

### SAYERS SIX LATEST AUTO ROW ARRIVAL

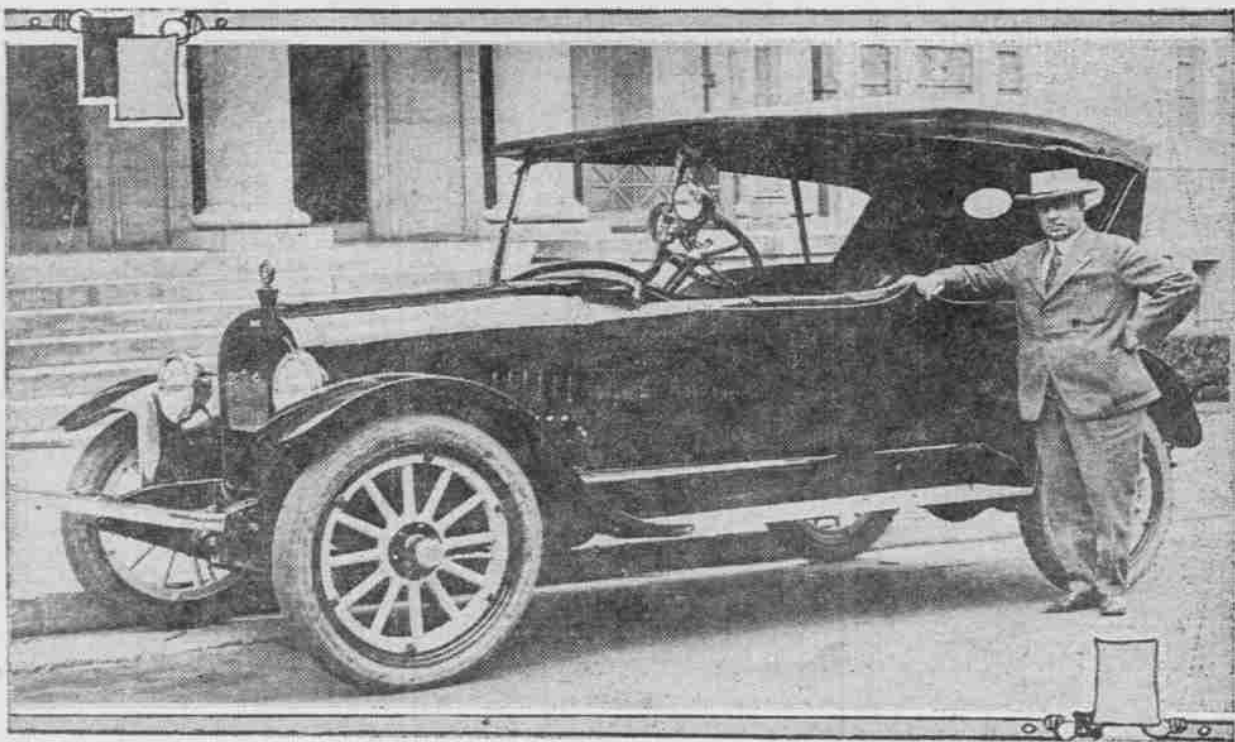
H. W. Denis General Manager of Company to Handle It.

### BUILDING TO RISE AT ONCE

Sayers Pacific Motor Car Company Formed With Oregon-Washington Territory for This Car.

H. W. Denis, well-known Portland automobile man, has brought the Sayers Six into this territory. He returned to Portland a week ago from Cincinnati, bringing with him the first Sayers cars to be seen in the northwest, though the

HANDSOME LINES ON NEW SAYERS SIX, JUST COME TO TOWN.



Standing beside the car is H. W. Denis, well known in Portland as sales manager for other lines, who will handle the Sayers in this territory as general manager of New Sayers Pacific Motor Car company. He has just returned from the east, where he closed for the agency here.

line is one well known in the eastern states.

The Sayers Six is no spring chicken in the automobile world, though not before represented in the northwest. It has been manufactured for the past four years, but far back of that the company making it had a reputation for building vehicles and vehicle bodies of merit.

The Sayers Six is a custom-built car, made by the Sayers & Scoville company of Cincinnati, which was established in 1874. For many years this firm manufactured coach bodies, hearse and ambulances. Twelve years ago it began the manufacture of motor ambulances and hearses and its entry into the passenger field four years ago was only a logical extension of its business scope.

