

MAXWELL ON WAY

Ray McNamara Piloting Truck
Across Continent.

100 MILES PER DAY SOUGHT

Trip of 3400 Miles From San Francisco
to New York to Be Test
of Durability and Staying
Qualities of Maxwell.

Setting out on the most strenuous test of durability and long-distance staying qualities that could be picked from the highways of the United States, a Maxwell truck, stock model, rolled away from San Francisco early Wednesday, loaded to capacity and headed for New York City—3400 miles to the east.

The truck, transporting military supplies en route from Australia to France, is undertaking in its run a transcontinental day and night grind.

Namara called for the run to Sacramento, 127.4 miles. The second day out he expects to make Reno, 272.5 miles from San Francisco. This second day's going involved the crossing of the Sierra Nevada Mountains, giving the truck right off the bat one of the hardest days it will have en route.

In the desert wastes of Nevada, from Reno to Salt Lake, McNamara does not expect the car to be capable of so much mileage, and therefore his schedule calls for from 60 to 80 miles daily, with the expectation of making up the allowance later. In the deserts the truck will be in sandy wastes hub deep for hundreds of miles, and it will pass through localities where this mileage is a good average for passenger cars.

"Because of freight delivery conditions and the need of the utmost service everywhere from truck equipment, this Maxwell run, if it is as successful as we have reason to believe it will be, will result in the presentation for business men of facts and figures that will be of great value," said W. J. LaCasse, Pacific Coast supervisor.

"Trucks have crossed the continent before this, but never has a truck been put to this extraordinary mileage on a running schedule calling for 100 miles a day continuously. The performance results of the run of the Maxwell Military Express will, I am sure, be a splendid endorsement of Maxwell durability, an endorsement earned from the most difficult source of truck recommendation, the performance field."

Forms Vigilance Committee.

The entire membership of the Delaware Automobile association, which

DANIELS IN DEMAND

Many Want Car With Custom-
Made Body.

HILL CLIMBING MADE EASY

Eight-Cylinder Herschel-Spillman
Motor Takes Daniels Over All
Hills in This Vicinity With-
out Shifting Out of High.

David A. Pepp, distributor for the Daniels Eight in this territory, has been selling Daniels cars so fast since he took over the agency a couple of months ago that he has had to wire the Daniels factory back at Reading, Pa., to increase his allotment. Some special jobs will be in the next shipment he receives.

The Daniels Eight is a car of the higher price class. Every machine comes with a special custom-built body, in optional colors. The motor is the fa-

\$1375

f. o. b.
PortlandSave
\$200

Consider What You Get for \$1375

Saxon "Six" offers you, for \$1375, a combination of the value-features found on other cars selling from \$1550 to \$10,000. It has a six-cylinder Continental motor, Timken axles, Timken bearings, Fedders radiator, Stromberg carburetor, Remy ignition, spiral bevel gear drive, Exide battery, real leather upholstery, Wilson body. No other car within many hundred dollars of the Saxon "Six" price has such a complete array of standard recognized features.

