

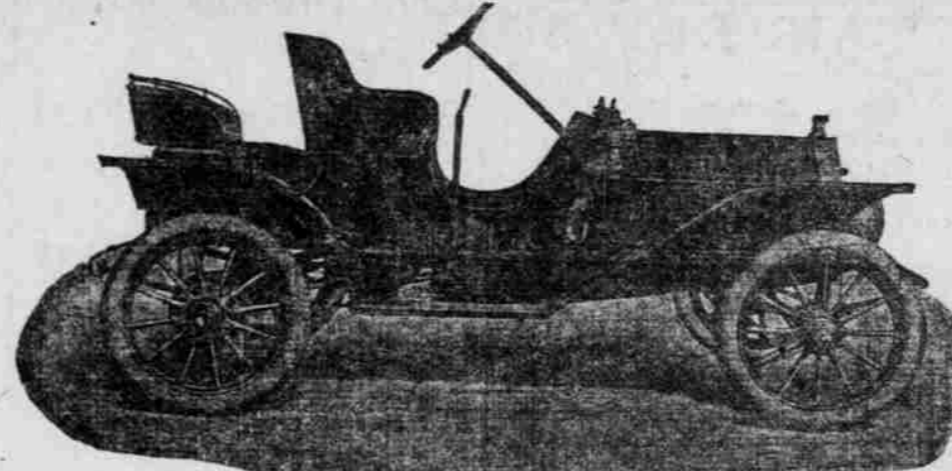
Schacht 40

1911 Model A A--35-40 Horsepower

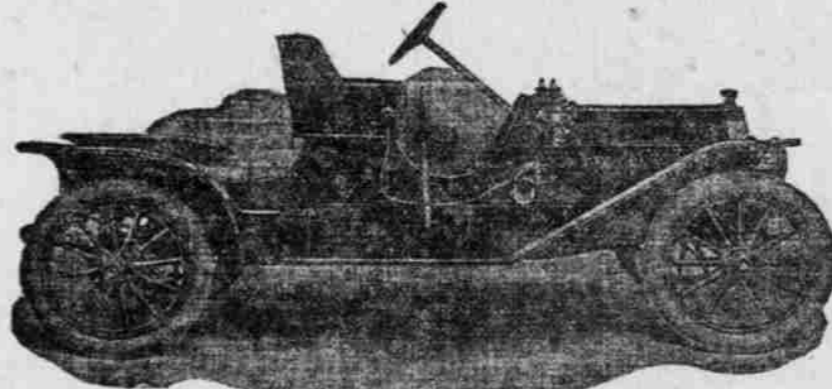
Equipped With 34x3 1/2-Inch Quick Detachable Tires, Portland, Oregon **\$1535**

READ THE SPECIFICATIONS

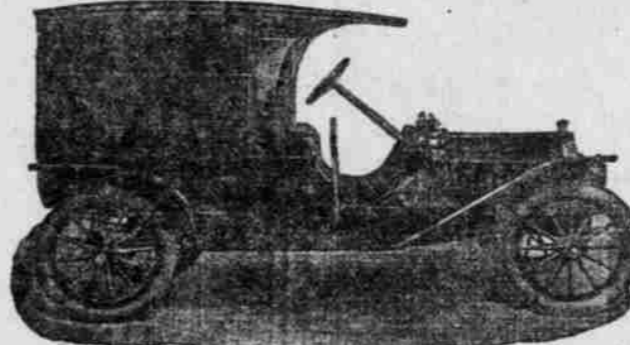
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| <p>MOTOR—Four cylinders, 4 1/2-inch bore by 5-inch stroke.</p> <p>HORSEPOWER—35 to 40.</p> <p>VALVES—Of large diameter, placed at one side of the cylinders.</p> <p>CLUTCH—Cone type, with heavy leather face and cushion spring.</p> <p>DRIVE—Horizontal shaft drive through bevel pinion and bevel gear with one large universal joint.</p> <p>TRANSMISSION—Selective, three speeds forward and reverse.</p> <p>LUBRICATION—Splash and force feed in bottom half of crank case, operated by a plunger pump on inside of crank case and driven by cam shaft.</p> <p>CARBURETOR—Schebler, float feed.</p> <p>BEARINGS—Large ball bearings throughout the wheels and in rear driving system. Timken roller bearings in transmission.</p> <p>BRAKES—Internal and external on rear wheels, adjustable, and operated separately. External operated by foot pedal, internal by side lever; lined with thermoid with large diameter and wide face.</p> | <p>IGNITION—Bosch Dual system.</p> <p>BODY—Touring style, capacity five to seven passengers, made of metal on heavy wood frame.</p> <p>FRAME—Heavy pressed steel with "kick-up" in rear and narrowed front for short turns.</p> <p>SPRINGS—Front semi-elliptic and rear three-quarters elliptic.</p> <p>STEERING GEAR—Worm and sector with 18-inch steering wheel.</p> <p>AXLE (front)—Single piece drop forging, I-beam section.</p> <p>AXLE (rear)—Semi-floating with large ball bearings.</p> <p>TIRES—34x3 1/2-inch Q. D. or 34x4-inch Q. D. (special).</p> <p>WHEEL BASE—120 inches.</p> <p>TREAD—56 inches.</p> <p>SPEED—From 5 to 60 miles an hour on high gear.</p> <p>TANK CAPACITY—15 gallons.</p> <p>EQUIPMENT—Bosch magneto, two oil side lamps, one oil rear lamp, two large acetylene head lights, horn, and complete set of tools, pump, jack and tire repair outfit.</p> |
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Model R Runabout with Rumble Seat, \$850 Portland.
Model R Runabout Four-Passenger Surrey, \$975 Portland.



