

LATE MODELS TO BE AT STATE FAIR SHOW

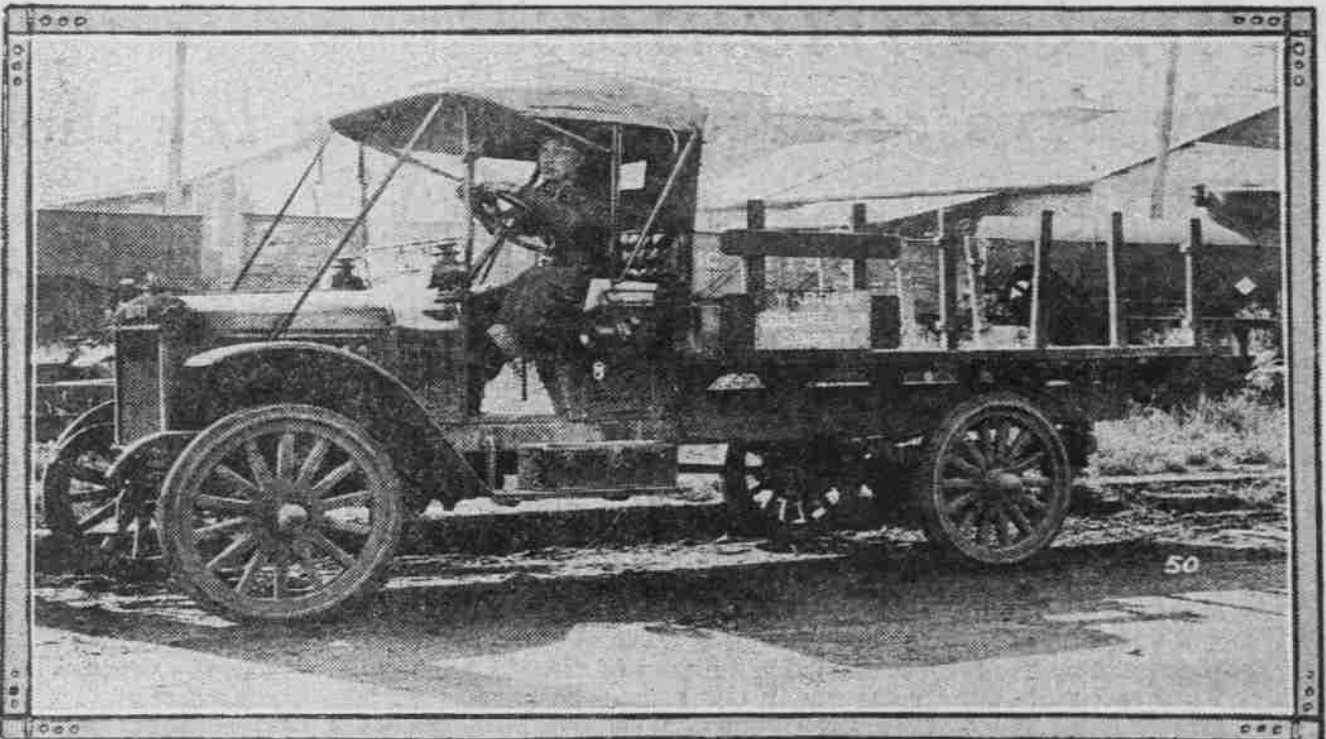
New Cleveland Six and Overland Four Among 'Em.

TRUCKS TO BE THERE, TOO

Portland Dealers Enter for Total of 29 Different Passenger Cars and Nine Trucks.

Portland automobile dealers will hold an interesting automobile and truck show at the Salem state fair, which begins tomorrow and continues to next Saturday, inclusive.

ONE OF 13 REPUBLIC TRUCKS BOUGHT BY WARREN CONSTRUCTION COMPANY.



HANDY ONE-TON MODELS WHISK WORKMEN AND TOOLS ON AND OFF THE JOB IN QUICK TIME ON VARIOUS PAVING CONTRACTS. Prior to last June 1 there wasn't a Republic truck in the whole fleet of the Warren Construction company, road construction and paving purchased from the Roberts Motor company.

machinery hall, which is the first building the visitor to the fair grounds reaches after passing through the turnstiles.

While of course not as large or elaborate a show as the annual Portland event each winter, this show will compare with any previous one held at the state fair.

Among the features of the show will be the presence of two new motor car models in which the public is greatly interested. The new Model Four Overland and the new Cleveland six, both shown in public for the first time.

