

THIS MOTORIST IS A CHAMPION LOGGER

About Everything He Did Goes Into Road Notations.

BUNNY'S DEATH INCLUDED

Orlander on Round Trip to San Francisco in Hudson Super-Six, Compiles Interesting Data.

Data interesting to all car owners who contemplate driving to San Francisco were obtained on a recent tour there and return by H. G. Perry of Portland. He drove a brand-new Hudson super-six, which he had driven only 75 miles before he left Portland. Yet despite the newness of the car the only trouble of any kind he had on the tour was a nail puncture received in fording a creek.

Mr. Perry compiled about as complete a log of his tour as the voracious hound for statistics could desire. It includes not only road data, but costs of car operation, hotel bills, incidental expenses and, in fact, about everything that happened en route.

A glance at the log makes it very apparent that he did not get it up. In fact, these secretarial duties were performed on the way south by Hy Ellers, who was Mr. Perry's driver. The purpose of the trip on Mr. Perry's part was to bring home his wife and two children, who were visitors in San Francisco.

Cost Figures on the Trip. Lieutenant D. C. Upp, just returned from France, was a passenger on the return trip. He performed the duties of logger on this leg of the run. Space limitations make it possible to publish here only the log of the run south. But here are some interesting figures on the trip. Going down, Mr. Perry logged his distance from Portland to Oakland at 764 miles, and he made it in 38 hours 11 minutes, driving time, an average speed of 21 miles per hour. He used 75 gallons of gasoline, seven gallons of oil, and one gallon of grease, the cost of which was \$23.25. With garage and repair bills of \$4.50, this made total operating costs of \$27.75 for a car so new as not to be "broken in."

On the return, Mr. Perry reduced these figures considerably. Although a side trip up the MacKenzie river was included, here are his totals for the round trip, including 764 miles down, 727 miles for the return by a slightly shorter route, 51 miles for the MacKenzie river side trip, 187 miles driven in San Francisco and 75 miles driven in Portland before he started on the trip, a total of 1814 miles: Gasoline and oil, down \$29.35 Gasoline and oil, up \$23.75 Garage and repairs, down 4.50 Garage and washing, up 4.00 Total \$61.60

Totals used: 143 gallons of gasoline, 16 1/2 gallons of oil, two gallons of grease, at total cost of \$83.10. Average mileage per gallon of gasoline for car new when trip was started, 12.7 miles.

Log of the Tour. Here follows the log of the trip south:

Log of the Trip. 3000 Miles.

