

## TEMPLAR FOUR NOW REPRESENTED HERE

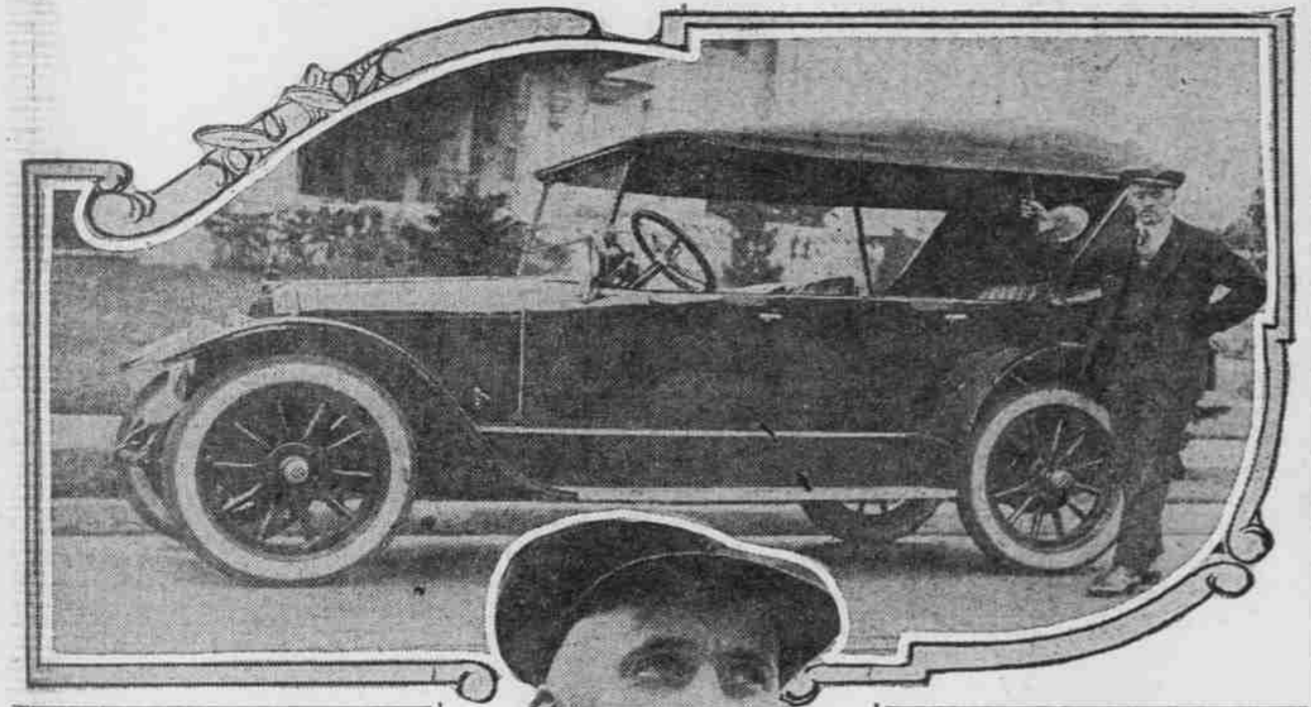
"Super-Fine Small Car" Has Come to Town.

### ONE AUTO THAT'S UNIQUE

Wray Motor Car Company Formed to Handle Templar Line Exclusively in Oregon.

The Templar Four, known as "the super-fine small car," is now represented in Portland.

LOOK, LOOK! SEE THE NEW TEMPLAR FOUR, JUST ARRIVED, AND THE MAN WHO'LL SELL IT IN PORTLAND.



Mr. Wray has put in most of his time since reaching Portland, which hereafter is to be his home, in answering questions about the Templar. Wherever he has stopped in the street a crowd has quickly gathered, attracted irresistibly by the lines and appearance of this distinctive little car, and it has been just one question after another.

So busy has he been answering questions that Mr. Wray hasn't as yet been able to get permanent quarters for the new Wray Motor Car company, but he expects to announce a permanent location very shortly.

