

THREE BUICKS WILL TEST ROADS TODAY

Cars to Travel From Portland to Vancouver, B. C., to Determine Conditions.

TOURING DATA TO BE GIVEN

L. H. Gregory, Automobile Editor of The Oregonian, and George M. Chambers Will Act as Two of Official Observers.

What is the exact condition of the Pacific Highway between Portland, Seattle and Vancouver, B. C.? How many miles of pavement may

variations in its construction to accommodate the several styles of rim sections. The carcass is made from single unbroken strands of large-diameter cotton cord and is so constructed that the cord has even tension at all points. Each cord is entirely surrounded with rubber, with the result that internal friction is almost entirely eliminated. The tread, which is one of the many patented features, is known as the "lightning" tread. It is of new and unique type, consisting of two angular depressions running around the tire, resembling a streak of forked lightning. Remarkable high-mileage performances have been experienced with the Carlisle cord tires, and where heretofore the carcass has been found to be the "weak link" in tire construction, it appears from exhaustive tests that the problem before the Carlisle people is to find a tread stock which will nearly approach the carcass in its great mileage-giving qualities. The Carlisle factory, including the buildings, all machinery and equipment, are of the latest type. The factory is located at Andover, Mass. The company is turning out daily about 1500 tires at the present time, but the output is being greatly increased day by day. The Pacific Tire & Rubber Company, of 415 Stark street, Portland, of which M. F. Swift is manager, have secured the distribution for this tire for the Pacific Northwest. Already accounts have been opened with 16 high-class dealers through the states of Washin-

VETERAN CAR HOME

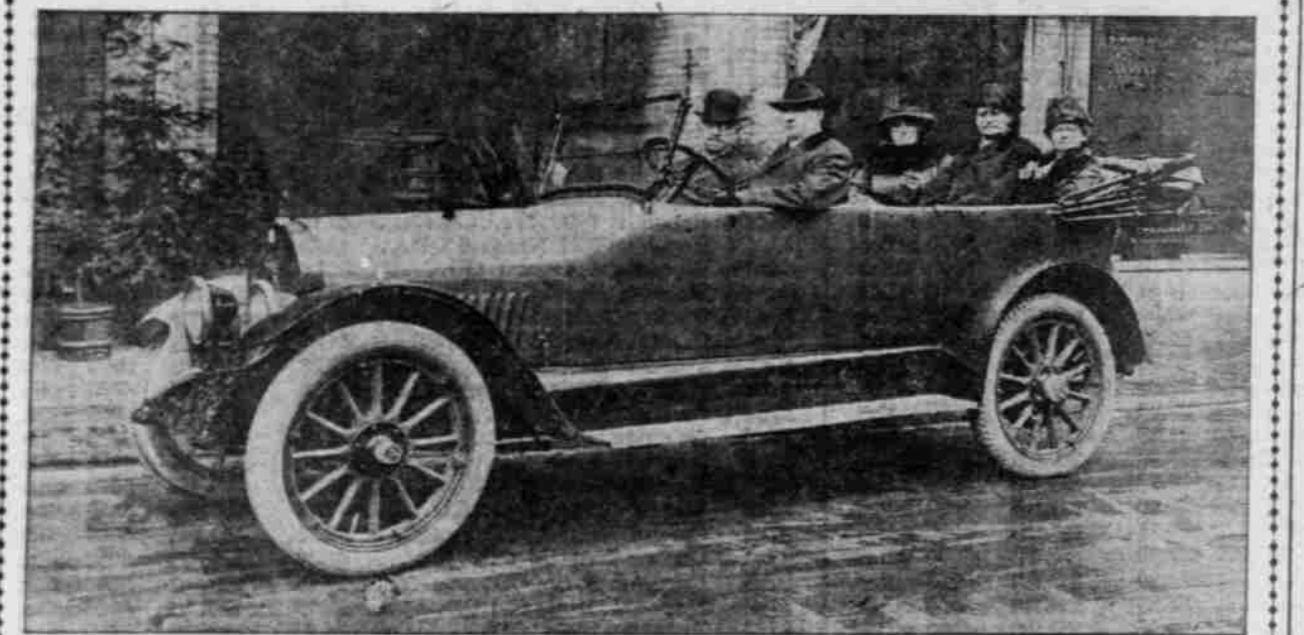
Camouflaged Overland Ambulance Back From Front.

