FLIVVER MAKES RUN ACROSS CONTINENT

Old 1913 Ford Spry Enough to Do It in 15 Days.

C. B. LLOYD AT THE WHEEL

Former Portland Auto Dealer Finds Some Good Roads, But Mostly Bad Ones En Route.

You can't wear out those old Fords. Witness the trip just made from Washington, D. C., to Portland, in 15 days' running time, over roads that were good and roads that were roads by courtesy only, by C. B. Lloyd of 656 Syracuse street, Portland.

Mr. Lloyd, who once upon a time sold autos in Portland, but for the past couple of years has lived in Washington, has a Ford of vintage of 1913. To glance casually at this car you wouldn't recognize it as that chum, the flivver. It has been dolled up with a roadster body and big-car frontispiece, Stewart vacuum feed, Atwater-Kent ignition and lighting, oversize tires and such, but down under all the trimmings is the old Ford chassis and the good, old Ford engine that doesn't know the meaning of the verb, "to quit."

Mr. Lloyd left Washington in this car on June 6, accompanied by his brother, Lawrence. They reached Portland 20 days later, but five of these days they didn't travel, bringing the running time to 15 days.

No Such Thing Back There.

Roads? If you leave it to Mr. Lloyd he'll tell you there are no such things in some of the states he crossed. Right here in Oregon, he opines, the roads have it far and away over those of the middle west, and when the state highway commission's big road programme is completed he says there isn't a state they passed through en route that can compare with Oregon.

They took the Old Trails route from Washington to Kansas City, via Dayton and Indianapolis. It was paved most of the distance, except through southern Illinois, where they learned a peculiarity of Illinois mud—to wit, that after a rain you can't keep on the road, but slide off it, the only thing to do being to wait until it dries.

From Kansas City they followed the Santa Fe trail via Dodge City, La Hunta and Colorado Springs to Denver.

Mud, mud, terrible mud from Kansas City to Dodge City, and incidentally five inches of rain in two days! From Dodge City to Denver, pretty fair.

"After going through that downpour," observed Mr. Lloyd, "I don't want to hear any remarks about Oregon rain. We don't have rain out here. What we call rain is just a mist."

Next their route lay from Denver to Cheyenne, via the Lincoln highway. Some of it pretty good traveling, but much of the way over a highway that has no license as yet to the name.

Rough Through Desert.

Over the same highway to Salt Lake they found good bottom, but a lot of very rough traveling over dry, rutted, rocky road. From Salt Lake they made Ogden, Boise and Twin Falls, this road being particularly rough through the desert.

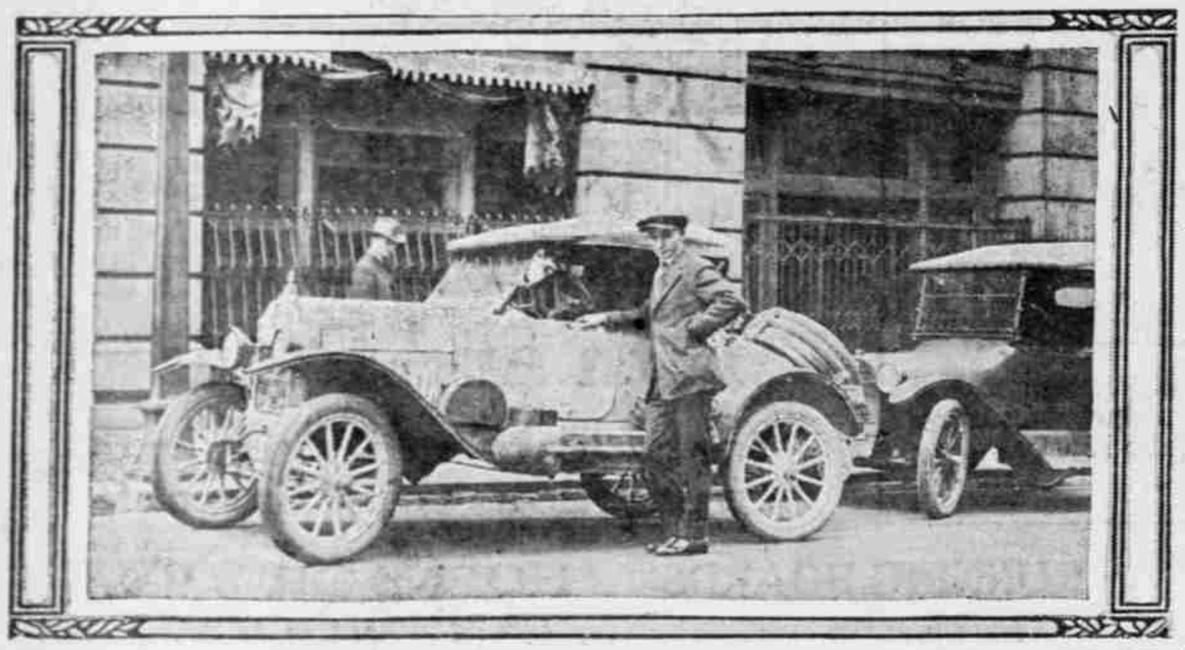
From there on they had no road troubles all the way through Oregon to Portland. The Columbia river highway was by long odds, Mr. Lloyd declared, the best road of the whole trip. Between Heppner and The Dalles they found the road rather cut up by heavy truck traffic.

