

### SPEEDY RUN MADE

Dr. Paul C. Yates Believed to Have Set New Mark.

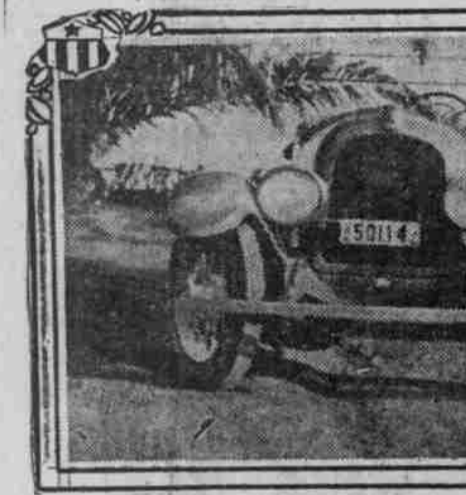
### MARMON GOES LIKE WIND

Portland Dentist Drives His Special Marmon From San Francisco to Portland in Only 45 Hours' Actual Running Time.

Dr. Paul C. Yates, Portland dentist, drove from San Francisco to Portland in his Marmon car last week, nearly 1000 miles, as the roads go, in 45 hours actual running time.

This is believed to be a record for the run between the two cities in any stock touring car. It may be a record for the run by any car, stock or otherwise. Accompanying Dr. Yates on his speedy trip was Dr. J. J. Pittinger, of Los Angeles. They drove hour by hour, turn about, for the whole distance, one taking the wheel for one hour, the other spelling him the next hour.

### HERE IS DR. PAUL YATES, PORTLAND DENTIST, AND MARMON SPECIAL IN WHICH HE MADE RECORD DRIVE FROM SAN FRANCISCO TO PORTLAND.



ing up a new mark. Dr. Yates left Oakland with Dr. Pittinger at 8:30 o'clock the evening of July 2. They reached Stockton at 10:30 the same night and remained there all night. By 8 o'clock next morning they were on their way, had reached Sacramento at 10, spent four hours there, incidentally taking part in an automobile parade, and left at 2 o'clock to reach Red Bluff at 8 the next night.

"Going Home" Was the Case. There Dr. Yates happened to remark to a garageman that they had come from Oakland in 10 hours, whereat the garageman opened his eyes and opined that they had been "going some."

"They figured up and found that they really had been 'going some.' And then and there they decided to keep right on going and see just what the Marmon could do. They were aided to this decision by the behavior of the car. It actually seemed to want to be turned loose just to show what it could do. Hour after hour as they drove, the speedometer showed them to be going 45 miles an hour, 35 miles, 40 miles, back to 45 again, for seven to eight hours at a clip, without resting the car for a moment. This kind of traveling is hard on any car, but the Marmon kept right on all the time without the least sign of trouble. The water in the radiator did not even become heated to the boiling point at any time.

This was partly due to the fact that they did much of their driving at night to avoid the terrific mid-day heat of parts of Central and Northern California. They performed the unusual feat of driving over the Sierras at night, though they were warned not to try it. At same time they had to back the car to make the curves, but their lights were in good order and they didn't mind it.

From Red Bluff, where they stopped for the night, they pressed on at 8 o'clock next morning, July 5, and made Shasta Springs at 8 that night. They remained there all night and until 6 o'clock next day because of the heat. But starting at 6 o'clock the evening of July 6, they were in Medford by midnight, which is pretty fast driving through the mountains.

The final leg of their journey, from Medford to Portland, they made in one day, traveling from 6 o'clock the morning of July 7, when they left Medford, to 1 o'clock the next morning, 19 hours later, when they rolled into Portland. As anyone who has driven between Medford and Portland knows, this is mighty fast time. At that, they did not deduct from their running time for this day an hour for three stops.

When they reached Portland the Marmon was in perfect trim to turn around and make the trip back, if they had desired to do it. There wasn't an adjustment to be made to it.

More than that, their gasoline consumption averaged 14 miles to the gallon for the trip north, and of two gallons of oil put in the crank case at San Francisco, three-fourths remained when they reached Portland. The only mishap of the whole trip was one punctured tire.

