

OREGON MOTOR CAR HAS MASTER TRUCK

Line to Be Handled in Oregon and Southwest Washington.

LARGE ALLOTMENT TAKEN

E. A. Leeston-Smith, Head of Truck Department, to Take Vehicle to Eastern Oregon This Week.

The agency for the Master truck has been taken by the Oregon Motor Car company, distributors for Studebaker cars and Winther trucks. Announcement of this addition to the passenger car and truck lines handled by the firm was made last week by W. C. Garbe, president.

The Master truck is a well-known line. Its units include the Buda H. U. motor, which gave such sterling service to the government in the war. It has Timken axles and bearings.

A special Master truck feature is the fact that it can be purchased with either Timken worm drive or Torben internal gear drive. Thus purchasers preferring either type of drive can have their choice.

The Master truck comes in 1½, 2, 2½ and 3-ton sizes. It has been manufactured for the past four years, and there are a good many of them in active service in this state and other parts of the northwest. Mr. Garbe has contracted for a large quota of these trucks and expects them to go mighty fast.

Arrangements for the distribution of the Master truck in the Oregon and southwestern Washington territory were made by Mr. Garbe with Ray Wise, Pacific coast factory representative of the truck, with headquarters in San Francisco.

Mr. Wise will accompany E. A. Leeston-Smith, truck manager for the Oregon Motor Car company, and W. T. Newell, who has joined the organization to devote his time exclusively to sales of Master trucks, on a trip this week through eastern Oregon. They will take a 2-ton Master truck with them for demonstration purposes.

This truck is equipped with Goodyear pneumatic cord tires fore and aft, those on the rear wheels being 40x8 with 26x5 in front. These cord pneumatic truck tires are coming very extensively into use in the northwest. They not only make it possible to use the truck at high speeds, thus enabling the owner to obtain the greatest efficiency from it, but also save greatly in depreciation, besides just about cutting gasoline bills in half.

VALVE STEMS NEGLECTED

CAR OWNERS NOT WISE TO IMPORTANCE.

Expert Gives Tips on How to Find Valve Troubles and How to Remedy Them.

In the course of an article in Motor on valves and valve stems, H. A. Tarantous calls attention to the vitally important part played by the valve system, which is often neglected by the car owner, who forgets its essential role.

"While it is important," says Mr. Tarantous, "that the valve head be properly cooled and maintain its correct shape, the valve stem also plays an important part in valve operation. The stem moving up and down in a guide rarely gets proper lubrication. Some owners never bother with them at all, depending on the little oil that leaks down through the valve opening. In some engines the entire valve mechanism is exposed to an oil spray. Worn valve stems, bent stems or tight stems

cause a tapping noise every time the valve is lifted; it also permits of oil in quantity leaking down through the guide and it may allow air leakage to dilute the mixture.

Look at your own engine and notice if there is oil all over the valve mechanism, the tappets and top of the crankcase on that side. If you look closely you may discover that it leaks down through the valve stem guides. Wear at this point is not always of the valve stem; the guide may wear, but the result is the same. If the valve stem is badly worn there is nothing left to be done except to install a new valve or if there are removable guide bushings, a new bushing of such size as to fit the valve stem. Where the valve stem operates in an integral cast iron guide, you have no such choice.

"Exhaust valves more than intake valves are subject to valve stem carbonization. Naturally a deposit of carbon on the stem not only cuts the stem and guide, but also prevents free operation of the valve. Some owners squirt a little kerosene over the valve stems at intervals in the hope of cutting the carbon. The best plan is to remove the valve and get rid of the carbon by repolishing the stem with a piece of emery cloth."

LABOR DEPARTMENT WILL AID 200,000 Posters With Slogans for Good Roads Issued.

As one step in a national movement for the construction of roads now, the department of labor is preparing to issue 200,000 posters bearing on them the slogans, "Build National State and County Highways" and "Build Good Roads Now." The posters will be issued in a wide card size under the signature of W. W. Wilson, secretary of labor. The American Automobile association and the National Automobile chamber of commerce have undertaken to obtain mailing lists of road users throughout the country for the department, which will send out the posters wherever there is a demand for them as long as the edition lasts.

The department has been actively engaged in a campaign for immediate reconstruction for the purpose of assimilating surplus labor and has made road construction one of the planks in this policy.

Numerous articles dealing with various phases of road construction and highways transportation have been prepared, including one recently released which made a survey of the commercial possibilities of transportation of this character in relation to road improvement, pointing to Indianapolis as a concrete illustration point.

The subject is one which has met with national response as reflected in a strong public sentiment not only for state and county construction but also for a system of national highways.

AUTO BUSINESS IS PURCHASED

Former Newspaper Men Return from War, Enter Motor Car Field.

