

CHEVROLET DASHES AROUND MOUNT HOOD

Racing Car Makes the Loop in
9 Hours 21 Minutes.

BILL GROUT AT THE WHEEL

Record From Portland to Portland,
227.5 Miles Through Mountains,
Likely to Stand Awhile.

Around the Mount Hood loop from Portland via Government Camp, Wapinitia, The Dalles and thence back to Portland over the Columbia river highway in 9 hours and 21 minutes was the remarkable feat performed last Thursday by Bill Grout and Daniel S. (Doc) DuBois, of the Fields Motor Car company, in a Chevrolet car with special racing body.

This is an average for the elapsed time over this route of 227.5 miles, or just a fraction less than 30 miles an hour. The actual running time for the distance was 8 hours 51 minutes, which would be over 30 miles per hour.

Anyone who has ever driven this loop trip will realize how fast is this time. To drive from Government Camp to Wapinitia alone ordinarily takes three to four hours, though only 35.5 miles, due to the wild, hilly country through which the mountain road goes, and the way the road snakes and twists through the trees.

Grout and DuBois left Portland at 5 o'clock Thursday morning. At 2:21, 8 hours 21 minutes later they were back at the city limits at Eighty-second street and Sandy road, the end of the loop run.

Fast Time to Sandy.
They didn't return to the starting point in front of the Fields Motor Car company for the very obvious reason that at that time of day any kind of speeding through the city not only would be illegal but dangerous in the extreme.

The Chevrolet reached Sandy, 41.1 miles from Portland, in 57½ minutes. It reached Rhododendron in 1 hour 13 minutes, and Government Camp, 56 miles from Portland, in 1 hour 57 minutes.

Between Rhododendron and Wapinitia the road crosses the Cascade mountains. The country is so difficult that no high speed can be sustained. The Chevrolet varied in here from one hour to 36. But exactly two hours after leaving Government Camp, the little car arrived at Wapinitia, 91.6 miles and 3 hours 57 minutes from Portland.

Thence to The Dalles, with 45 miles of fine dirt road in front of them, the racer speeded up to 50 and 60 miles per hour. This very good road almost brought them to grief, the only close shave of the trip.

A short distance out of Wapinitia, with the speedometer showing 55 miles per hour, the road turned sharply. The driver didn't see the turn till too late to make it. The Chevrolet crashed off the road at the curve and through a barbed-wire fence, which it demolished. Luck was certainly with the two nerved lads, for except for smashing a headlight and tearing down a length of fence, not the slightest damage was done. They weren't even scratched.

In Again, Out Again.
They backed the car out of the fence and were speeding on again for The Dalles quickly then it was to race this. They were at The Dalles, 158.7 miles from Portland via the Government Camp route, in 6 hours 15 minutes from the start. Five minutes for gas and oil, and on to Portland. They made the city limits in exactly three hours flat from The Dalles.

The Chevrolet used on this unusual run was a regular 490 Chevrolet chassis, with special racing body, built for the Fields Motor Car company by G. G. Gerber, the radiator and car body man. The little racer has a 4.3 to 1 gear ratio, but otherwise is exactly like a standard 490 Chevrolet touring car, so far as chassis is concerned.

The car arrived in Portland in perfect condition after its race, except for the smashed headlight and a missing spare tire, which got shaken off somewhere on the dash through the mountains.

400 OVERLANDS EACH DAY

THAT'S PRESENT OUTPUT, AND
IT'S GAINING.

Bert Eling Returns From Factory
With Word That Production Is
On in Full Swing Again.

The Willys-Overland plant at Toledo, O., is again in full production with an output of 400 cars a day, and rapidly increasing it. This word was brought back from the factory by Bert Eling, M. Eling, manager of the Willys-Overland Pacific branch in Portland.

Mr. Eling spent about a week at the factory at a conference of branch managers from all over the country to outline the sales campaign for the new fiscal year that began August 1. While Mr. Eling wouldn't discuss it, there are a good many reasons to believe that Willys-Overland is preparing a big surprise for the motoring public. And when it does come, according to all the dope, it will be a real one in every sense of the word.