Car Specially Made. Dr. Yates is enthusiastic over the performance of his Marmon car, which he bought from the Northwest Auto Company in Portland several months ago. Motor and chassis of this Marmon are the same as on any stock car, but it has special wheels, which put the body of the car four inches higher than on any other Marmon in Portland, has a special top, and is dust yellow in color, a specially painted job.

Dr. Yates had his Marmon shipped to Los Angeles from Portland three months ago. He left Portland at that time on a trip East, during which he visited every large city except Boston. He then traveled to Los Angeles, where his Marmon was waiting for him.

### NEOLIN SHIPMENT IS HURRIED

Motor Truck Carries Load 1500 Miles and Back in Six Days.

The importance of motor truck transportation as a means of keeping up deliveries where quick railroad transportation was impossible, is emphasized in the latest accomplishment of one of the big Packard trucks of the Goodyear Tire & Rubber Company's Akron Boston line, in delivering to a large shoe manufacturing company at Boston a shipment of four tons of Neolin soles in 24 hours, establishing a new motor truck record between the two cities, which are more than 1500 miles apart. The truck delivered its load at Boston, picked up a load of cotton fabric at the company's mill in Connecticut, and finished the round trip to Akron

in six days and two hours. The journey would have been accomplished in six days flat but for a delay of two hours on the return trip, waiting for a train of 160 Army trucks to cross the Delaware River bridge at Trenton, a few trucks at a time.

Several tests made recently by railroad express between these two points, proved that express shipments were requiring six days in transit. So the Goodyear trucks are making the round trip in the same time that the express companies consume in delivering a shipment one way.

This, however, is but one example of the usefulness of these trucks in transporting soles to the East. Practically all the Eastern shoe manufacturers are using Neolin, but the terrible congestion of the railroads at times absolutely prevented shipments that were needed immediately. In every instance the big trucks have come to the rescue and delivered enough material to keep shoe production up to standard. The timeliness of this service, however, has not been confined to the shoe industry, for many other firms have secured quick delivery of badly needed products, and many tire dealers have secured shipments of badly needed tires over this truck transportation line.

### PACKARD SLOGAN IS ADOPTED

Army to Paint Battle Cry on Thousands of Auto Trucks.

"Save a Freight Car for Uncle Sam" the slogan originated by the Packard Motor Car Company as the battle cry of its 1600 truck efficiency test, soon will appear on thousands of trucks now in Army service. Fifty sets of stencils have been ordered by the Army for immediate shipment to Camp Holabird,

near Baltimore, Md. There hundreds of trucks of many makes are assembled for shipment to France. The slogan will be stenciled on the radiator fronts of the trucks.

That this slogan has appealed to the Packard owners and drivers in the National truck efficiency test is being proved by postal card contact with those owners and drivers. They are displaying increasing enthusiasm as they find they are deriving substantial benefits from the test.

"Save a Freight Car for Uncle Sam" is being spread everywhere. It was prominently displayed on a shipping-room poster issued at the beginning of the test. It appeared again on the red, white and blue signs seen so frequently on Packard trucks everywhere.

Automobile production this Spring has borne out the forecast of the 1918 automobile shows that America's quality care would be finished in a greater variety of colors than in seasons past.

In a greater vogue now for bright colors than ever before, the buyers of distinctive cars selecting striking combinations that command attention and emphasize the body lines and motor power of their thoroughbreds.

That not a few buyers desire a finishing touch of individuality to their cars is evidenced by the unusually large number of automobiles that have been given special treatment in the paint shop of the National Motor Car & Vehicle Corporation, of Indianapolis, in the past two months.

A surprisingly large number of special color jobs have been turned out this season by the National company, said A. B. Manley, local distributor of National Sixes and Twelves, "despite the fact that the two standard colors—highway blue and highway gray—are distinctive and individual."

The greatest demand for color and special painting comes from the purchasers of the new 12-cylinder, two-passenger roadster, a car of such unusual design and ability that the owner wishes to increase its attractiveness and make it entirely different from any other automobile on the boulevard.