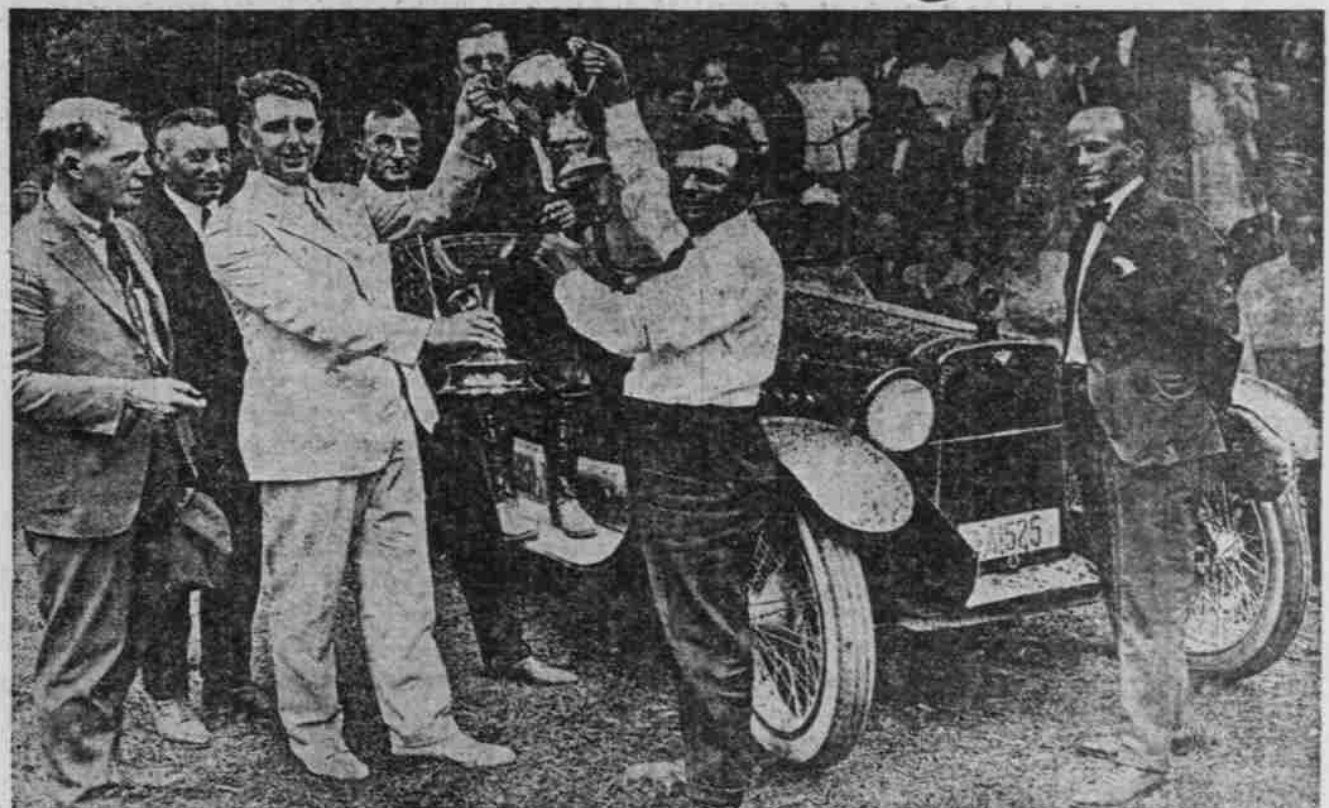
With this combination of unsurpassed features of construction, Saxon "Six" gives you unsurpassed qualities of operation—exceptional power and speed, flexibility and smoothness obtainable in no inferior cars, splendid hill-climbing ability, utmost comfort and ease of riding, ample room and a gratifying economy.

Saxon "Six" has won a reputation for day-in-and-day-out reliable service. It is an honest value in every sense of the word.

SAXON "SIX"

the Practical Car

Proves its Economy Claim



29.3 miles per gallon of gasoline in the Los Angeles to Yosemite Valley economy run, a distance of 365 miles. Saxon Six won over all fifteen contestants, gaining the Grand Prize Cup, also the Class Cup. This contest was supervised by the A. A. A., the highest recognized automobile authority.

WESTERN UNION TELEGRAM

GEORGE W. E. ATKINS, VICE-PRESIDENT NEWCOMB CARLTON, PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

RECEIVER'S NO. TIME FILED CHECK

SEND the following Telegram, subject to the terms on back hereof, which are hereby agreed to

A 694 CH 60 HL CT TWO PERIODS

BO LOS ANGELES CALIF 625 PM JUNE 16

SAXON MOTOR CAR CORP N DETROIT MICH

SAXON WON FIRST OVER ALL FIFTEEN CONTESTANTS IN THE LOS ANGELES

TO YOSEMITE VALLEY ECONOMY RUN, A DISTANCE OF 365 MILES WINNING

THE GRAND PRIZE AND CLASS PRIZE. 29.3 MILES PER GALLON GAS.

CONTEST UNDER A & A RULING. OTHER ENTRIES WERE FRANKLIN OAKLAND

LEXINGTON CASE GRANT STEVENS CHEVROLET DORT MONROE MOON

JORDAN PEERLESS WINTON MARMON AND STEARNS-KNIGHT

J V BALDWIN MOTOR CO 507P



This economy contest demonstrates to America that in her war time need for

the utmost efficiency in all lines that the Saxon "Six" is the practical car.

READ!!!

Buy a Saxon Six for

\$1175

and

Save
\$200

READ!!!

Before the rise in price, July 1, we had in transit from the factory four Saxon Six chummy roadsters and six Saxon Six touring cars. These cars were billed to us to sell for \$1175, but before they had reached Portland the price had jumped to \$1375. We are not profiteers and will give the public the benefit of our good fortune to sell these cars at the OLD PRICE OF \$1175 f. o. b. Portland.

REMEMBER, THESE 1918 SAXON SIXES ARE LATEST IMPROVED 1918 MODELS WITH REAL LEATHER UPHOLSTERING AND THE FAMOUS SOLID, SUBSTANTIAL WILSON BODY

TWIN STATES MOTOR CAR COMPANY

514 AND 516 ALDER STREET
Corner Sixteenth

SAXON DISTRIBUTORS
Bdwy. 494

PORTLAND, OREGON
Open All Day Sunday

LOADED MAXWELL TRUCK LEAVING SAN FRANCISCO FOR LONG DRIVE TO NEW YORK.