DISGUISE SAVES WOUNDED

War-Battered Auto Used in New York to Stir Interest in Campaign for Liberty Loan — Futurist Painter Did Camouflaging.

A camouflaged Overland ambulance, veteran of many thrilling events in the war zone of France, has been the object of unusual interest on the streets of New York City and other Eastern cities during the last few weeks. Immediately on its return to the United States it was drafted into use in connection with the liberty loan campaign in New York. After the conclusion of the campaign it made a tour

IMPERIAL POTENTATE OF MYSTIC SHRINE SEES PORTLAND IN COLE EIGHT.



Charles E. Owenshire, of Minneapolis, Imperial Potentate, is in the Center in the Rear Seat. With Him Are His Wife and His Secretary, F. M. Hutchinson, of Minneapolis. Beside the Driver in Front Seat is W. M. Davis, Potentate of Al Kader Shrine, of Portland. The Cole Eight Was Placed at Mr. Owenshire's Disposal During His Stay Here by C. M. Menzies, Manager of the Northwest Auto Company.

the motorist use in traveling from Portland to Seattle and Vancouver? How many of hard gravel or bad roads?

How much snow will the average motorist see in midwinter while touring the Pacific Northwest?

What is the average gasoline consumption, the average speed possible, during a 200-mile tour January 27?

The foregoing are a few of the questions that will be authoritatively answered today, when three Buicks, piloted by experienced drivers, will cross the Pacific Northwest along the coast line and meet at Seattle.

One Buick leaving Portland will carry a message from the Oregon State Motor Association to the Automobile Club of Western Washington, under the auspices of which the run will be made. Another, leaving Vancouver, B. C., will meet a third car at Blaine, Wash., on the Canadian boundary, bearing a message from the good roads organization of British Columbia.

Observers to accompany cars. The third Buick, coming down from Blaine, will relay the message to Douglas Shuler, manager of the Automobile Club of Western Washington, meeting the Portland car in front of the headquarters of the club at Fourth avenue and University street, Seattle.

Each car will be accompanied by an official observer. Summarized reports on touring conditions as observed along the route will be sent across the country by the Northwest Tourist Association, and such minute details as number of gear shifts will be recorded.

The Buick car from Portland will be sent out by George W. Dean, manager of the Howard Auto Company. The car, a light six, will be driven by W. C. Montgomery, salesman for Mr. Dean and an experienced hand at road driving. E. V. Knox, who is an experienced mechanic as well as salesman, will also make the trip.

L. H. Gregory, automobile editor of The Oregonian, and George M. Chambers, of the Oregon State Motor Association, will go in the car as official observers.

Eleven-Mile Detour at Kelso.

Ordinarily the run to Seattle from Portland would not be a very great feat at this time of year. But the unusual flood and rain conditions of the past five or six weeks have left the highway in bad shape in a number of places. This is particularly true between Kelso and Castle Rock, Wash., where the main highway has been closed on account of a slide.

At Kelso it probably will be necessary to cross the Cowlitz River and drive for 11 miles on a detour road, much of which is plain dirt and mud without gravel or rock topping. This road has been blocked temporarily several times in the past few weeks.

The start from Portland will be made at 8 o'clock this morning. The automobiles from the north and south are scheduled to meet in front of the quarters of the Automobile Club of Western Washington in Seattle at 3 o'clock this afternoon.

CARLISLE TIRE IS HERE

NEW TYPE OF CASING MAKES REMARKABLE SHOWING.

Pacific Tire & Rubber Company, of Which M. F. Swift is Manager, Handles Carlisle in Portland.

Working quietly and effectively more than two years under the direction of men of large experience in the tire industry, there has been created and developed within that period what is to be known as the Carlisle cord tire, around which has been formed the newly incorporated Carlisle Cord Tire Company, Inc.

The tire itself is the invention of F. E. Carlisle, a veteran in the tire field, who has been connected with the research and development work of one of the largest rubber companies.

What is of equal importance, highly ingenious tire-making machines with which to make it have also been designed, built and are now in operation. These machines, the acme of simplicity and construction, are declared to be marvelous, efficient and of astonishing productive capacity.