- 60 Portland—Left August 18, 1919, by route 5, page 65 blue book. (Road via Wilsonville and Astoria, 19 gallons gasoline \$4.18, 2 gallons oil \$2.40, 1 gallon grease \$1.20, total \$7.78.)
66 Salem—Spent night here; breakfast \$1.20.
67 Astoria—Left by route 89, page 120.
68 Corvallis.
117 Monroe.
142 Eugene—Gasoline and oil \$4 (10 gas, 1 oil). Left by route 91, page 121.
170 Cottage Grove—Lunch \$1.45, cigars 50 cents. Two miles off road.
185 Lyons. Tied up with rock in road.
188 Drain.
204 Yoncalla.
207 Oakland.
224 Roseburg—Via Stethelin, Winchester and Eitenhower. Stopped 6:30. Gasoline and oil \$2.40. (10 gal. gas, 2 oil). Left by route 93, page 123.
242 Myrtle Creek.
243 Canyonville. Through Cow Creek canyon to Glendale.
275 Glendale—Arrive 7:25 P. M. Aug. 19; stopped at Hotel Clark; dinner \$1.90, breakfast \$1.20, room \$1.00. Left by route 7:35 A. M. Aug. 20, over divide, very steep descent through end of forest fire.
294 Wolf Creek—Puzzling roads, no signs, making about 19 miles for 8 hours. Chopped going a Grave Creek ranch. Terry kills rabbit.
314 Grants Pass.
346 Medford—Pavement commenced Central street. Left by route 175, page 175.
350 Ashland. Drove from Medford. Lunch Hotel Austin \$1.50, cigars 75c, 11 gal. gasoline, 1 gal. oil \$7.85. Leaving 2:15 P. M. Arrived summit of Siskiyou mountains. Road very rough. Average speed, road making, sweeping descent to Horabrook. Very hot. Along Klamath river canyon.
398 Yreka. Road fair out.
408 Graceland. Road poor and dusty; change tire and visit ranch (Caldwell).
426 Graceland. Road very dusty and choppy.
428 Mt. Shasta.
434 Shasta.
438 Shasta Springs. Arrived 7:45 P. M. too late for dinner. Road from Graceland to Springs is poor.
457 Dunsmuir. High bridge into Dunsmuir. Dinner at Palm. Fixed leaky tires and brakes. \$4.50. Left 6:12 A. M. Aug. 21, by route 175, page 181. Cross Sacramento river to Castle Creek to Castella.
480 La Malina. Detour, worse on road so far, 2 miles.
492 Delta. Splendid river and canyon views.
493 Bridge out.
494 Bridge out.
497 Starting descent.
500 Board. Along McClelland river. Crossed Pitt river. Leaving mountains.
525 Redding. 1 gal. gasoline, 1 gal. oil, \$5.15. Left at 10:25 A. M. by route 125, page 154.
535 Anderson. Past Mt. Lassen, not visible; bridge out but detour O. K.
536 Cottonwood. New bridge being built.
544 Red Bluff. Highway commences.
607 Willow. Lunch \$1.50, cigars 50 cents, phone 35 cents, 1 gal. oil 75 cents.
627 Williams. Left by route 180, page 187.
704 Yacaville. 12 gal. gasoline, 3 gal. oil, \$8.55.
734 Helena. Take ferry to
764 Marinette. Left at 5:00 P. M. via Pacheco and Walnut Creek, through fog on Tunnel road.
766 Oakland. Down Telegraph ave. to 14th and Broadway. Dinner at Saddle Rock, \$5.35. 10:15 P. M. ferry for San Francisco, \$1.35.
Time: 38 hours 11 minutes. Average speed, 21 miles per hour.
Consumed on trip: 75 gal. gasoline, 7 gal. oil, 1 gal. grease, \$29.35. Garage and repairs, \$4.50. Total, \$33.85.

ANY OLD ROADS SUIT HIM

When LeRoy Fields Loses His Way, He Jurt Keeps On A-Going.

Hand it to LeRoy R. Fields of the Fields Motor-Car company. Chevrolet distributors here, for having the nerve of a mule driver when it comes to losing his way and yet getting out on top. He is one of those drivers, from all accounts, who steps on 'er and shoots ahead all the faster if he suspects he has misread the road, his idea apparently being that if he goes fast enough he will catch up with the road in time. This system worked pretty well for him last Sunday night as he was returning from Rainier National park. Cars now have to detour on the Pacific highway through Winlock and Napavine, because of paving work between Chehalis and Toledo. At Winlock, Fields decided to take the Olqueza

ferry route to Castle Rock, in place of turning left and rejoining the highway at Toledo. So he kept going straight ahead.

