

AND HERE'S LATEST CASE, JUST ARRIVED

Many Refinements Included in Handsome 1920 Model.

BIG ALLOTMENT IS ON WAY

J. H. Graham Receives First of 300 Cars Ordered for This Territory From the Factory.

Now has come to town the new 1920 model of the Case six, a car to delight the heart of dealer and motorist. One carload of three cars reached J. H. Graham, Oregon distributor for the Case, last Tuesday, that being by a

the work now being done in highway construction by the Australian government.

It is particularly interesting to note that special attention is paid to the maintenance, while main roads are held under the jurisdiction of the government.

The report is as follows: "Carrying out the provision of the country roads act of 1912, the government has undertaken to borrow a sum of £2,000,000 (\$3,730,000) to be expended over a period of five years at the rate of £400,000 per annum, for the construction of main roads."

ROAMER AGAIN READY TO RACE

Car Smashed Up at Indianapolis Entirely Rebuilt.

KALAMAZOO, Mich., Aug. 30.—Roscoe Saries, California racing driver, has completed rebuilding his Roamer-Deussenberg special at the Barley Motor Car plant, and is tuning her up.

After racing at Elgin he plans to go to California and compete in a series of contests at Los Angeles, San Francisco, on mile tracks and also in the Santa Monica road race. His campaign will run through the winter.

CAREFUL INSPECTION ADDS TO TRUCK LIFE

Driver's Co-operation Essential in Maintenance.

PROBLEM NOT HARD ONE

System of Daily Report Cards From Operator Best Basis for Keeping Vehicle in Condition.

Give your motor truck a chance to live through a long life. Don't drive it to destruction and the scrap heap. Inspect it occasionally, keep it well oiled and tighten up loose joints. Some timely advice is offered by the B. F. Goodrich



Chassis Prices
 1½ ton \$1965
 2½ ton \$2365
 3½ ton \$3465
F.O.B. Allentown

The Motor Truck bought to-day without Electric Starting and Lighting will be out of date to-morrow

Bethlehem Strength is inbuilt in every Bethlehem—in the enduringly economical, powerful engine—the Internal Gear Drive—the practical electric lights, and the fuel-saving electric starter.

Bethlehem Strength will carry your delivery problem without letup or layup.

BETHLEHEM MOTORS CORPORATION
 ALLENTOWN, PA.

Northwest Auto Co.

"The Line Complete"
 Alder at Eighteenth



JUST THE CAR FOR A WOMAN DRIVER, THIS NEW STEPHENS SALIENT SIX. The Stephens only recently entered this territory, but the Hamilton-Leatherman Motor Car company is selling 'em as fast as they arrive from the factory. In the picture is Mrs. Fred Seichtem, 33 Floral avenue, Laurelhurst, and her new touring model.

coincidence most unusual these days of slow deliveries, the exact date promised by the factory.

These three cars were all of the seven-passenger model, and they were sold before they were unloaded. But more are on the way, including, besides the popular seven-passenger model, four-passenger, sport model, sedan and coupe.

Indicating how much Mr. Graham thinks of the Case may be cited the fact that he signed contract at the factory calls for the delivery of 300 of them in Portland, deliveries to be made just as fast as they can be sent out. He made this contract for an increased allotment for his territory while at the factory at Racine, Wis., three weeks ago.

Car Snapper in Appearance.

The cars just received are all of the new standard Case navy blue finish. Other colors, however, will include periscope green, a gray and a maroon finish.

Very little change has been made in the chassis of the 1920 Case, though there are several refinements. One of them is the lengthening of the wheelbase an inch to 121 inches, and another is the lowering of the car an inch, the new tires being 34½ Goodyear cords in place of 35½.

The motor is a Case special Continental, with counterbalanced crankshaft. It is powerful and very smooth and quiet in operation. In outward appearance the car has been made more snappy-looking by the raising of the cowl an inch and a half. The interior is luxuriously finished in deep dull grain leather upholstery. The cowl dash face is in Circassian walnut and a panel of the same wood divides the jump or extra seats which fold into the rear of the front seat. The front seats are no longer divided, but extend straight across the body. This gives slightly more leg room than in last year's model.

