

AUTOMOBILE



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Sedan Added By Nash To 1923 Models

Simultaneously with the opening of the fall enclosed car season, the Troy Motor Sales Company, Southern California and Arizona distributors for Nash and Lafayette automobiles, announced that the Nash Motors Company has entered the production of a new five-passenger six-cylinder model sedan. The new model is being shipped to distributors and dealers as speedily as production will permit, according to the factory announcement.

"The new five-passenger sedan was produced in response to a wide demand on the part of the automobile buying public and Nash dealers for a car of this type," T. T. Gardner of Gardena, Nash agent for Torrance and Lomita district, said, in speaking of the new car. "With the addition just announced the Nash line includes thirteen models, each meeting separate and distinct requirements. In the six-cylinder car line are now three enclosed cars, the five-passenger sedan, the seven-passenger sedan, and the four-passenger coupe, while the four-cylinder line includes four enclosed body types, the five-passenger sedan, the five-passenger coupe, three-passenger coupe and the two-passenger cab."

The new six-cylinder sedan is built on the Nash 121-inch wheel base chassis; its design and appearance are in keeping with the good taste that distinguishes all models of the Nash Motors Company. The car is hung low on a strong enduring chassis, yet with ample road clearance, and with its wonderful easy riding springs it rides as buoyantly on country highways and crowded roads as in service about town.

The shaft and insure silent operation of the valves. Front and rear bearings are 1 1/4 inches in diameter, center bearing 2 inches.

The clutch runs in an oil bath. Its engagement is smooth and action positive.

it is now produced is minutely balanced in both static and dynamic tests. It is set in three main bearings, the front and rear bearings being 1 7/8 inches in diameter and the center bearing 2 1/4 inches.

Particularly interesting is the development of the oiling system. The oil pump is driven by a spiral gear on the camshaft. A flood of oil under pressure is pumped through large leads to the three main bearings of the crankshaft. Engine gears are immersed in a flow of oil forced directly through the specially designed front bearing. Directly from the pump a volume of lubricant is supplied to the connecting rod bearings through the drilled crankshaft.

Camshaft is supported by three large bearings which steady the

Dealers Are Pleased With New Maxwell

One of the features that has contributed much to the success of the new Maxwell has been its performance. The four-cylinder engine, developed over a period of years, has been constantly refined and improved to the point where, in the opinion of engineers of the Maxwell Motor Corporation, it meets every demand of practical performance, according to Tenan & Boaz, Torrance distributors.

The crankshaft of the engine as

Don Shortz

ANNOUNCES

The Good

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GUARD AGAINST STONE BRUISES

This Form of Injury to Tires Is One of Most Common and Expensive to Owner.

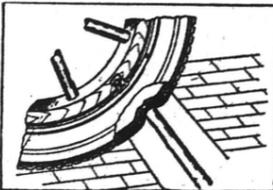
BREAK IN FABRIC IS INSIDE

Inexperienced Driver Who Gets Hard Bump Against Curb or Any Other Object Usually Looks for Injury on the Outside.

A "stone bruise" is the term used to describe an injury to a tire caused by striking some object with sufficient force to cause the tire fabric to be broken. It need not be a stone that causes the damage.

The break in the fabric may be in only one ply or it may be in all of them; but in any case it is always the inside ply that breaks first.

An inexperienced driver whose tire gets a heavy blow from a stone or a curb usually looks over the outside of the tire to see if any damage has been



Bump Against Curb Will Cause "Stone Bruise."

done. But the old driver knows that if harm has been done the place to look for it is in the inside and that any break in the fabric will be registered on the inside ply first.

Inside Ply Shorter.
Normally the inside ply is shorter than the rest and each ply is shorter than any of the others which are located outside of it. This is because it is on the inside of the curvature of the tire. Now if the tire is suddenly compressed at some point to a considerable extent, such as shown in the illustration, the relative position of the plies is reversed; that is, the outside ply becomes, at this particular point, the inside ply as regards the curvature and the inside ply becomes the outside ply as regards curvature.

If it should happen, as it often does, that only one or two inner plies are broken, there will not be any signs of the injury on the outside until a considerable time afterward. This is because the other plies still unbroken will continue to hold against the air pressure even though they will be under excessive strain. But continued flexing will eventually break them also, and the result may be a blowout, which may occur at any time, even on a perfectly smooth pavement.

Other Effects.
Another effect of a break in one or two inner plies may be that from continued bending the broken edges of the fabric rub a hole in the inner tube at that point. Sometimes the break is so pronounced, especially in a fabric tire, that the air pressure forces the inner tube into the break, and as this is continually closing and opening, as the tire rolls, the action is like a pair of pinchers and cuts the tube.

If the tube is chafed through or cut after a bruise, such as described, the air will pass directly through the carcass and force the rubber side covering, and sometimes the tread, loose from the fabric. When this happens the user generally terms it a blowout, and as a matter of fact it is; but, contrary to the opinion often held, it is seldom the result of a defect in manufacture. It can generally be traced to an injury sustained some time prior to the final breaking down of the tire.

TIRES HELP MAKE GOOD CAR

Tires tell mileage history more convincingly even than speedometers. The appearance of a car is frequently marred by condition of the tires. A new set of tires, and a little cleaning up of the car, say old tire men, will accomplish the same results for the old car that a shave, a hair cut and a shine will do for the man with an old suit of clothes.

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From right to left—Don Shortz, Maxwell Agent; Fred Warye, P. E. Dillon, Salesmen.

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Finest Auto Service Structure

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The 1923 Four-Cylinder Roadster

Inspect it from any angle—snug, beautifully tailored top; long, low body lines; heavy one-piece crown fenders; lots of room for two people and two compartments for their luggage.

A big steering wheel that comes up to you, a shifting lever that operates without bending forward, a transmission lock and improvements which give all 1923 Buicks a Class "A" fire insurance rating.

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