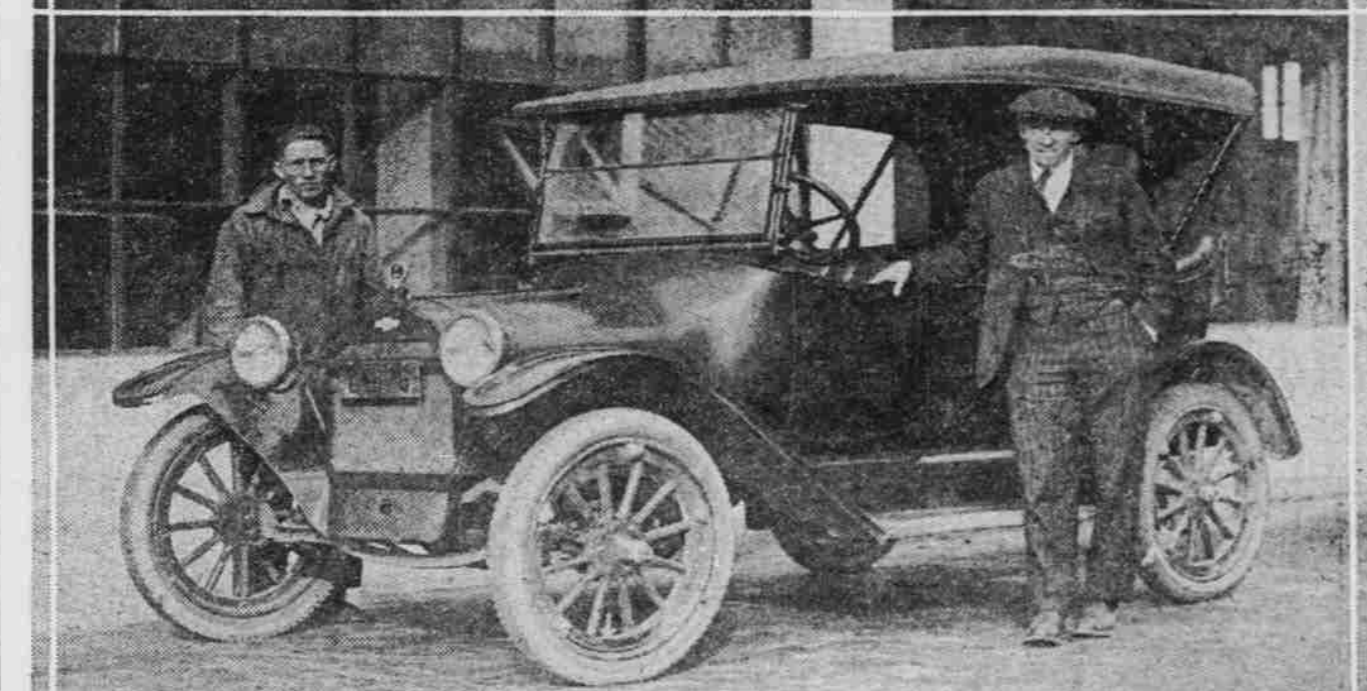
His plan was good but his execution poor. He missed the Olqueza ferry turnout and next thing he knew was way off all known roads, and moving somewhere down the right bank of the Cowitz river, roughly paralleling the course of the highway. Did Fields turn back? He did not. He scooped on the accelerator all the harder, with the result that in some hours he wound up down opposite Kelso, turned across the bridge there and was again on the highway. He found the roads pretty fair, at that.

Incidentally, on his way north to Rainier he left Portland at 8:40 A. M. with an appointment to meet others of the party at Ohop Bob's on the Rainier park road at 5 P. M. and intending to make Paradise inn that same night. He stepped along so fast that he reached Ohop Bob's at 4 o'clock, which is some traveling.

But here he leajured in an easy chair until 5:18, when suddenly he learned that he'd have to reach Nisqually Glacier checking station by 7 P. M., or be locked out of the upper park. The park entrance was 20 miles away, and Nisqually about 12 miles beyond that, but these facts meant little to Fields. Away he went for the park, pressing the accelerator way down to bedrock all the way.

He reached the park entrance at

THE MASTER HAND THAT USED TO STEER THE A. A. U. OUT HERE NOW GUIDES A CHEVROLET.



Said master hand, of course, is that of T. Morris Dunne, for many years secretary of the Pacific Northwest association, which is the official Amateur Athletic union organization in these parts. T. Morris was one militant amateur, and still is, though his fighting secretarial days have passed. Many an "amateur" pug has lost his amateur standing through the steely-hearted eye of T. Morris, who is here shown standing beside his pet Chevrolet 490. Being a very modest man, he urged Bill, the garage hand, to horn into the picture with him, which it is easily to be seen that Bill did.

