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**DAMAGE IS SLIGHT WHEN CARS COLLIDE**

Two automobiles were slightly damaged Sunday morning when they collided on the corner of Third and Washington streets. The cars were owned by Charles Jones and Roy Berkshire.

Oak, collided on south Woodward avenue. No blame has been attached by police.

Peggy Bayfield won first prize today a 30 day sentence in the Oakland County jail following the imposition of this sentence with a fine of \$50 Monday morning by Judge Floyd S. Buck in justice court here on a charge of driving while drunk.

**DRUNK DRIVER SENT TO JAIL**

**Ferndale Man Arrested in Hills After Auto Accident**

Roy Berkshire, 22 years old, Bertha street, Ferndale, has started today a 30 day sentence in the Oakland County jail following the imposition of this sentence with a fine of \$50 Monday morning by Judge Floyd S. Buck in justice court here on a charge of driving while drunk.

Berkshire was arrested Sunday afternoon by Patrolman 1010s Anderson of the independent Hills police department when Berkshire's automobile had overturned at Woodward avenue and the Long Lake road after colliding with an automobile driven by H. S. Ballard, 40 Mark street, Pontiac.

Ballard, his mother and sister escaped without injuries but Berkshire received cuts and bruises. He was alone in his car.

Berkshire will have to serve an additional 30 days in case he does not pay the fine. He pleaded guilty to the charge. His driver's license was ordered revoked for six months.

**SALLY'S SALLIES**



My girl friend's so dumb she thinks cubans is another name for crap shooters.

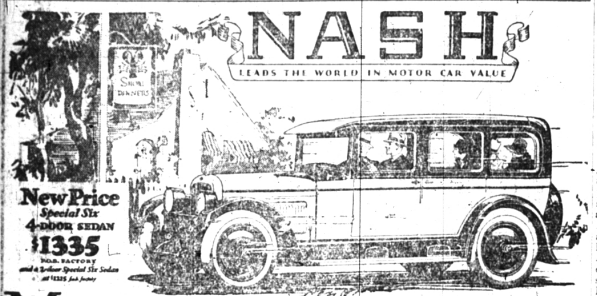
atic development of inter-continental aviation. It is evident that there's bound to be violent opposition to any interference with it, but if surface ships can be made to comply with reasonable safety requirements before leaving port, government authorities don't see why planes can't be required to give a two-passenger-carrying plane any way.

**MANY PILGRIMS NOW TOURING IN MECCA**

Despite the fact that the holy city of Mecca is controlled by the Wahabites, headed by Ibn Saud, King of the Hedjaz, the number of pilgrims making the journey to Mecca this year broke all records, according to reports published by an Exposé.

The tension between the Egyptian Government and Ibn Saud over the refusal of the former to send the "holy caravans" to Mecca under the conditions laid down by the King of the Hedjaz in May, caused talk of a boycott of the pilgrimages this year, but none occurred, and in the last week of the ceremonies they were present in 15,000 pilgrims from Egypt alone. The total attendance is estimated at more than 200,000, of whom 20,000 came from Persia, Iraq and Afghanistan and 10,000 from the Dutch East Indies.

Among Wahabites to rule over the city of the Prophet. Phone news items to the Eccentric. Phones 11 or 12.



**Many Exceptional New Luxuries and Performance Features—Yet a New Low Price**

**EXAMINE—DRIVE—COMPARE THIS GREAT NASH SEDAN—AND IT'S EASY TO SEE WHY THE COUNTRY HAS GONE NASH!**

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Here is one of the smartest looking, smartest acting cars of the new season—built as only Nash builds motor cars, performing as only a Nash performs.

The body is a full two inches lower in the fashionable vogue. Window and door ledges, the instrument board and its crown ledge, are all finished in walnut.

The steering wheel is solid walnut, inlaid and crested. There are shirred door pockets.

Vanity case and smoking set. New type, form-fitting cushions, upholstered in rich mohair and button-tufted in the custom manner. *Luxury wherever you look!*

And luxury in every mile and minute you drive it. It is quick on the go, always out in front at a traffic start, effortless on hills. There is increased power in its big 7-bearing Valve-in-Head motor. Yet that motor is even more quiet, even smoother. *Integral balance of Nash operating parts has accomplished an astounding improvement in already fine motor performance.*

And it is the easiest steering, easiest managed car you ever handled. It turns a corner at a mere hint from its steering wheel.