THE FAMOUS RAY McNAMARA (AT THE RIGHT) WILL PILOT THE TRUCK ON ITS 3400-MILE RUN TO ATLANTIC SEABOARD.

out of which a new record for durability and mechanical reliability for the distance from San Francisco to New York is to be striven for.

Ray F. McNamara, the world-famed pilot, is at the wheel, this being his tenth trek across the continent, but his initial negotiation of the distance at the steering end of a truck. His mount has been styled the Maxwell Military Express.

McNamara will push the Maxwell to the utmost in an effort to finish the run in 24 days—averaging 100 miles a day.

"If this truck will stand up through 100 miles a day, transporting its capacity load of military supplies, and reach New York with a record to that effect it will have surpassed anything ever put on wheels for durability and reliability," McNamara said, as he left San Francisco. "I expect the truck to do that."

The run and the results of the test will be followed with interest by business men along the route, as the time of its schedule for passing through the various cities is to be made known in advance as far as it is possible.

Schedule Mighty Stiff One.

The run marks the first instance in which a truck has been started on such a long journey with such a stiff schedule of daily and continual performance ahead of it.

The Lincoln Highway will be followed from San Francisco to Omaha, the truck passing through Sacramento, Reno, Salt Lake City, Cheyenne and Lincoln, Neb. At Omaha the "Great White Way" will be followed across Iowa, touching Des Moines and Davenport. At Sterling, Ill., the Lincoln Highway again will be taken up and followed through Chicago, Fort Wayne, Toledo and Cleveland, Pittsburgh, Philadelphia and then on through the final 100-mile run from Philadelphia to the Hoboken ferry landing, across the Hudson from Fort-second street, New York. The run will finish at the American Automobile Association office, Forty-second street and Fifth avenue.

San Francisco newspapermen started the truck on its long grind as it left San Francisco. The odometer figures were set at zero with the start from the St. Francis Hotel. In Salt Lake City the truck and its record that far will be turned over to an official observer at the Utah Automobile Club. This observer will accompany the car to Cheyenne or Omaha.

Throughout the long journey the truck's performance is carefully and officially to be checked by representative automobile clubs en route. Every mile of the trip and the truck's performance record thus will be made available for business men everywhere. A complete and authoritative record of all repairs required and replacements made, if any, will be maintained.

The first day's schedule set by McNamara

covers the entire state, has constituted itself a vigilance committee, the purpose of which is to watch for violations of the motor laws and to co-operate with the authorities in an effort to correct the infractions and enforce the laws justly. This plan was decided on at the semi-annual meeting of the association. A courteous letter is to be addressed by Secretary C. G. Guyer to the reported offender, while a second offense will be dealt with more sternly.

BRISCOE MOTOR STRONG

RECENT IMPROVEMENTS ADD TO
POWER OF ENGINE.

L. W. Turner, Factory Representative,
Tells of Changes Made By
Briscoe Factory.

One of the big qualifications of the new Briscoe models is additional power. The half million dollar motor, since its first appearance in this country in 1914 has always been noted for its brute power. This has been increased nearly 50 per cent by improvements and refinements made in the last three months.

Commenting on this part of the car's anatomy, L. W. Turner, Briscoe factory representative, who was in Portland recently, going over the situation with W. H. Wallingford, explains that the bore of the half million dollar motor has been increased considerably and that every Briscoe crank shaft now undergoes a rotary counter balance test, which, while there are other points that contribute to the increased power, are the principal factors in the increased horsepower.

An ingenious machine is used in the Briscoe factories testing the balance of the shafts. This machine is so constructed that the shafts may be tested at various engine speeds, for you know that while a shaft may balance at one speed it may not at another and vibration is usually the result.

This rotary test discloses the different periods of vibration and is of untold help in its elimination. This balancing of the crank shafts, the weighing of pistons and connecting rods make a perfectly balanced motor.

There are innumerable points to this power proposition—the lift of valves, the timing of valves, the cooling, the position of spark plugs—all of which have been most carefully worked out in the development of this more powerful engine.

The half million dollar motor has earned an enviable reputation for its economy of gasoline and oil, and now with its excess power it is as near a perfect power plant as can be produced.

mous Herschel-Spillman make.

This motor has wonderful power and flexibility. Just by way of illustrating what the Daniels can do in hill climbing as part of the ordinary day's work, Bernie Rosenstein, salesman for Mr. Pepp, took A. Cohn, president of the Northern Grain & Warehouse Company, out for a demonstration ride the other day.

Mr. Rosenstein headed the car for King's Heights as a beginning. The Daniels climbed to the very top without the slightest difficulty on high gear. Then the salesman drove all over the city, picking out the worst hills Mr. Cohn could think of. In every case it was the same. The Herschel-Spillman eight-cylinder motor climbed them all on high with the greatest ease.