Model S Two-Passenger Runabout, \$950 Portland.



Model D Delivery, \$1100 Portland.

First-Class Paint Shop in Connection. We Still Have Some Good Open Territory for Good Live Agents in Oregon and Washington

Schacht Motor Car Co.

Corner Fifth and Hoyt Streets, Portland, Oregon
Main Office and Factory Cincinnati, Ohio

Models R, S and D Specifications	
MOTOR	Water cooled, double opposed cylinder four-cylinder, 22-24 H. P., 5 1/2-inch bore and 4 1/2-inch stroke. Valves mechanically operated.
COOLING	Thermo-syphon system with large radiator.
LUBRICATION	Force-feed oiler, with six direct feeds to bearing surfaces.
IGNITION	Jump spark with dry cells, Bosch Magneto or storage battery, special.
TRANSMISSION	Improved planetary, two speeds forward, one reverse.
CLUTCH	Patented cone and face pattern, operating in flywheel of motor.
DRIVE	Chain from each end of jackshaft to sprockets on rear wheels.
DIFFERENTIAL	Heavy spur gear mounted on jackshaft.
CARBURETOR	Schebler float-feed.
STEERING	Hand wheel operating to knuckles on front axle.
CONTROL	Spark and throttle on top of steering wheel, high and low speed by side hand-lever, reverse by foot pedal.
BRAKES	Internal expanding on each rear wheel, operated by one foot pedal. Emergency on transmission.
BEARINGS	Parsons white brass throughout the motor. Large Timken roller bearings in wheels and on jackshaft.
BODY	Handsome, of wood. Combination design for runabout, surrey or delivery wagon.
SPRINGS	Semi-elliptic front, full elliptic rear.
AXLES	Solid drop-forged, naked pattern. No clips or bolts.
WHEELS	Best second growth hickory, 32 by 3 1/2 inches, with detachable clincher rims for pneumatic tires, and 2 by 36 inches for solid rubber tires.
TIRES	Clincher quick detachable, 32 by 3 1/2-inch pneumatic, also 2 by 36-inch solid puncture-proof tires.
WHEEL BASE	One hundred and three in.
TREAD	Fifty-six inches, also 60 in.
SPEED	To fifty miles per hour.
WEIGHT	Sixteen hundred pounds.
GASOLINE SUPPLY	Nine gallons.
ROAD CLEARANCE	Sixteen inches.
EQUIPMENT	Three oil-burning lamps, horn, tools, repair kit, pump and jack.
TRIMMING	Best grade buffed leather, curled hair filling.
FINISH	Royal blue.

Our 1911 Specifications Are Simply Amazing

Read them over carefully and you will agree we have established a new standard in automobile values. Our nine years of experience has enabled us to put this 1911 Schacht model on the market at a price—specifications and quality considered—which is positively revolutionary. Never before has a machine been offered at less than \$2000.00 with a 35-40 H.P. motor, with 34x4-inch tires or 120-inch wheel base, besides all the other improvements. The body design is of the long, rakish square-door effect, a type closely followed in only high-priced cars. We earnestly believe this latest creation represents more honest value to the auto buyer and satisfaction to the user than any car built today and sold under \$2000.00. We have introduced many innovations in the auto game, being the first manufacturer ever to use the side entrance body. In the past nine years we have built all types, but never held it possible to build a car of these specifications to be sold at such a price. Our new plant will be running by December 1, and therein will be contained every latest tool and method known to the auto builder. Our line consists of our two-cylinder car for country use and light delivery; four-cylinder, for pleasure cars and two and three-ton trucks.