The tire itself is of the true cord type. It is made in S. S. clincher and quick detachable types without any

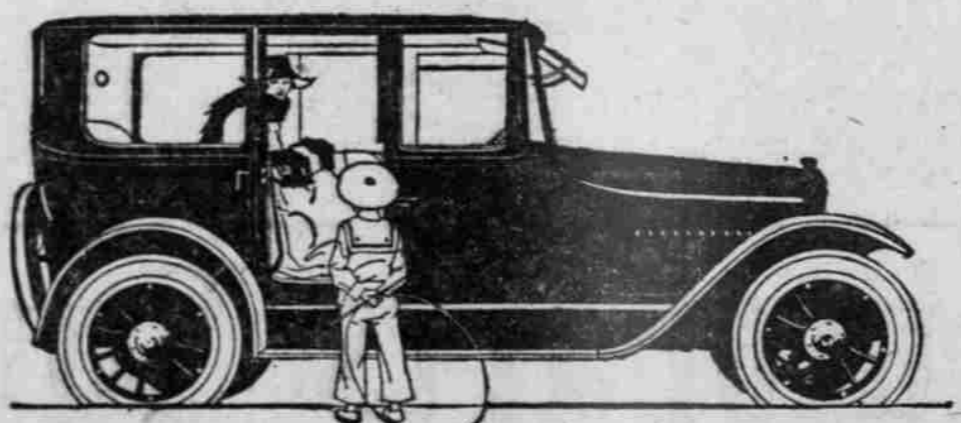
National

—with airplane type motor

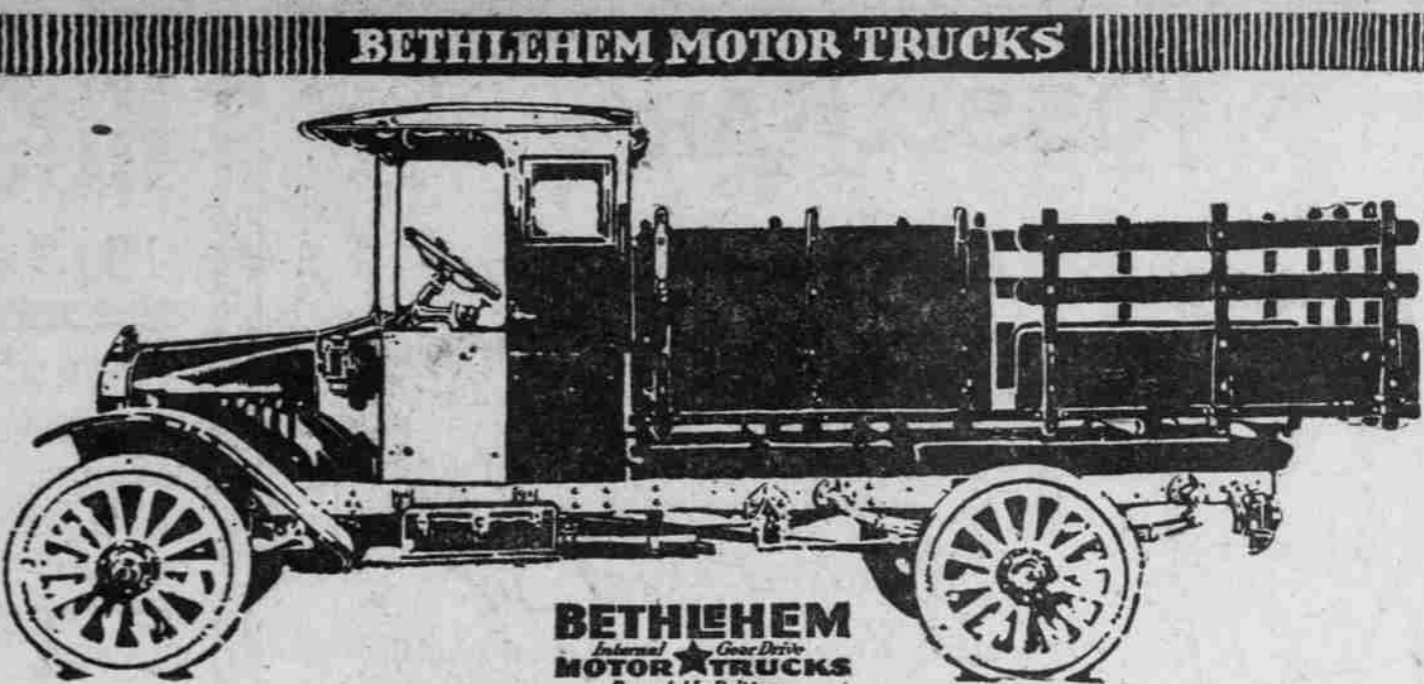
For all its elegance and comfort, there is no other thing in the National Touring Sedan that can compare with its twelve-cylinder motor. Quick, competent and quiet, it has the airplane engine's staunchness as well as its form. It makes this car as capable for cross-country driving as for city usage. Under all conditions it is surprisingly economical of fuel.