Considering the various varieties of roads they encountered, Mr. Lloyd considered that they got off easy with two broken front springs, the only mishap of the trip. And these, by the way, were the original 1913 springs. Their age and the bouncing they went through were a little too much for them. Moreover, the car was heavily loaded, for in addition to the two passengers it carried a full camping outfit, several gallons of water and extra oil and gasoline. Their baggage all told weighed fully 500 pounds, Mr. Lloyd declared.

"We came through with the original air in two of our Goodyear cord tires," said Mr. Lloyd. "One of the tires, which was far from new when we started, we replaced en route, and we had one other puncture.

"If I were making this trip over again, I would cut down on the weight. We enjoyed the tour, but it kept us hustling to make the time. Really, to enjoy yourselves on a tour, you must take your time."

FORD CAR COMPLETES RUN FROM WASHINGTON, D. C., TO PORTLAND.



IT DOESN'T LOOK LIKE A FORD, TO BE SURE, WITH ITS SPECIAL ROADSTER BODY, BUT IT IS ONE, AND A 1913 MODEL AT THAT.

This car was driven from Washington, D. C., to Portland in 15 days by its owner, C. B. Lloyd, former Portland automobile man, who is standing alongside. Despite its age of six years and the fact that it encountered some mighty rough roads en route, the only mishap for the whole trip were broken front springs.

HIGHER-UPS DRIVE PACKARDS

Edsel Ford, Astor, Guggenheim Recent Twin-Six Buyers.

When men of large affairs go into the market to buy an automobile, what do they look for in the car they choose to serve their business and personal transportation needs?

Some interesting information in response to that question has been furnished the Packard Motor Car company by its passenger transportation representatives in different cities. They interviewed prominent Packard owners who within the last month have bought either their first twin six or added another to their motoring establishment.

Permanence of a design already proved is valued most highly by such customers. They regard stability of engineering design as an assurance of continued service of the order they or their friends have had from cars of the same engine equipment.

In the case of the twin six, so they reported to the Packard passenger transportation department, they had at their command a car based on an engine design thoroughly tried in the service of 24,000 owners. In the four years since its first appearance, the Packard 12-cylinder power plant has outrun in performance the best the engineers had predicted for it, and, improved by minor refinements incorporated from model to model, has set a standard that probably will endure for many years.

Among the men at the head of great national businesses who have bought twin sixes quite recently are Edsel B. Ford, president of the Ford Motor company; L. P., W. A. and F. J. Fisher, of the Fisher Body corporation; D. M. Ferry Jr., of D. M. Ferry & Co.; Pierre S., Ernest, Philip F. and Mrs. E. B. Du-Pont, of the Dupont de Nemours interests; Dr. John B. Deaver of Philadelphia, Theodore W. Cramp of Philadelphia, A. L. Pierce of Newton, Mass; Jules S. Bache, the banker; Henry Doherty, silk manufacturer; George C. Boldt, owner of the Waldorf; W. M. Crane Jr., paper manufacturer; Colonel A. Colgate, soap manufacturer; Murray Guggenheim, of the American Smelting company; Vincent Astor, capitalist; W. W. Fuller, former chief counsel for the American Tobacco company and R. H. Stoneham, owner of the New York baseball club, all residents of New York or vicinity.

BIG TIRE OUTPUT NEEDED

THIS YEAR'S REQUIREMENT ESTIMATED AT 37,500,000.

President of Globe Tire Says Call Never Was Greater for High-Grade Product.