AUTO TRUCK INVENTED IN OREGON TURNS AROUND IN ITS OWN SPACE

Demonstration of Car Designed by Resident of Corvallis Shows Novel Feature and Promises Revolution in Motor Car Manufacture—Factory May Be Here.



AUTO INVENTED BY GENERAL T. J. THORP.

INVENTED in Oregon and financed by Oregon capital, an automobile truck, demonstrated in Portland last Wednesday, promises to revolutionize the commercial vehicle world. This machine is one that can turn within an area of its own length, either backward or forward.

Not only this is regarded as a feature but it has a dozen other innovations, another of which is the fore-wheel drive in addition to the rear-wheel drive. These are features that are now being developed for the first time and an Oregon man, General T. J. Thorp, U. S. A., retired, of Corvallis, gets credit for it all.

By this new invention, or rather production it was invented six years ago and has been in an experimental stage until just recently it will no longer be necessary to require much time and plenty of room to turn an automobile truck around. During the exhibition given last Wednesday, the car turned around first one way and then the other, within its own length.

Direct shaft-drive on all four wheels is a feature which will no doubt be developed to such an extent that rear-drive cars only will soon be a rarity. By an automatic device, the power can be diverted from the rear wheels and

concentrated on the fore wheels or just the opposite as occasion may demand. The steering apparatus is operated by power. By a slight turn of the steering wheel in the regular driver's box power is thrown on the steering machinery turning it in the direction of the operator. When in turning around or making sharp turns, the steering gear is turned to an angle of 25 degrees an automatic mechanical device throws the power on the rear wheels onto the fore ones, whereby all strain is taken off the tires, making the rear wheels merely trawlers. The front wheels are then at right angles with the rest of the truck.

This fore wheel and steering gear construction is known as the turn-table construction, an entirely Oregon-made and developed idea. According to the man interested in the vehicle the true name for the truck is the double articulated truck. Power steered worm and double clutch steering gears make it the safest of steering devices, say the expert mechanics who have seen the car in operation.

Another promising feature of the vehicle is that any one of the wheels can be raised 14 inches on the ground without centering either the body or the engine in any manner. That this is true was shown Wednesday, when the one wheel was run upon a 14-inch block and the body was in no way tilted.

The body of the truck is mounted upon a heavy steel frame connected by heavy steel springs, which make it easy riding even when taxed to capacity.

It is a five-ton vehicle. In a recent exhibition in Spokane, Wash., the truck was loaded with six tons of material and sent through its various straining maneuvers without the slightest hitch or delay. Outside of Portland and Chicago, where it was built and assembled, Spokane is the only other city where the car has been upon exhibition. The Chicago demonstration was very short and only a few invited persons saw the exhibition. Although the car is thoroughly covered by patents it was not desired that everybody should see it for fear some of the ideas would be "borrowed" by some enterprising designer.

General Thorp during his leisure time at his Corvallis home designed a working model, laying special stress upon the turn table construction of the fore wheels and upon the fore wheel drive. His ideas were submitted to Corvallis capitalists, who immediately saw the merits of his inventions and organized a company to manufacture the car. W. P. Lafferty, one of the men who is interested in the car, came to Portland in search of capital to foster its manufacture, but received no encouragement. It was then decided that Corvallis men would bear the burden and Mr. Lafferty

was sent to Chicago to have the model enlarged into a real truck.

The product was accepted by the Thorp Manufacturing Company about two months ago. Three other machines have been manufactured and will be assembled in Corvallis, the various parts being shipped there from Chicago. These cars will be delivered to purchasers in Spokane about February 1. The cars when completed will be sold for about \$4000 complete. The car shown in Portland last Wednesday is the initial production. The next cars built will have several features changed or elaborated upon.

Equipped with a four-cylinder 30-horsepower motor, a speed of more than 10 miles an hour under capacity load can be maintained. Only 38 horsepower will be used ordinarily, but the additional power can be resorted to in emergency cases. The car is a good hill climber as shown last week in the test.

The officers of the T. J. Thorp Manufacturing Company are: W. A. Buchanan, president; Rev. M. S. Bush, vice-president; C. H. Woodcock, treasurer; F. L. Kent, secretary and W. P. Lafferty, general manager. With the exception of Mr. Bush, who is now in Pennsylvania, all the officers are prominent Corvallis business men. Mr. Woodcock is assistant cashier of the First National Bank of Corvallis, and F. L. Kent is a member of the Oregon Agricultural College faculty. The directors of the company are T. J. Thorp, C. H. Woodcock, R. N. Williamson, Rev. M. S. Bush, F. L. Kent, W. A. Buchanan and W. P. Lafferty. The company is capitalized at \$100,000, all of which has been subscribed.