DENBY TRUCKS SET RECORD
Fleet Makes Speed Run in Michigan
on Firestone Pneumatics.

Each summer members of automobile clubs and road associations hold what is known as the East Michigan Pikes tour, from Detroit to Sault Ste. Marie, on the eastern pike, and returning through the center of the state, a distance of 1200 miles, consuming nine days.

The outstanding feature of the tour this year was the performance of three Denby trucks which kept up with the automobiles and never missed a control. New two-ton models equipped with Firestone cord tires had no trouble doing 30 miles or better an hour. These trucks carried the big test, 60 cars for the tourists, all their baggage and a repair outfit, and none of the tired tourists had to wait before their plunge into slumberland.

Narrow tread roads and more sand than is encountered in a trip from New York to San Francisco were noted. 200 miles of the way being freshly laid crushed stone and gravel.

This Denby-Firestone performance was a revelation to the farmers, showing what can be done with present roads and what the future holds in store when Michigan's \$30,000,000 good roads programme is finished. The trucks went through the grind in the pine barrens without any repairs, not even a loose bolt, and there was but one puncture from a railroad spike picked up at Sault Ste. Marie. Trucks with power, these have four-speed transmi-

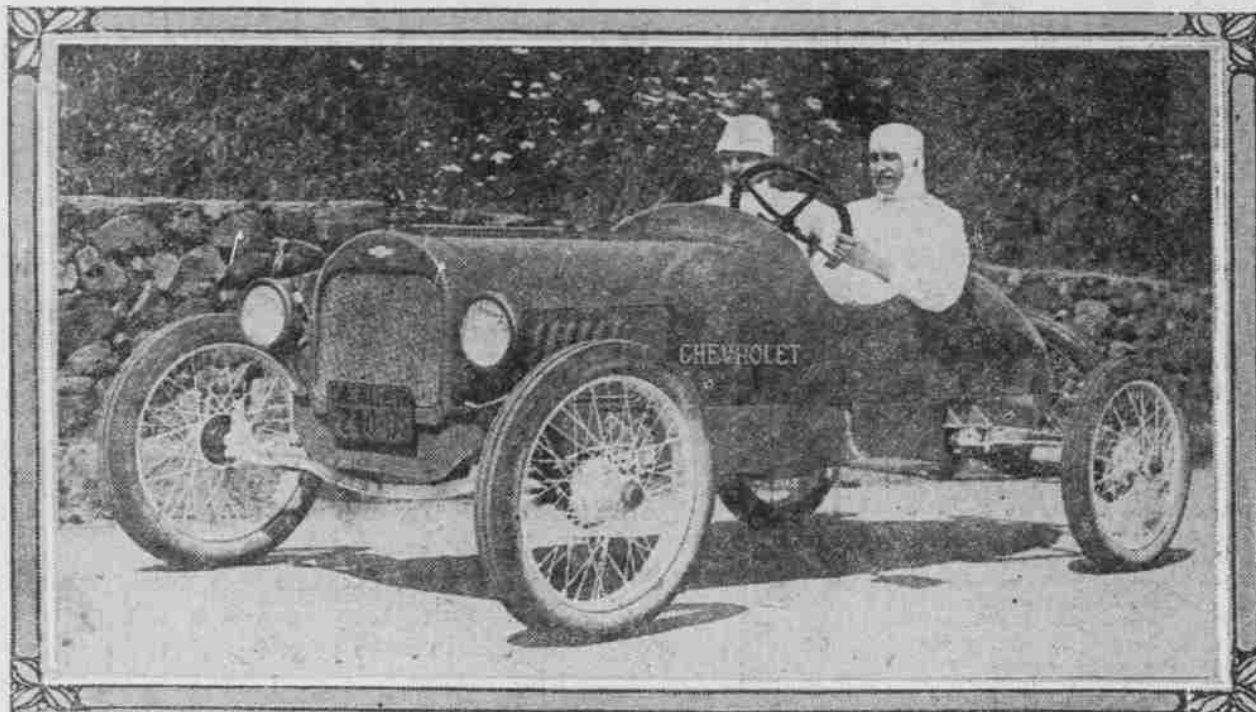
sion, and, riding on pneumatics, appear to answer the question for the farmers, eliminating damage during shipment and making the most of time.