The most popular colors of 1918 sprang from the fighting "over there." They have such military names as battle red, khaki brown, rookie tan, pacifique gray, parading gray, torpedo boat gray, hospital red, cherry red, artillery blue and mist O'Marne blue.

Then there are such odd hues as million green, permanent purple, lavender, chrome yellow and cherry red. While not so brilliant, ivory white and straw are very striking, especially when the wheels are finished in battle red or millori green. Another very rich combination is maroon with gold striping, while race blue, a color made famous by National cars in their triumphant days of road and speedway competition, is again in high favor.

"Navy gray is a new color that is both attractive and practical, being one of those soft shades that pleases the eye, wears well and do not show the dust and dirt of travel. The National company is finishing all the touring cars it is building for the Aviation and Signal Corps of the Navy in this color, using navy blue for body stripe and the official insignia on the panels between the doors.

"While wire wheels were never as popular as at present, many owners now regard wheels of natural wood as ultra-smart and specify such equipment on special jobs."

Yellowstone Park Touring. Permission to operate automobiles in the Yellowstone National Park was somewhat belated, but since the Government's ban on automobiles has been lifted, the advantages of seeing the beauties and wonders of this famous National park by automobile have been so ably demonstrated that the Yellowstone Park Transportation Company is operating a fleet of large passenger cars to take care of the many motorists attracted to the park. The regular tour, starting and ending at Gardiner,

Mont., the northern entrance, lasts five days, the season running from June 15 to September 20. These big passenger cars are all running on Goodyear cord tires.

PHILIPPINE AUTO SHOW HELD. Total of 270,993 Persons Attend in Ten-Day Period.

At the 1918 Philippines Motor Carnival, held annually at Manila, which is the New York show of the Philippine Islands, the attendance for its 10-day period was larger than that of any previous exhibition. A total of 270,993 persons paid admission during the show. There was no retrenchment from other years, as might have been expected, in the number of cars exhibited. All the well-known makes of American cars were shown.

American tire companies were also represented, the exhibit of the Goodyear Tire & Rubber Company, through its agents, Erlanger and Galingor, being the most pretentious, with a complete line of that company's products. Among the tires shown in this exhibit were five Goodyear cords, each tagged with name of owner, date of purchase and statement of mileage, that collectively had run 100,000 miles on Philippine roads and streets—an average of 20,000 miles to each tire. Each tire was in actual service at the time of removal for exhibition purposes.

Lubricate Valve Stems. The exhaust valve stems are extremely likely to stick because of the formation of a gummy deposit that comes in this part. Gasoline or kerosene are the only things that will help much in these circumstances. By inserting a bit of copper tubing in at the next spark plug hole a little gasoline may be squirted on to the valve stem. The gasoline runs down the stem and quickly loosens the gum, so that the valve stem is free to move again.

Be careful in leaving your car on a steeply inclining street. There have been three cases in as many weeks of automobiles plunging down those streets.



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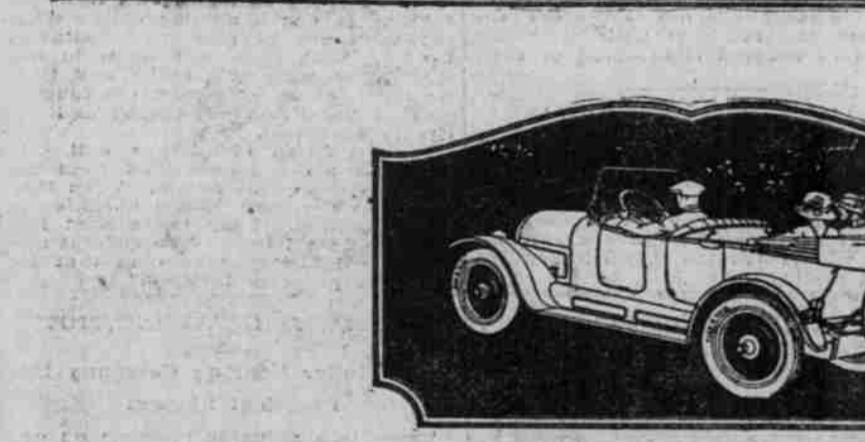
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