Finally, here is an easier riding motor car. New secret-process alloy-steel springs, just introduced by Nash, achieve supreme travel comfort. *Drive this car before you buy your new one. Buy this car and save \$100 to \$150 of your good money.*

**WHAT'S WHAT in WASHINGTON**

**Exclusive Central Press Dispatch to The Eccentric**

WASHINGTON, Sept. 29.—If the luck of the nation and the regulations in Columbus's day, or we might never have been discovered.

That's the burden of the aviation enthusiasts' song just now.

There's talk of a motor by President Coolidge to put a crimp into reckless trans-oceanic plane voyagers.

It simply sickens the enthusiasts—not necessarily all actual bird-men, but also numerous kites, who admit they're not in the habit of soaring aloft themselves, but nevertheless want to see the art developed.

Man kind can't conquer the skies this side of the millennium unless he makes some sacrifices and makes a good many sacrifices on the altars of the gods of safety—by the way, who is the god of aviation? That's the enthusiasts' argument.

Columbus! Yes, and Magellan and Vesputius and Da Gama! A fine thing it would have been for the progress of the human race in the 15th century if all those boys had been kept at home because Ferdinand and Isabella, Henry the Navigator and others hadn't believed in stunting.

Wouldn't it demand the aviation enthusiasts.

Ah, but, it appears, according to more conservative folks who have discussed the subject with him, President Coolidge doesn't consider that that gang consisted of stunt fliers.

He doesn't think Lindy was one. He considers Lindy a malfinder, like Columbus and Magellan et al, in their generation.

There's a difference between legitimate, if hazardous, pioneering, and near, if not quite, suicidal stunting, as the president's quoted as expressing it.

Aw, both! rejoined the enthusiasts—if Columbus and Magellan and Henry Hudson and the Cabots weren't just as much stunt fliers as the most reckless of present day aviators—the enthusiasts would like to know—who was?—among those early seafaring men.

Well, the president's quoted as opening, he'd say the Flying Dutchman was.

Yes, the president's reported to believe that it would have been an excellent thing for all concerned if Vanderdecken had been subject to restraining influences—better for him, better for his crew, better for his owners, much better for all the shipmasters who—if there's any thing to the mariner's time-honored superstition—have lost stout vessels as a result of sighting him, still bucking head and tail in the Cape of Good Hope, after two or three centuries' trying to make good on that silly stunt of his.

What President Coolidge is urged to do is to put it up to F. Truhey Davison, Edward P. Warner and William P. MacCracken, jr. assistant secretaries respectively of the war, navy and commerce departments, especially in charge of aviation, to decide what's best to be done about trans-oceanic flying. The administration doesn't want it discouraged, and that's one reason why it inclines to favor a certain amount of regulation. If it gets to be recognized as almost

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**provides Amazing Smoothness, Silence and Power**

Conventional Cylinder Head vs. G-M-R Cylinder Head

Concave curves used in the conventional cylinder head tend to throw the gases back into the center of the chamber, thereby retarding cooling and causing "detonation" or "knock". Concave curves in the G-M-R head, strike the convex surface and give the gases a smooth, steady flow.

Deep clearance spaces also retard cooling. Note how the depth of the clearance space in the G-M-R head has been reduced to facilitate cooling by water. Here knocking is further reduced.

The comparative effects of concave and convex curves are illustrated by a space held under a hammer. At the left, the water strikes the concave surface and causes a violent disturbance such as gases cause in the conventional cylinder head. At the right, the water, like the gases in the G-M-R head, strikes the convex surface and glides smoothly away.

Everyone who drives the Oakland All-American Six marvels at the smooth and whispering flow of power produced by the new G-M-R Cylinder Head.

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3. It provides greater power and economy because it allows the spark to be advanced to the point of maximum efficiency. (Once set, the Oakland spark remains in proper position since it is automatically controlled.)

The G-M-R Head is only one of the engineering advancements which have created such widespread favor for the All-American Six. Come in for a demonstration of the principles involved!

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