6:30, with just half an hour to get up to Nisqually. At this interesting moment one of his rear tires went flat. Fields decided he would rather lose the tire than dinner at Paradise inn, so he went on the flat tire. He reached Nisqually at exactly 7, just in time to be the last car checked through. He changed tires above the glacier and rolled into Paradise valley with air under all four wheels.

NEW PAIGE CLOSED CARS

SOMETHING EXTRA SPECIAL IS PROMISED MOTORISTS.

Seven-Passenger Sedan and Five-Passenger Coupe Built Along Distinctive and Handsome Lines.

An entirely new line of Paige enclosed cars will shortly make its appearance. Advance reports on these new models indicate that the Paige, which has always specialized on original and distinctive body designs, has something decidedly interesting to offer. "Judging from the reports of dealers throughout the country, most of whom have been waiting lists for enclosed cars, all records for sales of cars of this type will be broken this fall," says Harry M. Jewett, president of the Paige-Detroit Motor Car company. "Each year the proportion of enclosed cars sold increases materially because the general public is yearning for service and comfort these cars offer makes a strong appeal.

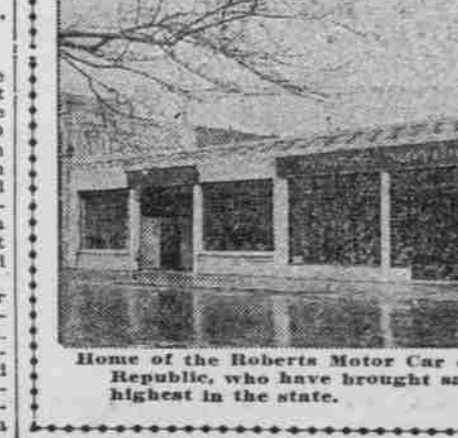
"This year we have among our new models a seven-passenger four-door sedan, a five-passenger four-door sedan, a five-passenger coupe built on the larger Paige chassis. The latter model is a new type. The fact that it is much like a semi-sedan and therefore combines many of the advantages of both sedan and coupe will give it a strong appeal. "In all our new enclosed models we have aimed at designs that are not only original and distinctive but truly beautiful, and I am confident that the new line will be regarded as the handsomest models that have yet borne the Paige name."

CAUSES OF JERKING MOTOR

May Be Due to Carbon, Valves Not Seated Properly, or Clutch.

Q. My car jerks badly at low speeds, around say five miles an hour, and there is so much noise with the jerking that I can't tell whether the engine is running properly or not. Can you suggest what is the trouble? A. The usual cause of jerking is misfiring at low speeds or any reduction of power from other causes. The trouble may be due to carbon in the cylinders, dirty plugs or incorrect adjustment of the spark gaps. The valves may not be seating properly or the fuel system may be at fault. On the other hand the clutch may be the seat of trouble. Find out what condition the engine is in and then go over the other units.

WHERE ALL THE REPUBLIC "YELLOW CHASSIS" TRUCKS IN THIS TERRITORY COME FROM.



Home of the Roberts Motor Car company, Oregon distributors for the Republic, who have brought sales of that truck up from nothing to highest in the state.

PROPER ALIGNMENT IS PRIME ESSENTIAL

When Parts Get Out of Line, Trouble Is Certain.

MANY PLACES TO CHECK UP

Car May Be Sent Repeatedly to Repair Shop Without Satisfaction if Misalignment Gets By.

Satisfactory operation of the motor-car is impossible without accurate alignment of the parts. This will probably be strange doctrine to many, perhaps to most car owners, who may never even have heard of alignment.

cylinder rubs against the side wall, wearing the cylinder in an oval form, so that it must be rebored to restore its usefulness.

Again the crankshaft itself may be thrown out of its proper alignment, generally because of wear in the bearings. When this happens the connecting rods will be thrown out of due line, with results as noted and further excessive wear in the bearings will occur.