What started out to be a demonstration ride of a few minutes lasted two full hours and at the end of that time Mr. Cohn couldn't find any more hills to conquer. So he had his own chauffeur sit at the wheel of the Daniels. With him driving the car repeated the performance.

Not once on the two trips was it necessary to change gears or even to retard the spark to help the motor on the steep hills. Mr. Cohn then and there put in his order for a seven-passenger Daniels car.

He is only one of several other Daniels owners in Portland. Others include Dr. E. DeWitt Connell, who bought his Daniels in San Francisco before Mr. Pepp obtained the agency here. He has twice driven it to California and back, his total mileage now being 10,000, and not once has been in the repair shop. Among recent Daniels purchasers from Mr. Pepp are Dr. M. G. McCormick, M. Barde, R. Roderick Grant, president of the Eastern Glass & Bottle Company; Mr. Ferguson and L. Johnson, of Leighton's cafeteria.

Mr. Pepp now has a complete service station at 66 North Twenty-third street, near Washington, exclusively for Daniels cars. It is in charge of Carl Aronin, formerly with the Daniels factory.

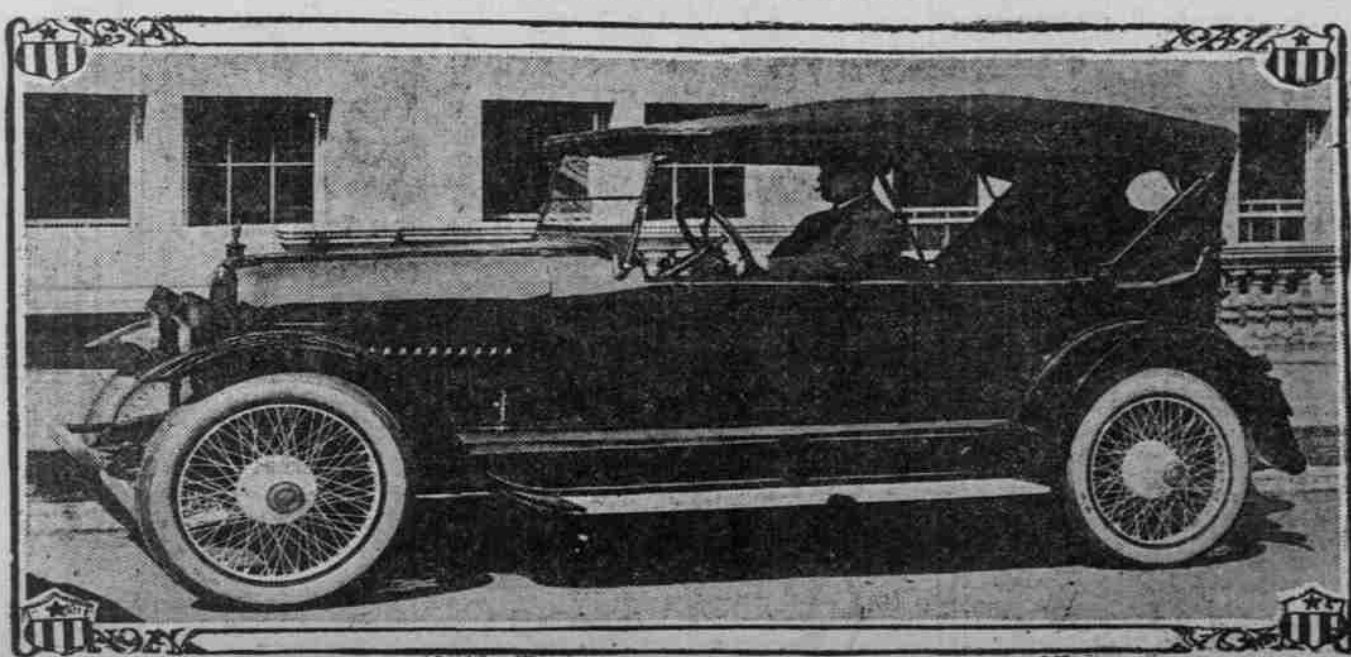
BRAKE NEEDS LOTS OF GREASE

Lubrication of This Important Factor Too Often Neglected.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism, which actuates the brakes. These parts usually depend for lubrication on the hand oil can.

Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

Before starting on a long trip be sure you are well supplied with prepared inner tube or "gasoline" patches.



JORDAN SPORT MARINE MODEL MUCH IN DEMAND.

O. L. Cross, of the Portland Restaurant, in His New Jordan Purchased From the Mitchell, Lewis & Staver Company. This Sport Marine Model Comes With Complete Equipment, Including Wire Wheels and Five Cord Tires.