Mr. Wray, however, has obtained temporary quarters for the Templar at 90 North Broadway.

**In Class All Its Own.**  
He was connected in Seattle with the Greater Motors Corporation, which has the distributing agency for Templar cars in the Pacific northwest. While the Wray Motor Car company is a separate concern, it will be closely affiliated with Greater Motors.

Many new cars have appeared here in the past two years, but the Templar is unique among them all. A small car, with wheel base of only 111 inches, it is built of units and materials such as are ordinarily only to be found in the very high-priced cars. For example, its steering knuckle is the same as those used on the Marmon and the Mercer. It has ball bearings in front and double ball bearings in rear.

Its manufacturers don't attempt or pretend to sell it in competition with cars of the low-price class. Many a larger car sells for considerably less. But the Templar Motor corporation of Cleveland, which makes it, does claim that for its price the Templar is not to be surpassed, and that it is a smaller edition only of the high-priced cars, built for the man who wants a quality car in small size.

The Templar has a long stroke, high-speed, four-cylinder valve-in-head motor with counter-balanced crankshaft, made in its own factory. This motor has 3 1/2-inch bore by 5 1/2-inch stroke, and it develops great power, with amazing flexibility.

**Scoots Up the Hills.**  
Just to see what it could do on Portland hills, Mr. Wray took the Templar to the head of Washington street and from almost a stop started out the Barnes road to the Kings and Arlington heights turn-offs. This is a long grade and a hard one, as any motorist can testify, but at the turn-off the Templar had accelerated to 35 miles per hour.

Then from almost a stop Mr. Wray took the Templar up the stiff grade in East street above Washington, and to the top the car had accelerated on high to 32 miles per hour.

The Templar is made in two-passenger, four-passenger and five-passenger open models and in several enclosed models. It comes in Tiffany bronze, light wine, Atterbury blue and khaki gray, and the roadsters are painted cream.

These cars are sold completely equipped with Pirestone cord tires, spotlight, clock, motometer, grade indicator, plate-glass windows, Macbeth windows and compass. The buyer of a sport roadster even finds a kodak all ready to use in the car! The roadster also is equipped with six wire wheels and cord tires.

Mr. Wray says that on his drive down from Seattle a week ago in a five-passenger Templar, with three persons and a lot of luggage aboard, he averaged 20 miles to the gallon of gasoline.

The first carload of Templars for Portland is due this week.

### DANIELS EIGHT IS INDIVIDUAL

Car of Fine Performance Easy for Women to Handle.

The demand nowadays among those who can afford to buy a motor car is for individuality of design and coach work. Men are demanding that their motor cars be as distinctive as their homes.

Women, more than men, are in the market for cars of special design with the best possible finish and materials. Women are looking for things all their own, different from anything else and now they must have their motor cars the same way.

"We are selling all the Daniels eight-cylinder cars we can get from the factory," says David Pepp, local distributor of the Daniels Eight.

"The car performs wonderfully, be-

ing one of the easiest cars to handle I ever drove. For acceleration and driving ranges I doubt if there is a car that can excel the Daniels. The car will throttle down to walking speed and at the touch on the throttle will pick up smoothly and swiftly."

### KEEP KINKS OUT OF HOSE

Autoists Told to Keep Water Supplied to Radiator.

A radiator is mounted so closely to the fan as is possible without creating the excessive noise that would develop when a fan is too close. Too great a distance from the radiator causes the fan to lose a great deal of its efficiency. Sufficient hose should always be allowed in connecting the top of the radiator and water jacket cover to avoid any strain on these connections. The engine weaves in its front support as the car passes over rough or uneven roads, and this would destroy the hose. Avoid any sharp bends or kinks which would retard free passage of water.

### Slipping Belt.

When the leather fan belt develops considerable slippage though it is reasonably tight, it is very probably because the rough side of the leather is against the pulley surface. The smooth side of the leather has a much greater traction adherence.

## F. W. A. VESPER TO BE HERE ON AUGUST 4

Dealers Here Arrange Dinner in His Honor.