**New Company Formed.**  
When Mr. Denis returned from Cincinnati he made another announcement of interest. This was that the car will be handled for the Oregon and Washington territory by a new firm, which has incorporated as the Sayers Pacific Motor Car company. Officers of the company are A. Cobb, president; H. W. Denis, vice-president and general manager, and Charles H. Farrington, president of the Western Bond & Mortgage company, secretary.

The new firm has closed for a site on a fine location in upper automobile row and has an architect preparing plans for an L-shaped two-story brick and concrete automobile building to be erected at once.

This building will contain 24,000 square feet of space. The whole building will be occupied by sales quarters and service station.

Until other temporary quarters can be obtained pending erection of the new building, headquarters of the company are with the Oregon Bond & Mortgage company in the Board of Trade building.

**Twelve Cars on the Road.**  
The Sayers Six has such standard units as Red Seal special motor, Zenith carburetor, Borg & Beck clutch, Hotchkiss drive, with double universal joints completely enclosed, selective sliding gear type of transmission, nickel-steel gears and shafts and high-grade bearings, Delco starting and lighting system, Stewart vacuum feed tank and Fedders radiator.

It has double-forged I-beam heat-treated front axle, with floating type of rear axle, and spiral bevel differential gears, ratio 4 1/2 to 1. The springs are semi-elliptic, 28 inches long in front, 54 1/2 inches in rear and two inches wide. Power tire pump and motometer are standard equipment.

Only two of these cars are as yet in town, but 12 are en route. A special feature is the body work, the bodies being made in the Sayers & Scoville factory, with 25 coats of paint, hand applied, and best leather upholstery.

In addition to the Sayers Six, the Sayers Pacific Motor Car company will handle the ambulances and hearses built by the Sayers & Scoville company.

**500,000 CARS IN NEW YORK**  
By End of Year There Will Be 525,000 Autos in Operation.

ALBANY, N. Y., Aug. 2.—New York has passed the half-million mark in its motor vehicles. Announcement to this effect by Francis M. Hugo, secretary of state, and head of the motor vehicle bureau, carries with it the prediction that by the end of this year there will be close to 525,000 cars owned and operated in this state.

Registration records have been smashed week after week, the 462,700 cars of last year increasing by leaps and bounds, restricted only by production, until the 500,000 mark has been passed. Million-dollar months from the registration of cars in this state have become common.

**PLANTS NEEDING MORE MEN**  
Openings in Motor Industry for ex-Service Men.

CHICAGO, Aug. 2.—There is an acute scarcity of skilled labor in the motor trade throughout the United States and particularly in Chicago, it is reported to Colonel Arthur Woods, assistant to the secretary of war, by the editor of Motor Age. There are therefore excellent opportunities for skilled labor along any line connected with the motor industry for finding satisfactory employment. This offers an attractive field to dis-

charged service men, a great many of whom received a thorough training in the handling of motors during their service in the army. The motor industry, it is further reported, has utilized the services of discharged soldiers and sailors to the fullest extent. Practically all of the men returned from the service who before enlisting were in the motor industry or trade have been re-employed. In addition a great many men who have been trained along motor lines while in the service have also found employment.

On account of the labor unrest in practically all skilled labor lines, however, and on account of the falling off of immigration and apprenticeship during the period of the war, there are still a number of excellent opportunities open to ex-service men who before the war were members of the motor industry or who during the war acquired skill in the motor trade.

### TRUCK IS USED AS ENGINE

Chevrolet One-Ton Vehicle Replaces Locomotive in Emergency

The motor car in its latest achievement is cast in the role of a switch engine.

W. L. Laughland, Chevrolet dealer at Vacaville, Cal., recently received a carload shipment from the factory at Oakland, which was left on a siding some distance down the track from the load-

### KEEP PRESSURE UP, EVEN ON HOT DAYS

Goodyear Expert Warns Not to Deflate Tires.

### TIRES ARE NOT FRAGILE

They Are Made to Stand Several Times the Pressure Advised for Them.

"These hot summer days cost motorists a lot of money," says G. E. Brunner, manager of the service department of the Goodyear Tire & Rubber company, Akron, O. "Most motorists have a wrong im-

pression about the increase of air pressure in tires in warm weather," explains Mr. Brunner. "In fact, the belief is quite common that on hot days the air pressure may increase to the point of causing a blowout. There really is nothing to this belief, for the heat does not come from the temperature of the air outside, as is commonly supposed, but from the natural flexing of the tire as it rolls over the road or street.