In addition to the crankshaft there are a number of minor shafts in the mechanism which are likely to get out of alignment. For instance, if your car is fitted with a magnet and you don't oil the shaft on which the armature runs, rapid wear will result and the shaft will drop out of line. If you forget to oil the bearings of the generator armature the same thing will happen.

The clutch is another unit where misalignment is likely to occur. If the clutch gets out of line with the fly-wheel it is obvious that there will be trouble. If the rear crankshaft bearing is worn or the shaft for any reason does not fit accurately the clutch is thrown out of line with the inevitable trouble.

Getting back to the transmission the same general principle holds true. This unit embodies various sets of gears set on shafts designed to be absolutely parallel. If one of these shafts gets out of accurate line instantly the gears rasp and growl.

The fact that the shafts are out of

line prevents the gears meshing smoothly and chipping or breaking of the teeth is almost certain to result. If the bearings on these transmission shafts become worn the shafts themselves will drop out of line and then endless trouble.

In cases where these shafts or one of them get out of line it frequently happens that the owner keeps replacing gears, when the basic trouble is a sprung shaft and no replacement of parts does any good until the real cause of trouble has been remedied by realigning the shafts. In other cases the shafts are sprung out of true by a case or housing which has been sprung.

Similarly when a car has been involved in an accident that has sprung the frame out of true it is quite possible that straightening the frame may not put the vehicle back in running condition. It is more than likely that in such a wrench some of the various mechanical units may have been sprung out of alignment, a condition that will not be remedied by merely straightening the frame again.

The really efficient service stations are very particular in this matter of being sure that the mechanical units of a car sent to them are correctly lined up because they realize that satisfactory operation is impossible until perfect alignment is secured. The really efficient and conscientious service stations do this, we say, and consequently it is vitally important to the car owner to entrust his work only to the shop that he knows is reliable and careful.

The car that leaves the repair shop without this matter of alignment carefully checked up leaves it only for a little while.

SALESMEN TAKE TRUCK LINE

E. J. Jeffery and C. S. Hanawalt Become Kelly-Springfield Dealers.

E. J. Jeffery, formerly a member of the firm of Jeffery & Bufton, contractors, and more recently associated with the Manly Auto company selling Kelly-Springfield trucks, has entered into partnership with C. S. Hanawalt. This firm has taken over the agency for the Kelly-Springfield line. As both these men are experienced in selling trucks, there is a probability of a great many more Kelly-Springfields rolling in this territory.

Mr. Hanawalt has been selling trucks for 10 years, two of which was with the Roberts Motor Car company. Don't "cut in" short after passing a vehicle.

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AMERICA IS AUTO CENTER

87 PER CENT OF THE WORLD'S CARS ARE HERE.

Beginnings of Huge Automobile Export Business Seen in Supply Here and Need in Europe.

From the fact that 87 per cent of all the automobiles in the world are in the United States there are two positive conclusions—that there is a huge foreign market as yet unsupplied and that the United States is the logical country to supply it.

Adding to this the acknowledged condition that other automobile-producing countries cannot meet the demand in their home markets for five years to come, it is evident that American manufacturers have a wonderful opportunity for foreign business.

Commerce reports and communications from abroad constantly call attention to the crying need of cars in practically every quarter of the globe—China, India, South America, Switzerland, Australia, Nigeria, Mexico and nearly all of the countries of Europe have been mentioned specifically in recent consular advices.

The lack of good roads is the main impediment to more extensive use of cars abroad, but road improvement is being agitated everywhere that motor transportation is so sorely needed.

By virtue of being nearer the sources of most of the raw materials and producing in quantities, American manufacturers can deliver, even against handicaps of freight and import duties, a product that performs as well or better and costs less than that produced in any other country.

Hence the American car is bound to appeal to the common sense of any business man, whatever his allegiance nationally.

People everywhere will buy anything to get what they want. It is human nature and no amount of argument or appeal to sentiment will change it.

Those who want the most motor car for the price are fast learning that the only place to get it is the United States.