### HIGHWAY TRIP IS PLANNED

President of National Automobile Dealers' Association to Give Address at Chanticleer.

F. W. A. Vesper, of St. Louis, president of the National Automobile Dealers' association, will be the guest of Portland automobile dealers on August 4. Official acceptance of an invitation from the Dealers' Motor Car association

of Oregon to visit them and deliver an address on the scope and purposes of the national dealers body has been received from Mr. Vesper, who is making a tour of various northwest points.

He was at Yakima, Wash., Friday and Saturday of last week, where he addressed members of the Washington automobile chamber of commerce. This meeting was attended by M. O. Wilkins, secretary of the Oregon body, and by W. J. McCallum of the Northwest Auto company and W. C. Garbe of the Oregon Motor Car company.

With A. B. Manley, of the Manley Auto company as chairman, these three are members of a special committee named by the Dealers' Motor Car association of Oregon at its last meeting to arrange a programme for Mr. Vesper's entertainment at which dealers from all parts of Oregon and southwestern Washington towns, may hear him.

The programme arranged by this committee includes a drive out the Columbia river highway and a chicken dinner at Chanticleer tavern in honor of Mr. Vesper. The dealers will leave the Multnomah hotel in cars at 4 o'clock, August 4, which is a week from Monday, and will dine at 7.

Invitations to this ride and dinner to Mr. Vesper have been sent by the committee to Oregon and southwestern Washington dealers. It is believed that from 100 to 200 will attend.

When the car gets stuck in the mud do not try to pull out by running the rear wheels. As a matter of fact, the slower the wheels turn the better chance they have of getting a grip. If the car can be rocked by alternate engaging and disengaging the clutch it will be found that the pendulum action of the car will pretty nearly carry it out of a bad spot.

### POOR PACKING OFTEN CAUSE Many Blame Nut When Water Pipe Begins to Leak.

When the water pump begins leaking do not assume that necessarily it is because the nut is too loose. Frequently the nut is not to blame at all, but poor packing is the real cause of the trouble. Packing for this part consists of canvas wick soaked in tallow, heavy twine similarly treated or special packing material. After the nut has been turned to press the packing down, do not turn it further, as excessive squeezing is apt to damage some part of the body of the pump.

### When in the Mud.

When the car gets stuck in the mud do not try to pull out by running the rear wheels. As a matter of fact, the slower the wheels turn the better chance they have of getting a grip. If the car can be rocked by alternate engaging and disengaging the clutch it will be found that the pendulum action of the car will pretty nearly carry it out of a bad spot.

### GOOD REMEDY FOR CLOGGING Matter in Fuel Pipe Cause of Vacuum Tank Trouble.

When foreign matter of some kind finds its way into the fuel pipe between the two sections of the vacuum system the result is that the vacuum tank is empty in spite of the fact that there is plenty of fuel in the main tank. When this happens fill the float chamber of the carburetor with gasoline, which can be drawn from the main tank, and then start the engine. The resulting suction will draw out the obstruction and permit the system to function again. This same trouble is sometimes caused by obstruction of the small air hole in the filler cap of the main fuel tank, which must be kept open to induce atmospheric pressure on the gasoline.

### Place for Fiber Washer.

Irregular magnet action sometimes occurs because of end play in the armature windings. The end motion of the armature may be sufficient to upset the action of the contact breaker and render the time of firing uncertain and irregular. Inserting a fiber washer to take up the slack is the correct remedy.

### Aluminum Pistons and Carbon.

Owners of cars equipped with aluminum pistons should be very cautious about removing carbon deposits with oxygen, as the extreme heat generated by this operation is more than likely to melt the aluminum of the piston.

# TEN POINTS TO SETTLE BEFORE YOU BUY ANY TRUCK—

THE motor truck is established. Its utility is no longer questioned. As a means of transportation it is definitely established that a motor truck is incomparably economical, convenient, etc. So it is not a question of whether or not you need a motor truck.

Your decision must be which truck to select. It is a big question—not to be decided until you have every fact, every data of cost before you. On that basis only can you make a selection that will justify the required expenditure.