ROADS IN THE PHILIPPINES

Remarkable Highway System Built
by Americans.

"When the United States had the Philippines handed to it, 21 years ago, these islands were among the most fertile in the world, but were little more than trackless wastes, torn by constant wars among the various tribes and in almost traditional rebellion against the yoke of Spain," says a writer in the August issue of McCall's, the National Magazine of Motoring. "The task of bringing order out of chaos was a mighty one," continues the article. Fortunately some genius hit upon the one possible solution of the problem—highways. So our colonial authorities began building roads and they have been at it ever since. Today there are on the islands 2400 miles of first-class road, 1200 miles of second-class road and 2000 miles of third-class road. And using these roads are 4500 passenger motor vehicles and 1100 motor trucks. The inevitable result has been to knit the diverse peoples of the Philippines in bonds of communication, such as they had never known before. A national spirit has been created, keeping pace with the march of progress in the islands. As

THEY LOOPED MOUNT HOOD IN THIS CAR IN NINE HOURS TWENTY-ONE MINUTES.



SPEEDY CHEVROLET RACER SETS MARK FOR THEM ALL TO SHOOT AT.

With tall Bill Grout at the helm and Daniel S. (Doc) DuBois, service manager for the Fields Motor Car company, as his mechanic, this Chevrolet racing car achieved the remarkable feat Thursday of circling Mount Hood from Portland via Government Camp, Wapinitia, The Dalles and back to Portland in 9 hours and 21 minutes, a mark likely to stand for a long time to come. The distance is 227.5 miles, but over hills, through forest and very difficult terrain. The car is a radiator and car body man.

a concrete example of what well-built highways will accomplish in the social and economic life of a country the Philippines road system is without a peer.

SWINEHART TIRES HERE

WELL-KNOWN MAKE HANDLED
BY C. M. HARRISON CO.

Special Cellular Construction Big
Feature of Truck Solids Used
by Government.

Harry C. Gleason, Pacific northwest representative for Swinehart tires, was in Portland last week in connection with the placing here of a distributing agency for these well-known tires with the C. M. Harrison company. This firm will carry both the pneumatic tires, in fabrics and cords and the Swinehart truck solids.

The Swinehart Tire & Rubber company of Akron, O., is one of the pioneer tire manufacturers in the United States. In fact, this firm was the first to enter the solid tire business. Many years ago before there was such a thing as an automobile business, they manufactured solid tires for phaetons and light vehicles and this naturally developed into the first truck solid tires 12 years ago.

Swinehart tires made a remarkable reputation in government service during the war. Of many thousands of tires sent to France, not one was rejected by the government; though before being accepted, these tires were subjected to the severest tests army officers could think up.

The Swinehart company makes a specialty of cellular truck tires on which it controls the exclusive patent. These tires are air cooled through the many cells in the tread, thus preventing deterioration of the tire common in solids from heat of operation.

Homemade Cement.
Four parts of iron filings, two of lime and a fifth part of common salt mixed to a paste with vinegar make an excellent cement for spark plugs, for connecting pipes, etc. When carefully mixed this cement will stand compression and heat and can be air dried.



Distributor

FALLS TIRES

Write for
Fine Agency
Proposition

John A. Walter Tire Co.

391 Stark Street
Near Tenth.

MUCH HARD WORK UP TO THE REAR AXLE

It Requires Attention That It
Seldom Gets.

MOST OWNERS FORGET IT

Difference in Types of Rear Axle
and Functions of Each Are
Explained by Expert.

Among the hardest working units in the mechanism of the modern motor car is the rear axle. The function of this part is not only to help carry the weight of the car, but also to transmit the power. Whenever the car is

moved without disturbing any other parts.

The semi-floating axle has its bearings on the inside of the tube, so that the shafts are called to bear some of the load as well as to transmit power. The shafts are not as easily removed as in the case of the floating axle.

The three-quarters floating axle has the bearings on the outside of the tubes and there is a rigid connection between shafts and wheels. This type demands that the shafts shall bear some of the load in addition to transmitting power.