Special Dimmer Lights.

Another important change in the 1920 model is Delco ignition and starting equipment. An interesting change has been made in the headlights, which are now of the duplex type; that is, with a special smaller light below the main headlight when dimmed lights are used. Incidentally, this change adds greatly to the general appearance of the car. The lights are adjustable vertically and horizontally.

The car comes equipped with power tire pump, and an important piece of additional equipment that will please all owners is the substitution of the new Alemite pressure lubricating system for the old-fashioned grease and oil cups. All in all, this new Case is one of the handsomest and most utilitarian of the 1920 models to arrive on automobile row.

AUSTRALIA TO BUILD ROADS

Government Borrows £2,000,000 for 5-Year Programme.

An excellent idea of the effect of the improvement of highways upon the import and export trade is conveyed in a report made recently to the bureau of foreign and domestic commerce by Consul William C. Magelssen at Melbourne, Australia. Mr. Magelssen prefaces a report on foreign markets for automobiles and motor trucks by a statement of

built and is as good as before the mishap at Indianapolis May 31. Saries' car is typically Roamer, even to the color, which is Packard violet with light lemon wheels. The car is short, being but 106 inches in wheel base. The body is devoid of the conventional body tail-piece, and is thus better adapted for racing on mile tracks.

Few outside of those closely affiliated with racing realize the equipment that goes to make up a complete racing outfit. In addition to the car, Mr. Saries will carry a dozen wire wheels and a dozen sets of the highest grade racing tires. There are parts of all kinds and a full supply of tools for the mechanic. Eight specially built cases for secure packing are required to carry this equipment and the complete outfit, car included, weighs in excess of four tons.

DEALERS HAVE CLUBHOUSE

SEATTLE AUTO MEN SPRING SOMETHING NEW.

Club Opens With Big Lawn Party and Formal Dance and a General Big Time.

SEATTLE, Aug. 30.—Automobile dealers, men engaged in associated industries and invited guests Thursday night forgot for the moment the prospects for new shipments of cars, the price of tires and the cost of spark plugs and made the formal opening of the Seattle Motor Car Dealers' club one of the biggest social events of the season.

The opening was held at the clubhouse, 1221 Seneca street. It was in the nature of a lawn party and dance. The function was formal and was strictly invitational.

The event was under the direction of William Hobson of W. L. Eaton and Max Olsen of the Veille local agency. Paper lanterns and special lighting effects were installed for the lawn fête. Charles Goodwin was chairman of the decoration committee.

Patrons and patronesses of the opening were: Mr. and Mrs. C. H. Shields, Mr. and Mrs. H. T. Ballard, Mr. and Mrs. Harry D. Austin, Mr. and Mrs. William Wallace, Mr. and Mrs. E. G. Hoffman, Mr. and Mrs. A. S. Eldridge and Mr. and Mrs. H. P. Grant.

Following the entertainment of Thursday night the Seattle Motor Car Dealers' club is officially in existence. The club is a monument to the ingenuity and progressiveness of the men in the local automobile field. It is planned to have anniversary celebrations each year.

The club is open to all men engaged in the automobile industry locally or men who are in allied industries. Membership is limited, but it is expected that the full complement will be on the rolls at all times.

William J. Coyle is managing secretary of the club and has been active in the preparation not only of the opening programme, but of the building as well.

Rubber company, which has instituted a national educational campaign on motor truck operation.

Getting the maximum value from a truck is largely a matter of maintenance versus depreciation. The life of a motor truck may be prolonged surprisingly with proper care. Obviously the quality of the truck must be considered—its construction—also the character of the work it is called to perform and the manner in which it is handled.

The motor truck must encounter ridges and depressions of road surface, edges of bricks, car tracks and scores of other obstructions. It converts these shocks, together with the throbbing of its engine, into a ceaseless vibration which shakes every part of its mechanism from the radiator to the tail light.

Inspection Saves Repairs.