HOOD RIVER, Or., June 7.—(Special.)—R. B. and L. S. Bennett, formerly editor and business manager respectively of the Hood River News, have purchased from C. F. Gilbert the city's oldest existing automobile and implement business. Messrs. Bennett, who sold their newspaper last year in order that they might enter military service, declare that they are optimistic over the future of the motor-car business here, as a result of Oregon's interest in better highways and more directly because of the Columbia river highway.

Mr. Gilbert, a pioneer in Oregon automobile business, will remain through the summer with the new purchasers.

Comfort Stations to Be Built.

MONTESANO, June 7.—(Special.)—Grays Harbor county commissioners have decided to install rest and comfort stations on the Olympic highway for the benefit of tourist travel. The stations have two or three small buildings and out houses and concrete stoves for cooking purposes. The first two will be built near Quinalt lake and near Elma, work on these to begin immediately.

Huge Sums for Tires.

The Goodrich Rubber company, which specializes in statistics as well as tires, estimates that American motorists will spend more than \$1,000,000,000 for passenger car and truck tires during 1919. This amount does not include the money you'll be spending for inner tubes and repair materials.

SELF-STARTERS ON FORD CLOSED CARS

Motors for All Models Being Made for This Equipment.

EXIDE BATTERY IS USED

Quite Likely That Starting Systems of Ford Make Will Soon Be Optional on All Cars.

After years of the same thorough experimentation that has preceded every Ford product offered to the public, an electric starter for Ford cars that is manufactured by the Ford Motor company is now being installed as standard equipment on all Ford closed cars. All Ford motors are now coming from the factory so equipped that the installation of the starting system is only a matter of 15 minutes work, and while no information has yet been vouchsafed by the factory, it is believed that the electric starting equipment will shortly be made optional on all Ford models.

While simplicity is a paramount feature of the Ford starter as finally approved by the Ford engineers, the construction is of the highest type and the general design has been proved the most satisfactory in use today.

The Ford starter is of the two-unit type, and consists of a generator located on the right side of the motor, a starting motor mounted on the left side of the motor and bolted to the transmission cover. When in operation the pinion on the Bendix drive shaft engages with teeth on the fly-wheel. An Exide battery, charging indicator, etc., complete the system.

Because the starting system has been designed as an integral part of the Ford motor, a considerable degree of economy of power has been achieved in the operation of the system as compared with Ford starters hitherto placed on the market.

It requires only one-eighth horse power to operate the generator. The starting motor will turn the motor from 150 to 200 revolutions per minute, and will exert a starting torque of from 14 to 20 pounds, the starting motor is lubricated by the Ford splash system the same as the engine and transmission, while the generator is lubricated by a splash of oil from the timing gears.

In case of any trouble with generator or starter, it is only a matter of a few moments to replace them with new units while repairs are being effected.

It is the plan of the Ford Motor company to see that all the larger Ford dealers are supplied with a stock of extra starters and generators, so that Ford owners may be put to a minimum of inconvenience in the event that they experience any trouble with either of the units.

SOME SENSE TO THIS TEST

French to Try Out Real Economy in Auto Operation.

Le Petit Journal of Paris has arranged a motor car test of speed and economy. It is a fuel consumption trial, and all expenses connected with the running of the cars will be taken into consideration. The first prize will be awarded to the car that has cost the least to operate and has completed the greatest distance in the shortest possible time. Driving skill will enter largely into the competition, and a award will be made not only to the car, but also the driver.

Canadian Highway Planned.

A bill of interest to the motorists of Canada and the United States will be introduced at the present session of the Dominion parliament, asking an appropriation of \$10,000,000 to build a road to be known as the Canadian highway across Canada from coast to coast. This project is in addition to the road-building programme, which will open vast

new areas in Northern Ontario, the Peace River country and Central British Columbia to settlement and rapid development through immigration.

National Dealer System. Representatives of the National Automobile Dealers association have

been placing the picture of a national highways system under control of a federal highway commission before large crowds throughout the middle west and south. Everywhere the response has been an enthusiastic one.

Japs to Build Trucks. A Japanese company is being organized to manufacture trucks in that country. Orders have already been placed with Detroit firms for parts for several experimental trucks it proposes to assemble at once.

Through Roads Needed. One of the strongest arguments for a national highway system is found

in the work of the national park service of the department of interior. This department is engaged in linking up through highways to the various playgrounds which are located in different states. There is a sharp need for links in through roads to take care of the rapidly expanding travel to these centers.