"The outlook for production and sale of high-class hand-made tires has never been better than it is this year," declares J. B. Linerd, president of the Globe Rubber Tire Manufacturing company. "One of the most significant lessons the war has taught this country is sensible saving. Motorists no longer believe that the cheapest tire is the most economical. They know that the tire that costs a little more but gives a lot more miles is going to give them the most economical mileage.

"The total number of passenger automobiles and trucks registered in the United States last year was 6,088,169. This represented an increase of more than a million over 1917 in spite of the curtailment in manufacture due to the war and the many automobiles shipped abroad to our armies. The 1919 registration of cars will probably be 1,400,000 more, making a total of 7,500,000 automobiles in use this year.

"At a very moderate estimate of five tires per car—four in use and one to spare—this calls for an output of some 37,500,000 tires this year. More and more motorists are calling for tires that will give them maximum mileage and minimum wear on their automobiles.

"This is partly due to war-taught economy and partly to their desire for uninterrupted transportation free from punctures and blowouts. Experience is teaching them every day that the tires we make by hand of high-grade materials with methodical care will enable them to tour and travel without such interruptions. We have nothing but the most optimistic anticipations for this automobile season. The man who buys Globe pays far less per mile than the man who buys ordinary tires."

Do not back into the curb—except to load or unload.

NEW SAVINGS PLAN BY GENERAL MOTORS

Deposits Up to $300 Per Year Matched by Company.

6 PER CENT INTEREST PAID

At End of Five-Year Period Employe Gets Back Own Money and That Put Up by Company, Too.

The General Motors corporation has inaugurated a new savings and investment plan for the benefit of its employes.

By this plan, which has been inaugurated by W. C. Durant to assist employes in saving and investing a portion of their earnings, any employe who has been in the service of the General Motors corporation for more than three months may increase his yearly earnings 10 per cent.

The employe may save up to 10 per cent of his yearly salary, depositing it with the company, provided he gets $3000 per year or less; $300 is the limit to be invested in any one year. This is done to eliminate the high-salaried department heads, as the plan is solely for the benefit of the working man.

Deposits may be made in the savings fund in amounts of $5 or multiples thereof. For every dollar thus deposited the corporation deposits a like amount in what is known as the investment fund. For the total amount deposited, both by the employe and the corporation for the employe, the employe receives interest at the rate of 6 per cent. The amount deposited by the corporation to the credit of the employe is made over to the employe in five annual payments.

Chevrolet Factory Explains.

Thus the employe, at the end of five years, gets an amount equal to that which he saved and he has received 6 per cent as a reward for saving a portion of his income.

The Chevrolet Pacific coast factory has issued a circular letter to all employes throughout the western territory, in which it says:

"To all Chevrolet employes: The General Motors corporation is offering to you, its employes, a savings and investment fund, providing you have been an employe of this company for three months or more.

"A careful reading of the booklet which accompanies this letter will convince you that taking advantage of the corporation's offer is money in your pocket, as it is offered to you with one object in mind only, that is to encourage your savings. The offering of this plan is entirely a gift from the corporation and will no doubt cost thousands of dollars. It is therefore to your interest to participate in this plan to its full extent, namely, 10 per cent of your earnings, not to exceed $300 per year.

"The General Motors corporation will pay into the fund an amount, dollar for dollar, with the employe, which amount will ultimately be added to the amount paid in by the employe. However, to encourage the employe to let his money remain in the fund for a considerable period, the amount paid in the corporation will be credited to the amount paid in by the employe, one-fifth each year.

"In other words, if an employe has invested $100 in the fund, the corporation would at once pay in another $100. At the end of the first year, if the employe has let his money remain, he is credited with $20 of the $100 paid in by the corporation and so until, at the end of five years, he is credited with the entire $100 paid in by the corporation.

In addition, interest at the rate of 6 per cent will be paid annually on all sums invested. This is in addition to the $100 which the employe receives on his investment at the end of five years."

Proper rules are made for handling the fund, for withdrawals if necessary and for transfer of the funds to estates of deceased members. The money invested is as carefully guarded as in a savings bank. The principal idea is to encourage thrift among the employes of the organization, which on the Pacific coast is largely represented by the Chevrolet plant.

Employes of the Chevrolet factory and its branches are enthusiastic over the plan. Mechanics, salesmen and others are saving 10 per cent of their earnings.

McPHAIL TAKES VACATION RUN

Stutz Dealer Drives to British Columbia for Few Days.