The different units of the truck with their various pipes, rods, gears, wires, valves and pumps must be attached by bolts, bands, screws, stays and supports, all of which must be kept tight and in perfect alignment at all times. The operator must catch a squeak while it is a squeak. He must remove the cause before it has developed into a serious ailment. Inspection is the basis of truck maintenance.

In the lag majority of cases mechanical ailments spring up and develop into serious troubles before they come to the attention of the operator. In truck maintenance the work of repairing, replacing or adjusting the parts is secondary to the inspection which discovers what parts are in need of attention. The first step in the constant search for mechanical troubles is to question the driver. He is operating the truck under all conditions of stress and strain, and symptoms of troubles come to light on the road which might remain hidden during the inspection in the garage. The most satisfactory way of obtaining this information from the driver is by setting aside a space on the daily report card for this purpose.

Save Yearly Overhaul.

The driver's report furnishes the clew for a thorough inspection at the garage. The owner of a fleet of trucks may employ one or more skilled mechanics and set aside a day for each truck's inspection. This inspection should be as frequent as once a month, but many fleet owners have their trucks thoroughly inspected twice a month.

Just as the physician determines from the pulse, the tongue, the eye and the breathing, the condition of the patient, the mechanic diagnoses the condition of the motor truck from squeaks, knocks, hisses and pounds.

It is the general opinion among large motor truck operators that the yearly overhaul is unnecessary and useless if the truck has been given rigid inspections at intervals of every few weeks. The only case where an overhaul is advisable is when the owner must rely on his driver for maintenance and has no expert mechanic to inspect his truck regularly.

Battery Upkeep Important.

Do not overlook your battery, as it must be kept full of distilled water and properly charged.

CAR REACHES HIGH POINT

OAKLAND SIX SETS RECORD ON MOUNT ADAMS.

With Four Persons Aboard, Automobile Driven by J. A. Benson Attains 7000 Feet.

GULER, Wash., Aug. 30.—(Special.)—Mr. and Mrs. J. A. Benson, accompanied by Mr. and Mrs. Christ Guler, in Mr. Benson's Oakland six, recently drove to the highest point on Mount Adams ever reached by an automobile.

They left Guler by the Mount Adams highway and 11 miles out passed the turnoff to Morrison valley. Following up McDonald ridge and passing Cold Springs at mileage 13, they continued on up the mountain slope until finally stopped by loose sand at a point 14.5 miles from Guler and at an elevation of 7000 feet.

By another season this road will be greatly improved and the grade reduced to 7 per cent. At present it is 30 per cent at some points. Mr. Benson is a large sheep owner of the Trout Lake valley and a son of T. C. Benson of the Benson Commission company, Portland.

BEARINGS SERVICE AT RACES

National Organization Enables Racers to Stay in Contests.

As conclusive evidence of what has not only been attempted, but actually accomplished by the Bearings Service company, in never-ceasing efforts to give nation-wide service on Timken, Hyatt and New Departure bearings, are statements of racing drivers that another important step has been accomplished.

To encounter a broken bearing while tuning up or during the race is enough of a misfortune when not coupled with the fact that it is impossible to get another in time for the replacement without ruining the chances.

There were 33 entrants at Indianapolis. At least 11 will carry for some time a vivid impression of the service the Bearings Service company was able to give, as this organization was a direct means of keeping them in the race.

Both Louis Chevrolet and Arthur Kline were furnished with bearings at the eleventh hour.

The first-aid idea was furthered at both Sheepshead bay and the recent Tacoma meet. In both instances the national service representative of the Timken Roller Bearing company, Hyatt Roller Bearing company and New Departure Manufacturing company had men in the pits to give instant service. While the average automobile driver is merely interested in the racing game from a spectator's standpoint, it might be consistent to mention here that the same adequate service is readily obtainable by every one. The company is maintaining 26 direct branches in as many important cities, as well as 756 authorized distributors in the smaller communities.

The local branch of the Bearings Service company is at 24 North Broadway, where an efficient force of trained men is constantly at the service of the public to take care of difficulties one may encounter.

Don't depend upon your horn to clear your path.

RACERS BUY FRANKLINS

TOMMY MILTON OWNS AIR-COOLED SEDAN.