"As this heat is due to the bending of the tire, the same heat is created regardless of the outside temperature. Most tire users believe that to overcome this effect the pressure must be decreased, and the common practice is to run tires at a lower pressure on hot days. But this increases the bending of the tire carcass and the motorist actually aggravates the tire condition that he seeks to relieve when he decreases the pressure in his tires.

"It is true that on a very hot day the air pressure in tires used continuously increases slightly but never sufficiently to cause any injury to the tire. Tires are not as fragile as some persons imagine, and are able to stand three and four times the ordinary pressures used.

"There is more danger in decreasing the pressure than in permitting it to increase, for after the tires have rested a while the air pressure will drop, and there is always the danger that the motorist will omit to put in enough air to bring the pressure to the required point.

"There is no condition in which tires are subjected to greater variations of air pressure than in automobile racing on our speedways. Yet even on the hottest days, with tires revolving 20 times a second, do not cause them to blow out. And there is certainly no condition in ordinary driving that even approaches those of the speedway.

"The recent races at Indianapolis were held on one of the hottest days racers have ever experienced, yet 23 per cent less tires were changed than at any previous race, nine of the ten winning cars being equipped with Goodyear cord tires. Racing drivers have learned that after a tire becomes heated to a certain point, the radiation of heat from the tire is as great as the generation of heat—all of which means that any increased air pressure due to heat is negligible in its effect on the tire.

"There is no question but that motorists will profit greatly by keeping up tire air pressures, no matter what the heat conditions."

he could close the windows and keep out the heat and dust, and by opening them on the good roads they had plenty of air, making the sedan ideal for touring as well as town use.

**Use for Old Files.**  
Occasionally it becomes necessary for the man who operates his own car to file a piece of cast iron that has been subjected to friction and has acquired a glassy surface of "skin." The best way to get through this skin is to use

the edges of an old file, as using a good file on such surface will spoil it.

**For the Tool Box.**  
A convenient addition to the tool box is a small packet of wire nails of different sizes. These nails may be used to replace lost cotter pins and for many other purposes.

**To Clean Spark Plugs.**  
A mixture of flake graphite and grease applied to the screw threads is excellent in preventing the formation of rust, which causes the part to stick just when it is most inconvenient.

### TABLES OF AIR PRESSURE

**CORD TIRES REQUIRE LESS THAN DO FABRICS.**  
But U. S. Tire Company Warns That Many Owners Do Not Inflate Cords Enough.

Herewith is a new and up-to-date table showing the maximum loads and proper air pressure for pneumatic tires, as recommended by the United States tire company for users of its tires.

Tire	Maximum load, lbs.	Air pressure, lbs.
2 1/2-inch	275	25
3-inch	375	35
3 1/2-inch	475	45
4-inch	575	55
4 1/2-inch	675	65
5-inch	775	75
5 1/2-inch	875	85
6-inch	975	95
6 1/2-inch	1,075	105
7-inch	1,175	115
7 1/2-inch	1,275	125
8-inch	1,375	135
8 1/2-inch	1,475	145
9-inch	1,575	155

**Cord tires for motor trucks:**  
4-inch ..... 650  
5-inch ..... 750  
6-inch ..... 850  
7-inch ..... 950  
8-inch ..... 1,050  
9-inch ..... 1,150  
10-inch ..... 1,250  
11-inch ..... 1,350  
12-inch ..... 1,450  
13-inch ..... 1,550  
14-inch ..... 1,650  
15-inch ..... 1,750  
16-inch ..... 1,850  
17-inch ..... 1,950  
18-inch ..... 2,050

It will be noted that in this table the cord tire is given a slightly greater carrying capacity than the fabric. The difference between the air pressure of fabric and cord tires should be carefully noted.

There has been so much discussion of the effect that cord tires did not require as much pressure as fabric tires that it has been found by taking the pressure of a number of cord tires selected at random that motorists are using considerably less pressure than they should.

The result of this is that occasionally a cord tire is injured, due to backing into a curb or striking some other obstruction with force enough to press the tire down to the rim, which causes a break.

### TIMKEN BEARINGS

National Authorized Service

Portland Branch  
24 N. BROADWAY  
Phone Broadway 1729, A-2441

### BEARINGS SERVICE COMPANY

General Offices: Detroit, Mich.