GARY, "The Ten-Test Truck," invites every investigation—every test or question that any owner may advance. The Gary Motor Truck has been selected by some of the largest truck users in America. They buy on the basis of fact only—and Gary has satisfied these owners in every one of the following ten vitally important points.

- TEST 1** Don't buy a truck that will depreciate too rapidly to be economical. You really rent a motor truck when you buy it. At the end of its period of use it should have a substantial "cash or trade-in" value. Investigate the actual "after use" worth of any truck before you make your selection.
- TEST 2** Trucks are a means of economy. It is not an investment to buy the truck that will increase your transportation costs. Find out what it will actually cost you to transport your merchandise.
- TEST 3** Skilled experienced labor costs money. You don't want to increase your labor hire because of your truck investment. Before making your choice, take any worker in your Delivery Department. Give him a few simple instructions. See whether or not the truck is simple enough for his unskilled abilities.
- TEST 4** From front fender to rear lamp bracket, maximum efficiency of operation requires even distribution of weight, work and wear. The motor must not be too light for its load—the frame must not be heavier than is necessary. Consider whether or not there is proper co-relation of size and parts.
- TEST 5** Do not buy a one-ton truck and expect it to do 3 1/2-ton duty. But the truck you do buy should be built to allow for a reasonable margin of overload. Buy the size truck that your business needs. Do not invest in a 5-ton truck for 1-ton labors. Nor should you buy a 3 1/2-ton truck to do the work of a 5-ton truck.
- TEST 6** Accidents will happen—and some repairs are inevitable. Select a truck of a design so standardized that repairs will never keep your truck out of service.
- TEST 7** A truck made by a maker having limited resources is a questionable investment. Be sure the maker of your truck will be able to continue in business as long as you do.
- TEST 8** The dealer is the agency that is directly responsible to you. Be sure that the dealer from whom you buy your truck is as reliable and dependable as your own banker. Do not buy a truck from a dealer that has a reputation for shifting responsibility.
- TEST 9** Radical changes and principles are experimental. Do not buy an experimental truck. Keep within approved design and principle.
- TEST 10** An emergency will arise where you will have to run your fully-loaded truck at its maximum speed. Power should provide for speed—to allow for speed when it is necessary.

**SIMPLICITY**  
Skilled experienced labor costs money. You don't want to increase your labor hire because of your truck investment. Before making your choice, take any worker in your Delivery Department. Give him a few simple instructions. See whether or not the truck is simple enough for his unskilled abilities.

**EQUALIZED BALANCE**  
From front fender to rear lamp bracket, maximum efficiency of operation requires even distribution of weight, work and wear. The motor must not be too light for its load—the frame must not be heavier than is necessary. Consider whether or not there is proper co-relation of size and parts.

**OVER CARRIAGE**  
Do not buy a one-ton truck and expect it to do 3 1/2-ton duty. But the truck you do buy should be built to allow for a reasonable margin of overload. Buy the size truck that your business needs. Do not invest in a 5-ton truck for 1-ton labors. Nor should you buy a 3 1/2-ton truck to do the work of a 5-ton truck.

**CONTINUOUS OPERATION**  
Accidents will happen—and some repairs are inevitable. Select a truck of a design so standardized that repairs will never keep your truck out of service.

**ESTABLISHED MANUFACTURE**  
A truck made by a maker having limited resources is a questionable investment. Be sure the maker of your truck will be able to continue in business as long as you do.

**DEALER DEPENDABILITY**  
The dealer is the agency that is directly responsible to you. Be sure that the dealer from whom you buy your truck is as reliable and dependable as your own banker. Do not buy a truck from a dealer that has a reputation for shifting responsibility.

**NON-RADICAL DESIGN**  
Radical changes and principles are experimental. Do not buy an experimental truck. Keep within approved design and principle.

**SPEED-POWER**  
An emergency will arise where you will have to run your fully-loaded truck at its maximum speed. Power should provide for speed—to allow for speed when it is necessary.