Barney Oldfield Starts Fashion of Owning Franklin Cars Among Race Drivers.

Tommy Milton, one of the most daring and successful of present day automobile race drivers and the holder of the world's ten-mile automobile race record of 5:20:20, is the most recent of the speed kings to become a convert to the Franklin car.

Milton purchased a special color Franklin sedan this week. Barney Oldfield started the Franklin fashion among racing drivers when he purchased a Franklin sedan for his personal use when he retired from

active racing to become head of his own tire company.

Milton's sedan has a royal blue body with black superstructure and white wire wheels. He ordered the sedan while he was racing at Uniontown, Pa., a track, by the way, where he always has phenomenal luck. Milton's record was made at Sheepshead Bay June 14 this year.

MAKING A SOCKET WRENCH

Bolt Head Can Be Placed in End of Pipe Forged to Fit It.

It is possible to make a socket wrench by placing a bolt head of the proper size in one end of a pipe and then forging the pipe to fit it. After the wrench has been made it can be annealed, if desired, to give it lasting qualities.

A hole in, of course, bored in the opposite end to take a cross-piece and complete the tool.

Don't leave the car alone with the engine running.

Standard
 Motor Trucks
 All the Name Implies

Comparable Only With Trucks of Higher Price

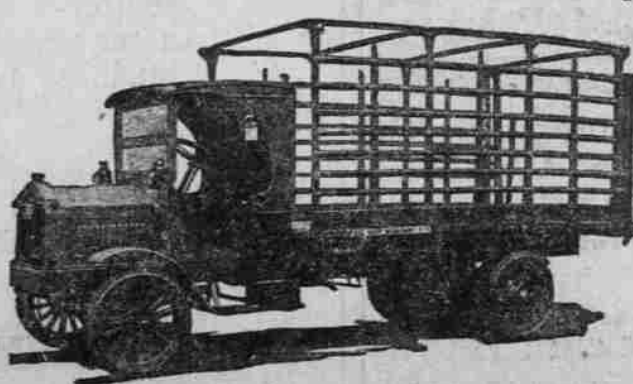
The average business man selects a truck that is characterized by Standards, common sense engineering principles and sturdy, honest construction. In simplicity of design, accessibility, strength and power, one immediately recognizes the Standard Truck as (all the name implies) a truck far above the average, and one that will meet every requirement in the field of heavy hauling.

Capacities 1, 2, 3½, 5 Tons

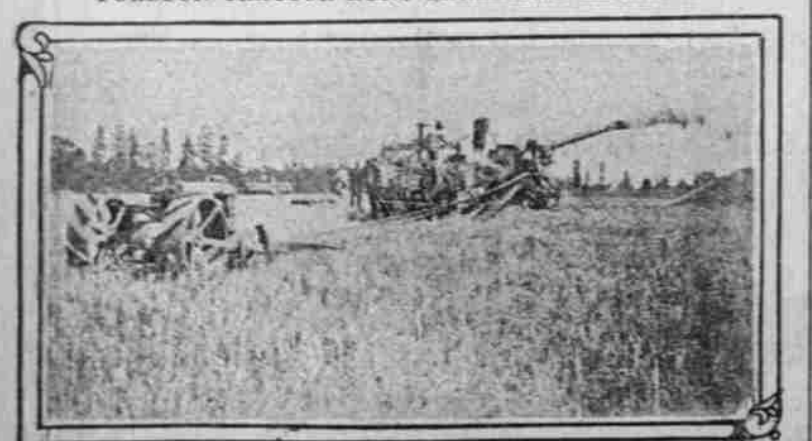
Complete Stock of Parts

PALACE Garage Co.

Twelfth and Stark Sts.
 Bdw. 1572



FORDSON TRACTOR RUNS THRESHING MACHINE.



This Fordson was operated on the farm of Ed Harmon near Independence, and easily developed sufficient motive power to run a 20-hp. threshing machine on a belt.

Charles Tires
 Made of Rope

Howell-Swift Tire Co. and Pacific Tire & Rubber Co.
 445-7 Stark St., Bet. 12th and 13th Phone Bdw. 290