When it comes to the types of gears used in transmitting power, we find that the passenger cars of today employ three—straight bevel, spiral bevel and two-speed bevel. In the truck field we find three additional types, the worm, internal gear and double chain drive, though the latter is growing less every year. During the last few years the spiral bevel has come rapidly to the front, until today it is the most popular type. There are obvious reasons for this, its quiet running and general efficiency being the leading ones. Many makers still stick to the straight bevel, while the two-speed bevel has only one prominent adherent.

Lubrication Very Essential.
The car owner who has experienced that most tenacious trouble commonly known as "rear axle trouble" will not need the advice to do everything possible to guard against it. Many serious troubles have developed in this unit

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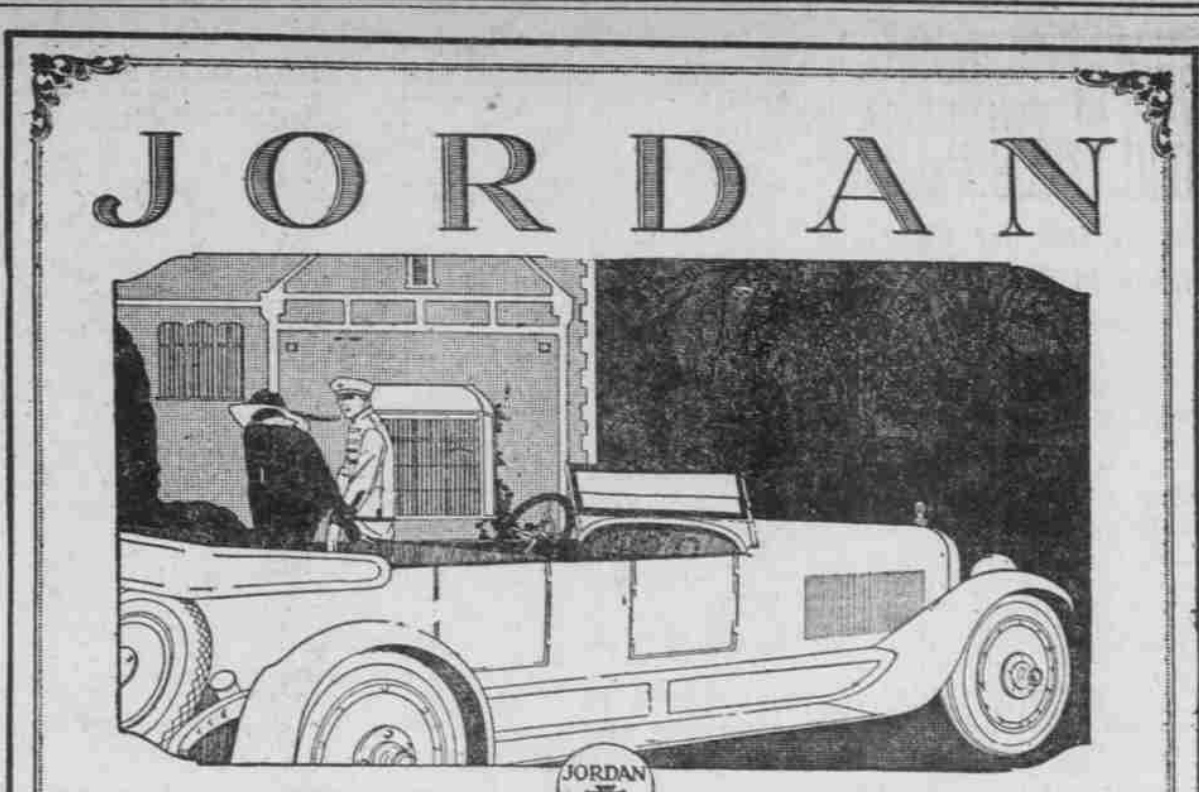
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You cannot afford to carry extra weight

THE extremely light car of short wheelbase vibrates up and down.

The extremely heavy car, whose wheelbase also is short considering its weight, cannot escape the wear and tear of side sway.

You cannot afford to carry extra weight. Yet who would sacrifice it at the cost of jerky up and down vibration?