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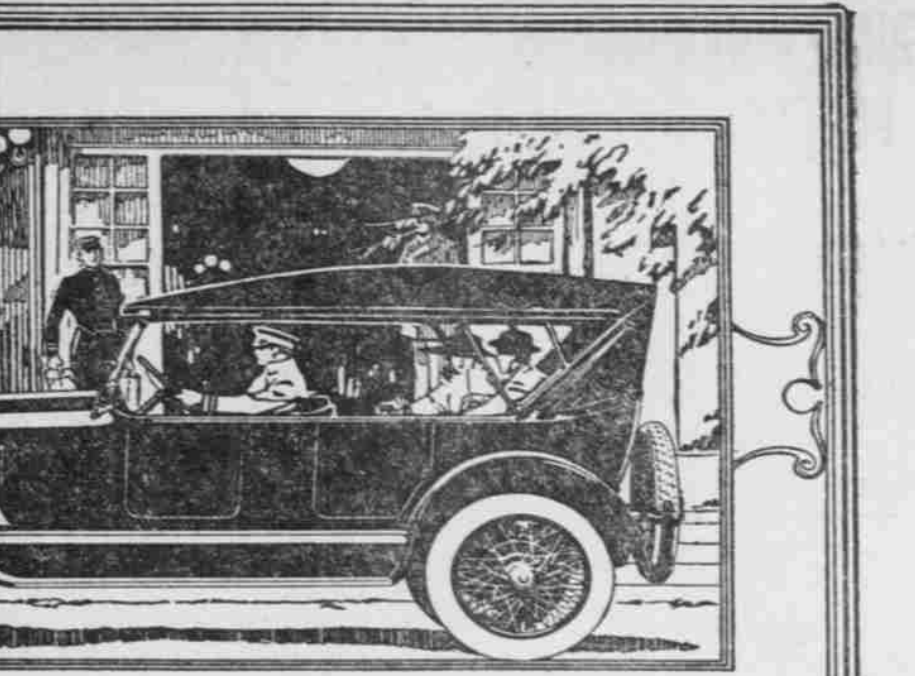
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KING "8"

Always First and in the Lead

First on streets of Detroit—1894. First in America with center control.

First in America with en bloc motor. First in America with Cantilever springs.

First in America with left side drive. First in the world with medium-priced Eight.

First to completely equip a car as it should be, including, 5 wire wheels, 5 oversize cord tires, Victoria side curtains, Johnson's plate glass side and rear curtains, bumper, spotlight, glass rain and wind deflectors, motometer, trouble lamp, automatic tire pump, full tire cover, tank of gasoline, license tag.

And, last but not least—First to give 52 weeks of free service, including oiling, greasing, adjustments, tire and battery service.

See Our Display at Salem Fair

Rubin Motor Car Co.

88 N. Broadway Temporary Location Portland, Oregon

Why Atterbury Trucks make money for their owners.

The First Reason Get the best engineer you know to criticize the Atterbury design. We will accept his verdict.

The design of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build perfect motor trucks.

As a piece of engineering we will put the Atterbury up against any piece of machinery in the world.

—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

Atterbury Truck Sales Co. "Truck Specialists"

Distributors for Oregon, South Washington, Western Idaho, Northern California.

334 Oak Street, Portland Broadway 354

ATTERBURY MOTOR TRUCKS OF MAXIMUM SERVICE

BLACKSTONE TIRES

The center-line smooth strip gives the running effect of a plain tread.

The tough, thick knobs on either side are full protection against side-skid or slipping.

Their efficiency happily combines running ease and economy, with usual non-skid traction qualities.

Factory Distributors HOWELL-SWIFT TIRE CO. and PACIFIC TIRE & RUBBER CO. Broadway 290—445-447 Stark Street, Portland, Or.

The Log Cabin Baking Co.

have ordered two more G. M. C. trucks, making a fleet of 17 G. M. C. trucks now operated by this company.

Their experience in operating many different makes have shown them the most economical and satisfactory truck to buy.

Wentworth & Irwin, Inc.

200 Second Street Cor. Taylor