIS NEW CAR
is as remarkable in quality as in performance
fastest Four in America
mile-a-minute performance

\$875

F. O. B. Detroit—Full Factory Equipment
4-door Sedan (Not a Coach)

A mile-a-minute performer—the fastest Four in America!

One horse-power to every sixty-five pounds of chassis weight.

Longest springbase of any car under \$1000.

Smart new bodies—beautiful lines. A brilliant performer at the lowest price for which a Sedan was ever sold by Dodge Brothers!

EVANS-LEGG MOTOR CO.

19 S. Woodward Birmingham Phone 301

DODGE BROTHERS, INC.

NASH

(Leads the World in Motor Car Value)

All Sixes
3 New Series
New
Lower Prices
From \$865 upwards
L. O. B. factory



The Easiest Steering cars you ever handled

Just take the wheel of one of these wonderful new Nash models and you will say immediately—"This is the easiest steering car I ever drove."

Nash has engineered into these new models a responsiveness to the wheel beyond anything you have ever known.

In fact this new Nash super-easiness in steering is the greatest boon to drivers—and particularly women motorists—that has been introduced in years.

All these 21 new Nash models are powered with newly refined

7-bearing motors of absolutely phenomenal speed, smoothness and quietness.

You have no idea of what these cars will do on the road until you have actually driven one. COME IN at once and try out the model you have in mind.

With their new springs built of a new secret process alloy steel, they are the EASIEST riding cars you ever rode in.

Nash offers them to you with all these great new quality attractions at new lower prices. Don't delay your inspection. Come in TODAY.

BELL BROS.

NASH SALES AND SERVICE

Phone 709 (6041)

trations with 100 commercial cars, an increase of more than 100 per cent over Chevrolet's own high mark in July, 1926.

Commenting on these records, R. H. Grant, vice-president in charge of sales, declared that "Chevrolet's consistent leadership is a definite tribute to the public's utter confidence in and appreciation for our cars."

"It is especially significant that Wayne County should show this preference for Chevrolts, Wayne County is the center of the industry. The people here live on and work in the automobile factories. They are motor wise. They do not put their stamp of approval on a car unless they believe that it represents the utmost in motor car value."

Chevrolet factories, Mr. Grant said, are continuing their record-setting pace by turning out more than 3,000 units daily.

GRAHAM MAKES NEW TRUCK LINE
Models Are Said To Be Fast Economical; Have 6 Cylinders, 2-ton Chassis

Graham Brothers, the truck division of Dodge Brothers, Inc., today introduces a complete new line of trucks, the feature of which is a fast and powerful six cylinder two-ton chassis available in three types.

Introduction of the six cylinder 2-ton truck and improvements in the present line of fours in 3 1/2, 1 and 1 1/2-ton capacities constitute a notable step forward in truck design which should aid materially in speeding up traffic and lowering commercial transportation costs.

The quick acceleration and braking and the fast economical service on the open road of these new trucks is comparable to that of the fine passenger car, while the qualities of rugged strength and dependability for which Graham Brothers trucks have always been noted are retained. A four forward speed transmission in the new 2-ton chassis assures surplus pulling ability for emergencies and makes possible moderate engine speed for fast, long runs.

The recently introduced new four cylinder engine in the lighter capacity models also has the advantage of moderate speed in fast service. This speed and economy are both served.

Four features of the new six cylinder truck are particularly important and warranted detailed description. They are the engine, a four speed heavy duty transmission, four-wheel hydraulic brakes and remarkably low prices.

The design of the six cylinder engine is in line with the consistent with Dodge Brothers reputation for building for accessibility and sturdiness. The 7-bearing crankshaft alone is an important feature for the rugged service demanded in motor truck operation.

Lockheed hydraulic four wheel internal expanding brakes built for heavy service provide quick and positive braking and make this truck particularly easy to control. These brakes are automatically equalized, largely eliminating the necessity of making even the simple mechanical adjustment provided for each individual wheel. An automatic supply tank is directly incorporated into the unit containing the master cylinder so that the system is kept full at all times.

In addition to the hydraulic brakes the hand lever operates a power shaft brake so that a positive mechanical locking brake is provided for use when the truck is parked. The whole brake system is very rugged throughout, highly simplified as a whole and scientifically mounted.

The new six cylinder line enjoys a very distinct price advantage in its field. The three chassis types are priced from \$1595 to \$1665, levels approximately \$300 to \$400 below those at which six cylinder trucks with similar equipment have ever been sold. Prices on the various chassis follow: 2-ton road builder's dump truck of 114 inch wheelbase, \$1645; standard chassis with 137 inch wheelbase for 9-foot body, \$1595; standard chassis with 162 inch wheelbase for 12-foot body, \$1665.

Another important feature of these six cylinder trucks is that they can be had with various axle gear ratios which are optional with the purchaser. The axle gear ratio represents the number of revolutions of the rear wheels in high gear. The axle is furnished in three ratios: 5.1 to 1; 5.667 to 1 and 6.375 to 1, the first giving the fastest vehicle and the last the slowest for the same engine speed. The choice in axle gear ratios makes it possible to give better service to the owner by careful consideration of his power requirements.

Motor car springs that have not been graphited in some time undoubtedly are ready for the treatment again. Nothing helps the springs so much. Graphiting is better than treating the springs to an oil bath because the latter tends to destroy their frictional qualities for a while. Graphiting eliminates rust and the consequent likelihood that the springs will break. Noises also disappear and this end alone makes the process worth while to the thoughtful car owner.