A preliminary showing of the National Touring Sedan, the car that will be the nucleus of the National exhibit at the coming New York automobile show, is now being held in our salesrooms. You are cordially invited to inspect it here under conditions far more favorable than will be possible later.

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\$1245 In the Pacific Northwest. \$1775
1 1/2 Ton Chassis F. O. B. ALLENTOWN, PA. 2 1/2 Ton Chassis

Northwest Auto Company

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BETHLEHEM DUMP TRUCKS Attractive Dealer Propositions Will Be Made to Early Applicants BETHLEHEM TRACTORS Call, Wire or Write for Information

ton, Oregon and British Columbia. From reports the Pacific Tire & Rubber Company are receiving from their different dealers, as well as from individual users and commercial houses, everything points to an exceedingly large year. The big problem will be to get enough tires to supply the demand," says Manager Swift.

CARBON REMOVAL MADE EASY

Detachable Cylinder Heads in Cadillac Eight Boon to Motorists.

The removal of carbon deposits has been made easy in the Cadillac Eight by the use of detachable cylinder heads. Each cylinder head is secured to the block by twenty studs. The surfaces of the block and head are ground and between them is a copper-covered asbestos gasket, which prevents the leakage of gas or water.

Also the smoothly machined surface of the combustion chambers, made possible by the detachable head construction, is claimed to reduce the tendency of carbon to adhere in the first place.

Wire Wheels.

Wire wheels should be carefully inspected at frequent intervals. While the wheel is considered flexible enough to return to normal position after almost any blow that may be given it, still spokes do come loose occasionally and this condition should be remedied. When the enamel cracks and falls off paint should be applied to prevent rust.

of some of the larger neighboring cities and is now back in New York for the much-talked-about Hero Land Bazaar at Grand Central Palace.

The car today stands practically as received from France by the New York branch of Willys-Overland, Inc. It has been necessary, however, to replace a couple of the tires, the original tires having been worn out when the car went to the service. The fenders, or rather what is left of them, are much the worse for wear and abuse, and the car has every appearance of having undergone most strenuous campaigns.

MARMON GEAR LEVER LOCKS

Patent Feature Makes It Safe From Auto Thieves.

One of the features of the new Marmon, series 34, is a patent locking device rather different from anything so far seen here. At the top of the ball on the end of the gear shift is a Yale lock, which, when a key is turned in it, locks the lever in neutral. When the lever is locked in neutral and the key removed, the car is about as safe as any lock can make it.

Through the coating of mud the shopkeeper's name is still distinguishable and one can readily imagine that it was appropriated hastily from some French shop—maybe it was in Louvain or Verdun—after the car's door had been broken away.

riely sewn a piece of celluloid large enough to enable the driver to see out of the back of the ambulance.

The interior of the ambulance, although still in good condition, continues to bear the unmistakable odor of strong disinfectants.

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ster it also works the lock of the spare compartment in the rear of the body.

OVERLAND REPLACES 24 MULES

Utility Passenger Automobile Again Forebly Demonstrated.

No more impressive demonstration of the utility of the passenger motor car could be desired than the use to which an Overland automobile has been put in the Texas rice fields.

After five years of service over the mud roads around Crosby, Texas, this

car, during the last year, did the work of 24 mules in harvesting the rice crop of the Old River Rice Company at Crosby. The veteran touring car was hitched to a cutter and back and forth across the 9000-acre stretch of rice it cut a swath that previously required three cutters with eight mules each. The cutter itself was speeded up by a gasoline engine so that from eight to 12 miles an hour was the steady gait.

"The outfit is a seven-wheel wonder," declares F. G. Gannon, superintendent of the farm. "It costs us a little over a dollar a day to run the machine, while it costs nearly that much to keep a mule. In its present

state of service, the automobile could not be appraised at much more than \$350, because of its five years of use and abuse, while one mule costs \$250.

"When one considers that there is also a saving of two cutters as well as 24 mules, with the everyday expense of keeping of them, rain or shine, as well as two men, there can be no question concerning the economy, efficiency and utility of the Overland car."

Save the tires. If the garage is not warm and dry moisture gets into the fabric of the tire through the cuts. This moisture freezes when the car is not in use and loosens the fabric.



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