GARY, "The Ten-Test Truck," has measured up to every test. Let us give you the facts to prove it.

## GARY COAST AGENCY

71 BROADWAY, NEAR OAK

BROADWAY 2162

## M'GRAW TIRE NOW HERE

OREGON TIRE COMPANY GETS IT IN THIS TERRITORY.

Well-Known Make Is Guaranteed and Adjusted on Basis of 6000 Miles of Service.

The Oregon Tire company, 61 First street, has obtained the Portland territory for the well-known new process McGraw tires. These tires are made in both fabric and cord. The McGraw company is producing a tire under a patented process exclusively their own that is strongly built with exceptional side wall strength, and fully guaranteed with adjustment on a basis of 6000 miles for fabrics and 8000 miles for cords. The price is in accord with other standard makes. The Oregon Tire company, realizing it is somewhat late in the market, as a special inducement—for a limited period—is furnishing gratis an inner tube with each tire.

**Carbon Removers.**  
The market at present is flooded with auxiliary air and moisture injecting devices, some of which are good and some bad. The moisture injecting devices will in most cases prevent formation of carbon on the cylinder walls, but they are not likely to remove carbon already formed, although this claim is made for them. The air devices are practically useless, unless the owner is absolutely certain that the air range of his carburetor is insufficient. If the adjustment already on the carburetor is capable of supplying more air, an auxiliary air device is a waste of money.

**Base for Jack.**  
Two small wooden blocks about the size of bricks serve very well as a base for a jack, when it is necessary to use it on a muddy road. In this connection it may be jacked up on a grade, even the slope of a high-crowned road, as the car is likely to fall off the support, with perhaps unfortunate consequences.

When the car gets stuck in the mud do not try to pull out by running the rear wheels. As a matter of fact, the slower the wheels turn the better chance they have of getting a grip. If the car can be rocked by alternate engaging and disengaging the clutch it will be found that the pendulum action of the car will pretty nearly carry it out of a bad spot.



**YOUR CREDIT IS GOOD AT NO EXTRA COST**

**CORDS or FABRICS**  
10,000 Mi.—8000 Mi.

**391 STARK**  
Near 10th Opp. Pittock Block  
**JOHN A. WALTER TIRE CO.**

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## Be Sure Your Truck is "All There" When You Buy it

You can't run a truck safely without driver's seat, without a rain-vision, ventilating windshield, without a Pierce governor, a Boyce motometer or a speedometer.

You can't run a motor truck economically without an electric starter.

You can't run a motor truck efficiently without electric lights—and it's both safe and handy to have an electric spotlight.

You should have a channel steel bumper. And of course you should have a good storage battery—and it has to be carried on a spring-cushioned cradle if you use solid tires or it won't stay good very long.

These items are not "accessories" though custom has made them seem so. They are necessities. For almost four years our belief in them as necessities has been so pronounced that we have furnished every one of the articles mentioned as regular equipment with Grant trucks.

We say a truck isn't all there unless you get this equipment with it.

Compare our prices with trucks that are offered you without this equipment. Compare Grant quality. Compare specifications. Compare records of successful service.

And Grant trucks are backed by the Grant Motor Car Corporation—one of the world's largest and most successful builders of good passenger cars and trucks.

1800 pound truck complete with express body \$1125  
1 1/2 ton completely equipped \$1885  
2 ton completely equipped \$2150

**MANLEY AUTO CO.**  
A. B. Manley, President. Eleventh and Oak at Burnside. Phone Broadway 217. C. M. Menzies, Manager.

**GRANT MOTOR CAR CORPORATION - - CLEVELAND**

**Commerce TRUCKS**

**THE Commerce Truck is a good buy. Back of it are years of specialized effort in building one standard type of truck chassis.**

**For sturdiness, reliability, economy and price the Commerce can not be equalled.**

1 Ton—\$1500  
1 1/2 Ton Overload Capacity Solid Tires  
1 1/2 Ton—\$1895  
1 1/2 Ton Overload Capacity 35 x 6 Pneumatic Cord Tires  
F. O. B. Detroit

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