PARADOX SEEN IN OAKLAND

All-American Six Called New Motor Car But Not New

PONTIAC, Mich., Aug. 24.—An entirely new motor car which really is not new at all—this is the paradox presented by the new Oakland All-American Six, in which the American public is finding so much of interest today. For while the All-American Six is new to the public, both in point of engineering advanced and in the brilliant performance to which they contribute, it is old in point of service. Having undergone hundreds of thousands of test miles at the General Motors Proving Ground, Oakland engineers know its capabilities thoroughly, long before it was publicly announced.

The Oakland All-American Six, which the public is admiring and buying today, illustrates aptly the evolution of a motor car. Tentative models of the All-American Six, designed to provide the style, performance and reliability demanded by the American people, were familiar sights on the roads of the Proving Grounds many months ago.

Here, in actual operation, Oakland engineers learned exactly what might be expected of the car in the hands of the public. The tests to which it was subjected were far more rigid than the public ever could impose. Each test car underwent thousands of miles of grueling punishment on heart-breaking grades, on rough and rutty dirt roads, on the most exacting speedway, demonstrating its possession of those qualities which the public was known to want.

It weighs 60 pounds and is made of chrome-vanadium steel and pistons of light alloy give the strength and economy desired in the modern motor truck. Modifications in the manifold, elimination of the thermostatic control and the intake heat regulator controlled from the driver's seat, which are used in the Dodge Brothers six cylinder passenger car, together with the use of a special carburetor jet and a special truck type fan, have been slight changes to adapt this remarkable engine to truck service. The use of this engine provides ample power and speed to meet the demands for fast travel and pulling ability.

A heavy duty transmission with four speeds greatly to this truck's ability to perform under the most difficult road conditions. The first speed ratio is 6 1/2 to 1, resulting in approximately 60 per cent increase in pulling ability compared with the first gear position of the three speed transmission formerly used on two-ton models.

Whether you operate one or many trucks, "Ton-mile cost is the cost of transporting a ton of material one mile—or its equivalent."

GRAPHITING SPRINGS IS NOISE ELIMINATOR

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NEW DODGE FOUR SAVES GASOLINE

Economy in Fuel Consumption Gained by Engine and Lighter Body Is Claim

One of the most important problems of the automotive engineer today is to design motors which will permit greater gasoline economy. Experiments along this line are constantly being made and remarkable successes are being attained.

The latest claim of unusual economy is made by Dodge Brothers for their new four cylinder cars which are being advertised as capable of going approximately 25 miles on a gallon of gasoline at a speed of 25 miles per hour.

STUDEBAKER PLANTS COVER TWO MILES

million square feet of floor space and occupy 1,100 acres of ground. In the South Bend plants alone 6,185,000 feet of floor space are devoted to manufacturing and laboratory facilities.

By a recent decree full religious freedom will be guaranteed in Turkey.

Studebaker plants and facilities now cover nearly two square miles, according to a recent survey of plants and property. South Bend, Detroit and Walkerville plants include more than eight

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The new high compression anti-knock Hudson motor uses any Gasoline
and turns waste heat to power

Special high-compression fuels were developed to eliminate spark-knock, ping and roughness. What these special fuels have sought, Hudson, through an exclusive new companion invention to the Super-Six principle, obtains from ordinary gasoline. You fill your tank anywhere. And you save money on every filling.

It makes Hudson the most economical car per pound weight in the world.

Boughner Bros. Garage
134 S. Woodward Birmingham

for Economical Transportation



World's Lowest Ton-Mile Cost

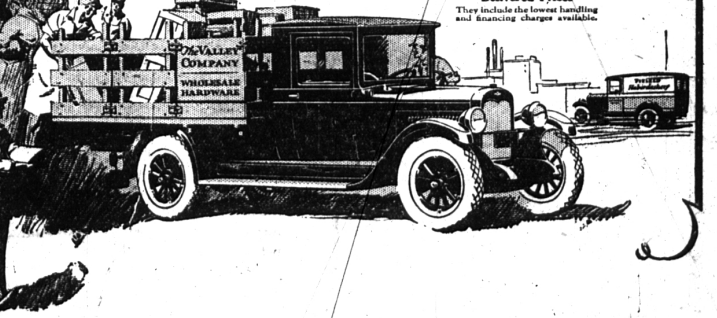
Tens of thousands of users have learned by actual comparison that Chevrolet provides the lowest ton-mile cost* in the history of the commercial car industry!

This matchless economy is due to advanced modern design . . . extremely low operation and maintenance costs . . . exceptionally slow depreciation . . . and the most amazing price ever placed on a modern, gear-shift truck—a combination of economy features found in no other commercial car* in the world.

Then, go for a trial road demonstration—and see how perfectly Chevrolet meets your own haulage requirements!

1 1/2-Ton Truck Chassis \$395

1-Ton Truck Chassis \$495
1-Ton Truck Chassis with Cab \$610
All prices f. o. b. Flint, Mich.
Quick Chevrolet Delivered Prices
They include the lowest handling and financing charges available.



Tracy & Cotton, Inc.

Open Nights and Sundays—505 N. Woodward BIRMINGHAM, MICH.

The WORLD'S LARGEST BUILDER OF GEAR-SHIFT TRUCKS