Firestone CORD TIRES

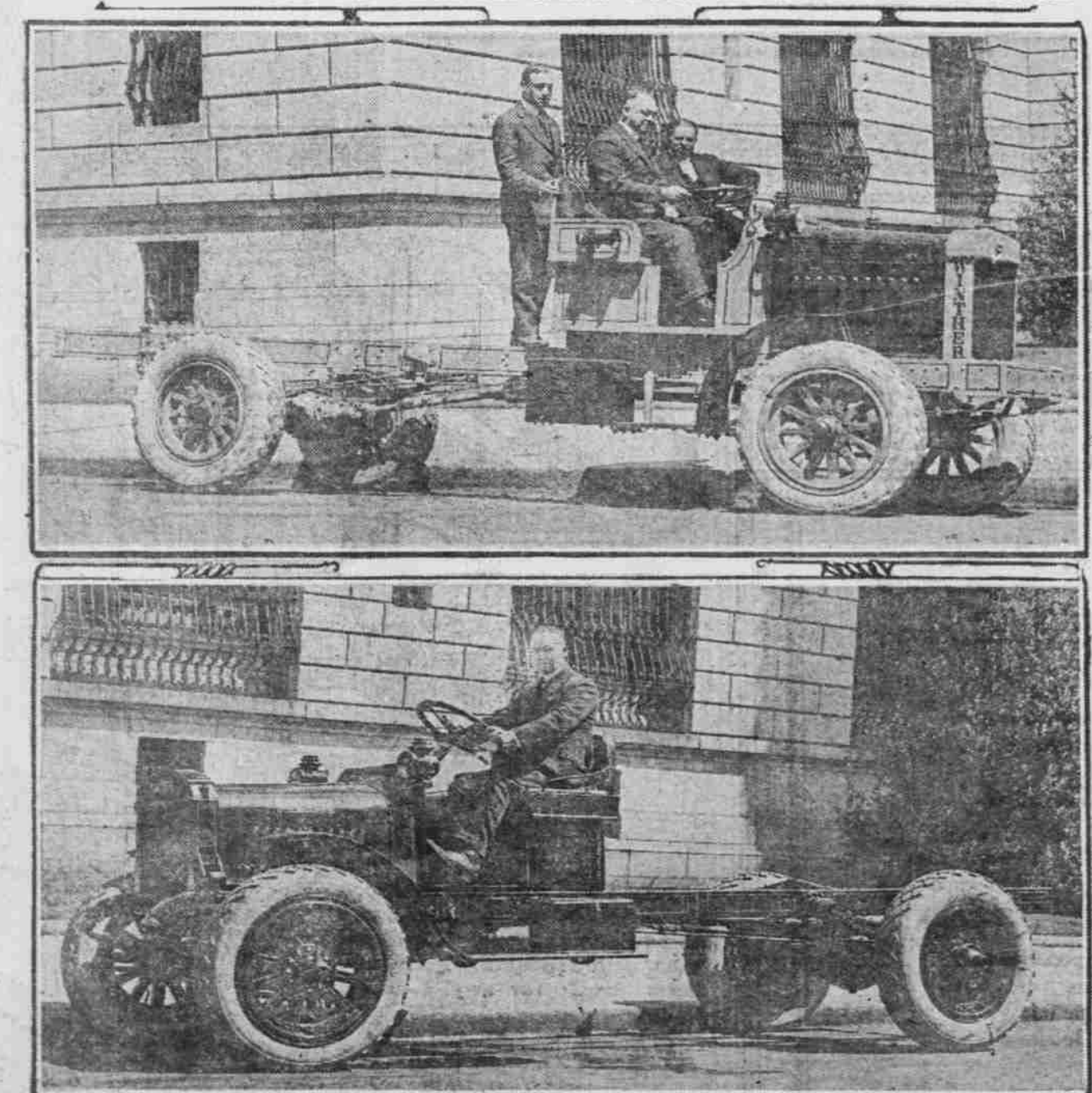
New Standard Over-Size Extra Heavy Non-Skid

THIS LATEST Firestone, the Cord tire of greater diameter, offers not only the limit of air capacity established but a new non-skid tread of greater road-grip and power-economy.

The dealer who sells you this Firestone equipment is thinking of your returns in cost per mile as well as his own returns in making most friends. Let him give you the advantage of

Most Miles per Dollar

TWO STALWART TRUCKS FOR WHICH THE OREGON MOTOR CAR COMPANY IS DISTRIBUTOR.



NOTE THE GOODYEAR CORD PNEUMATIC TIRES ON BOTH THESE TWO-TON MODELS. Above is pictured a two-ton Winther truck, with E. A. Leeston-Smith, truck manager for the Oregon Motor Car company, at the wheel. Beside him is W. T. Newell, who recently joined this firm's truck organization. Standing is Isaac T. Goodman, pneumatic truck tire engineer for the Portland branch of the Goodyear Tire & Rubber company. The lower picture shows a two-ton model of the Master truck, the agency for which has just been taken by the Oregon Motor Car company. Mr. Leeston-Smith is also at the helm of this sturdy power wagon. The pneumatic tire equipment on these trucks fits them for fast service.