These hot summer days cost motorists a lot of money," says G. E. Brunner, manager of the service department of the Goodyear Tire & Rubber company, Akron, O. "Most motorists have a wrong im-

pression about the increase of air pressure in tires in warm weather," explains Mr. Brunner. "In fact, the belief is quite common that on hot days the air pressure may increase to the point of causing a blowout. There really is nothing to this belief, for the heat does not come from the temperature of the air outside, as is commonly supposed, but from the natural flexing of the tire as it rolls over the road or street.

"As this heat is due to the bending of the tire, the same heat is created regardless of the outside temperature. Most tire users believe that to overcome this effect the pressure must be decreased, and the common practice is to run tires at a lower pressure on hot days. But this increases the bending of the tire carcass and the motorist actually aggravates the tire condition that he seeks to relieve when he decreases the pressure in his tires.

"It is true that on a very hot day the air pressure in tires used continuously increases slightly but never sufficiently to cause any injury to the tire. Tires are not as fragile as some persons imagine, and are able to stand three and four times the ordinary pressures used.

"There is more danger in decreasing the pressure than in permitting it to increase, for after the tires have rested a while the air pressure will drop, and there is always the danger that the motorist will omit to put in enough air to bring the pressure to the required point.

"There is no condition in which tires are subjected to greater variations of air pressure than in automobile racing on our speedways. Yet even on the hottest days, with tires revolving 20 times a second, do not cause them to blow out. And there is certainly no condition in ordinary driving that even approaches those of the speedway.

"The recent races at Indianapolis were held on one of the hottest days racers have ever experienced, yet 23 per cent less tires were changed than at any previous race, nine of the ten winning cars being equipped with Goodyear cord tires. Racing drivers have learned that after a tire becomes heated to a certain point, the radiation of heat from the tire is as great as the generation of heat—all of which means that any increased air pressure due to heat is negligible in its effect on the tire.

"There is no question but that motorists will profit greatly by keeping up tire air pressures, no matter what the heat conditions."

### "Lee Line Way Makes Motor Trucks Pay"

One of Portland's largest public service corporations has placed an order for three Lee Trailers of 5-ton capacity.

Big business men who study transportation costs are easily convinced that the way to speed up their hauling and to cut the costs is to put Lee Trailers to work. Ask for particulars.

Distributed by

**William L. Hughson Company**  
60 N. Broadway at Davis St. Broadway 321

San Francisco, Oakland, Los Angeles  
San Diego, Seattle, Portland



# Unless You Need One we don't try to sell a New Starting Battery

We have the equipment and the knowledge to repair storage batteries as well as sell them. If your battery can be repaired, we'll say so. Six months more service out of your old battery is dollars saved. Drive around and let us look it over.

When they need a new battery, our customers buy the Gould. We handle it because we know the supreme importance of good plates. Gould Dreadnaught Plates are the strongest and the most rugged on the market and are made by the same men who build plates for the giant Gould Submarine Batteries. For good repair work or a good new battery, we are at your service.

## Rathkey Battery Co.

389 Oak Street

We recommend The Battery with the DREADNAUGHT Plates

Testing Recharging Square Deal Repair Service

### McQUAY-NORRIS LEAK-PROOF PISTON RINGS

The time tried piston rings

For nine years these rings have stood the test—made good. And time is the severest test of any product.

Genuine McQuay-Norris Leak-Proof Piston Rings, by creating uniform action on the cylinder walls, have stopped piston ring leakage, increased power, decreased carbon and saved fuel and oil.

They are made in every size and over-size to fit every make and model of motor. Your repair man can get the proper sizes for you promptly from his jobber's complete stock.

McQUAY-NORRIS MFG. CO., ST. LOUIS, U. S. A.

**SEDAN MAKES A LONG TRIP**  
Chevrolet Closed Car Makes Trip From Oregon City to San Francisco.

Accompanied by his wife and two sons, George Risberger of 1108 John Adams street, Oregon City, Or., arrived in San Francisco last week after a tour of 830 miles in a Chevrolet "490" sedan.

The Risberger party called at the San Francisco Chevrolet establishment, and reported an average of more than 25 miles to the gallon with the sedan on the southern trip.

Risberger said he had often heard that a closed car would not answer the purpose of long-distance touring, but he found it to be very practical, as



### LEE LINE

250 Sizes and Types

### LEE LINE

Distributed by

**William L. Hughson Company**  
60 N. Broadway at Davis St. Broadway 321

San Francisco, Oakland, Los Angeles  
San Diego, Seattle, Portland

SERVICE FIRST