The Jordan Silhouette has banished both difficulties forever.

It is the lightest car on the road for its wheelbase.

Yet it possesses that peculiar balance which cannot be attained in cars weighing

twelve to fifteen hundred pounds more—nor in extremely light, short cars.

Its whole tendency is toward forward movement.

It is a new kind of a car. And heralding the new, it has naturally marked the passing of the old.

Picture the perfectly balanced chassis of finished mechanical excellence equipped with this new custom style all-aluminum body. Style—dash—individuality—and perfect riding comfort.

Built in both four and seven passenger. Optional colors Brewster Green and Burgundy Old Wine.

Mitchell, Lewis & Staver Co.

Broadway at Oak St.

JORDAN MOTOR CAR COMPANY, CLEVELAND, OHIO

by that there may be a misalignment, that will quickly cause another breakage after the new part is in place.

The only thing to do in a case of this kind is to have the offending part lined up and that is a job for the service station or an expert mechanic. When an intermittent hum comes from the rear axle, it may be accepted as a sign that the gears are running out of alignment and the proper steps should be taken at once.

Chipping of the gear teeth is a common ailment, and in this case the pieces of metal that have been broken off get down into the mechanism and cause further trouble.

When rear axles have spring seats of the oscillating type, these must be lubricated just as carefully as the axle itself at the point where they turn on the axle tubes.

In conclusion let us say that when any noise of a peculiar or unusual character emanates from the rear axle it should be taken as a danger signal and the unit should be got to the service station without delay. Trouble in the rear axle rapidly grows from something small to a serious matter. A slight in time saves a whole team in regard to rear axle repairs.

NEW DOBLE STEAMER DEAL

Operations Financed by Merger
With Chicago Company.

DETROIT, Aug. 9.—Interests of the Doble-Detroit Steam Motors company, Detroit, and the Amalgamated Machinery corporation, Chicago, have been

brought together into a combination involving several million dollars. The announcement is by Morgan J. Ham-

mers, president of the Doble company. Manufacture of Doble steam cars will be carried on in Chicago with the facilities of the Amalgamated Machinery corporation in its plant at Thirty-seventh street and Racine avenue.

This deal completes the necessary financing for the Doble companies and provides through the Amalgamated company facilities for handling production greater than ever contemplated

by the Doble-Detroit Steam Motors company.

The financing has been taken care of entirely through the directors of the company. No new stock issues will be offered to the public.

Don't cross in front or rear of street car from which you have alighted; wait until it has pulled out of your way.

Don't race with anyone on the road, as this has caused the majority of automobile accidents.

Stronger Talk

Last week we said we defied anybody to say and prove the assertion that a MACK truck Model AB or Model AC crankshaft or camshaft ever has broken through wear.

Not having had the challenge accepted this week we go further and say that we will replace any Model AB or Model AC crankshaft or camshaft that should break through wear at any time within the next ten years.

Broad Enough Isn't it?

The crankshaft and camshaft are not the only parts of a MACK truck in which we have this vast confidence, but everybody knows the trouble they cause in many other makes of trucks.

MACK trucks are scientifically engineered throughout and combine reserve power and strength for big capacity loads with unusual lightness.

Inspect the cylinders in a MACK engine. They are cast in pairs and are carefully annealed to remove internal stresses before being reamed to exact size.

Sizes 1 to 7½ Tons

International Mack Corp.

10th and Davis Sts.
Phone Broadway 691

Economical

Comfortable

The DIXIE Flyer

\$1535 Complete, Portland \$1535

The STURDY CAR

Highly Adaptable by Construction for Our Roads

Sold by The C. H. S. Co. 65 N. 23rd

SOME TERRITORY OPEN

Mar. 1428

Prompt Delivery

Satisfied Dixie Dealers

1. A. & S. Truck Sales Co. Chehalis, Wash.
2. People's Hardware Co. Heppner, Or.
3. Coos Bay Motor Works. Marshfield, Or.
4. Gilbert Motor Car Co. Hood River, Or.
5. E. W. Cate. Rainier, Or.
6. Central Auto Co. Yakima, Wash.
7. Balsinger Garage. Arlington, Or.