C. D. McPhail of the Autorest garage, Stutz distributor for Oregon, has taken advantage of the July Fourth holiday period to get away for a few days of vacation. He took a Stutz last week and headed for British Columbia. He expected to put in a day or two at Vancouver and spend the remainder of the time driving about the country. He will return this week.

Least Money and Worry.

"The best satisfied truck owners," says George D. Wilcox, director of sales and advertising of the Commerce Motor Car company, "is the one to whom you sell a piece of mechanism that carries his costs at the least money and worry."

IT WILL BE A FINE ROAD WHEN THEY GET IT FINISHED.

VIEW OF COMPLETED PART OF NEW PACIFIC HIGHWAY GRADE THROUGH COW CREEK CANYON, WITH WILLYS-KNIGHT CAR IN FOREGROUND.

WHAT MAKES CAR RUN?

EXPLOSIVES? NO, SAYS ESSEX DEALER HERE.

C. L. Boss Declares It's Expansion of Heated Gas in Cylinders That Makes Power.

"There is hardly one driver of an automobile in a hundred that really knows what makes his car run," says C. L. Boss, Hudson and Essex distributor for Oregon. "Ninety-nine per cent of the people you meet will say that their car is operated by explosions in the cylinders.

"As a matter of fact, nothing even remotely resembling an explosion takes place in an automobile engine when the gasoline vapor is ignited by the spark. Every gas engine is a heat engine and derives its power from converting the fuel used into heat. It is the expansion of heated gases in the cylinders that results in the impulses necessary to run the motors.

"So far as the motor is concerned, a gallon of gasoline represents so many heat units, and the greater the percentage of these heat units that can be converted into power, the greater the efficiency of the engine and the lower the cost of operation.

"The combustion of the gasoline in the cylinders is a comparatively slow operation. This is the reason for advancing the spark. When the spark is advanced the combustion is started before the piston reaches the upper half of its stroke. Thus the full force of the expanding gas is utilized the instant the piston begins its downward journey.

"One of the secrets of the remarkable performance of the new Essex is the care taken to utilize the heat generated from every drop of fuel. As a result the motor develops more than 50 horse power although it is only rated at 18 and is only 23 inches in length over all.

"The manifold carrying the carburetor is bolted directly to the head of the cylinders and the inward passages are given a downward slope from the carburetor through the valves. Perfect conditions for starting are thus obtained together with the greatest efficiency since the combination of gravity flow of the mixture and the hot manifold insures perfect distribution and complete combustion of the fuel. Every drop of fuel is atomized and burned.

ROADS ARE IN GOOD SHAPE

Hood River Tourists Report State Highways Excellent.

HOOD RIVER, Or., July 5.—(Special.)—Highways between here and eastern Oregon are in fine touring condition, declares Frank Davenport Jr., who with a party of local people has just returned from Spray and Pendleton. The motorists, leaving here Sunday, June 22, passed through the Warm Springs reservation and visited Bend and Prineville before going to Spray.

The party, in addition to Mr. Davenport, consisted of Mr. and Mrs. K. W. Sinclair, Mrs. Jeannie Miller, Mrs. F. E. Newby and Mrs. Davenport.

NO SLACKENING THIS YEAR

Demand for Cars to Keep Right Up Through the Summer.

There will be no summer slack in the automobile business this year from all indications. Manufacturers and dealers see no letup in demand for 18 months to come. This condition is fulfilling the prediction made last January by Edward S. Jordan, president of the Jordan Motor Car Company of Cleveland, Ohio. Jordan's prediction was that with the first warm day of spring there would not be automobiles enough in the world to satisfy the demand.

Jordan admits that his own factory is not able to keep up with demands of Jordan dealers. He has orders on hand for four months' production and is building large additions to his plant.

"This is the greatest year in the greatest business in the history of the world," Jordan writes to H. W. Mitchell of the Mitchell, Lewis & Staver Co. "One striking feature of present conditions is the tremendous demand for closed cars.

"There will be no letting down after the Fourth of July as in other years. People are buying right and left and manufacturers cannot begin to make up for the slack during the war. No car with a good name stands on the dealer's floor now."

Jordan brought out two new models to meet the spring and summer demands, the Silhouette and Playboy. Both reflect a careful study of European cars in their Parisian refinements of comfort and design.

A noisy valve tappet, the cause of the trouble being wear, when no adjustment is provided, can generally be remedied by placing a fiber washer under or over the valve ends.