Arrangements are now being made for the location of the company's factory, being an Oregon-invented machine, it is the desire of the company that it should also be an Oregon-made product and it may therefore decide to establish in Oregon, either at Portland or Corvallis. In all probability, the factory site will be chosen and active work begun upon the establishment about the cars may be manufactured next summer.

L. O. Cabanne, formerly associated with the Hotchkiss Import Company, of Paris, manufacturer of guns and equipment, is in charge of the car and will be chief engineer of the company. The machine was shipped to Corvallis on Thursday.

PRINTER AWAITS CENSUS

Chamber of Commerce Publications to Have Figures.

Pending the announcement of the census enumeration of Portland, the literature issued by the Portland Chamber of Commerce is held up. With the printer are a 96-page primer of Oregon; the annual book on Oregon's resources, every page of which is to be printed in four colors, and a small booklet of 16 pages.

To make these publications up-to-date the officials of the association have decided to wait until the formal announcement is made in Washington of the exact population of the city.

Secretary Giltner said yesterday: "I am convinced that Supervisor Beach understands the situation and that when the announcement of our census is made, the people will be satisfied with it, although I am sure we shall not get credit for our full population. We ought to have 250,000."

Caruso May Sing in Vaudeville.

LONDON, Nov. 19.—(Special).—Very earnest efforts are now being made to secure Signor Caruso for a London variety theater. The famous singer has inspected two or three of the highest class music halls in the West End, and it is possible that an enormous fee might tempt him.

AGENCY IS ESTABLISHED

CINCINNATI AUTO MAKERS ENTER PACIFIC FIELD.

Portland to Be Distributing Center. Both Commercial and Pleasure Vehicles Shown.

The Pacific Coast distributing agency of the Schacht Motor Car Company, of Cincinnati, has been established recently in Portland at the corner of Fifth and Hoyt streets, with Giles W. Brown and Charles Carothers, recently of Minneapolis, as managers. A full line of Schacht cars, both commercial and pleasure, is on exhibition in the salesrooms.

The Schacht Motor Car Company has had nine years' experience in motor car manufacture and has introduced some innovations into the industry, being the first manufacturer to use the side entrance body. The steady increase in the company's business has necessitated the building of a new and much larger plant at Cincinnati, covering five acres of floor space, and containing the latest automobile manufacturing appliances.

The most expensive and the prettiest car produced by the Schacht Company is the model AA touring car. It has a 4-cylinder engine of 30-40 horsepower, a capacity of five passengers and a 120-inch wheel base. The engine has a four and one-half bore, with a five-inch stroke. Timken roller bearings are used in all the Schacht vehicles. The Schebler carburetor and Bosch magneto are used.

The commercial vehicles are the model B combination surrey and light delivery car. The delivery car can be transformed from a surrey into a delivery wagon or vice versa by the changing of the bodies, which requires only a few minutes. A feature of these delivery cars is that extra wheels, with either hard rubber tires, similar to

buggy wheels, or the regulation pneumatic tires and wider wheels, can be had.

The carrying capacity of both these delivery wagons is placed at about 800 pounds. In Ohio and the Middle West the Schacht car has a decided prestige. Larger commercial automobiles of three and five tons' capacity will be received in Portland later by the local company.

Ring Brings Luck Thinks King.

LONDON, Nov. 19.—(Special).—A story is current among the friends of King Alfonso of Spain that the reason of his seeming recklessness, when danger lurks at every turn, is because he believes himself to bear a charmed life so long as he wears a certain gold ring set with diamonds and pearls. The ring is supposed to bring long life and joy

to worthy Spanish monarchs, and disaster to every one else who possesses it.

Grinstead Trial Halted.

Inability of the prosecution to show legal proof of an existing marriage of Arthur Grinstead to his present wife brought to a halt in Justice Bell's court yesterday afternoon the trial of the man on a statutory charge brought by Alice Grinstead, his former wife. A continuance of 10 days was allowed in which to secure a transcript of the records from Marin County, California. Alice Grinstead, it is alleged, wrote to her husband that she intended to secure a divorce and he wrote back that it was unnecessary, as he had already done so. Each took the other's word and married again, though in fact no divorce was secured by either.

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