Nor will these be the only new cars shown. Among other automobiles new to this territory for which space has been reserved to place them on exhibition for the first time are the Jones six, the agency for which has just been taken by August Junge of the Diamond T Truck Sales Agency of Oregon; the Anderson six, by the Interstate Motor Car company; the new 1920 Reo, by the Northwest Auto company; the 1920 Dodge, received only this week, by the Covey Motor Car company in conjunction with E. F. Bonesteel, Salem agent; the new Winton six model, by A. C. Stevens, and the Stephens Salient six, by the Hamilton-Leatherman Motor company.

All told, entries made with M. O. Wilkins, president of the Dealers Motor Car association of Oregon, under the auspices of which the show will be held, total 29 passenger cars of different makes and nine trucks. Following is the entry list:

C. L. Boss Automobile company—Chalmers Taylor Motor Car company—Day-Elder truck. Auto Sales company—Auburn, Buick six, H. S. company—Dodge, Moon if shipment arrives from factory in time for show.

Hamilton-Leatherman Motor company—Stephens Salient six, three models. Northwest Auto company—Reo, and farm light exhibit, which will supply light for the building.

Oregon Motor Car company—Studebaker, in conjunction with Marion Garage of Salem and Master truck. Wentworth & Irwin—G. M. C. truck. Koehring Machine company, N. W.—Sterling truck.

August Junge—Jones six, Diamond T truck. A. C. Stevens—Winton, Haynes. William L. Hughson company—Federal truck.

Lee Gilbert, Salem—Elgin six. Manley Auto company—Probably new Grant six, if it arrives in time from the factory.

Willys-Overland Pacific company—New Overland model four, Willys-Knight. American Auto company, Salem—Oakland six.

Mitchell, Lewis & Staver company—Mitchell and Jordan, Jumbo truck. Rubin Motor Car company—King eight, two models.

J. H. Graham—Case six. Marion Garage, Salem—Oldsmobile eight, Studebaker, Franklin.

Twin States Motor Car company—Chandler, new Cleveland six. Cook & Gill—Paige.

Covey Motor Car company—Cadillac, and in conjunction with E. F. Bonesteel of Salem, new Dodge. Roberts Motor Car company—Republic truck, two models.

Charles A. Dowd, San Francisco—Ashland Products company's Ford power plant unit for farm power purposes. Apperson Motor Car company—Apperson eight.

Lambert Tire & Rubber company—Lambert Multi-plus tires. Interstate Motor company—Anderson six, Monitor six.

The L. Gross—Dayton Airless tires. Motor West of Los Angeles, the leading Pacific coast automobile and truck publication, will have an exhibit.

Champion Spark Plug company of Toledo, O., will make a display. Vollum & Rodheim, Acme truck distributors, will probably have an Aime at the show.

M. O. Wilkins will be manager of the show, and the committee in charge is composed of A. B. Manley, C. M. Menzies, Bert Eling and H. M. Covey. For the first time since automobile shows have been held at the state fair, particular pains are being taken with decorations.

Valuable Information by Writer in August Motor.

It is just as important to know when not to grind a valve as to know when grinding is necessary. In the sound advice given by Arnold P. Yerkes in

an article on "Valve Inspection and Grinding," in August Motor. It is quite well known by many motorists that not all engines run better after the valves have been ground, a fact which is attributed to the unnecessary grinding which makes for leaky valves.

The writer points out how one may distinguish a valve that leaks from one that does not and tells how only the faulty ones should be ground in. He says: "On a properly cooled engine and where the valves are properly timed, it may be accepted as a general rule that valves which are evenly scoted over and therefore have perfectly black heads, are holding, while those which are red or brownish on top or show the metal plainly, without a covering of soot or carbon, are leaking. By observing the tops of the valve heads as soon as the cylinder head is removed and then carefully inspecting the face of the valve and the seat, one will quickly learn to tell what is needed.

The reason for the difference in the looks of the tops is simple and obvious upon a little thought. During the power stroke of the piston the burning gases are under high pressure. If there is the slightest leak at any point around the face of the valve, the gases will force their way through at terrific speed and carry away any carbon which may have been formed on the top of the valve near the leak, as well as on the casting near the valve seat, leaving

FAST CARS TO RACE IN STATE FAIR MEET

Big Speed Card Arranged for Next Saturday.

FRANK WATKINS REFEREE

Six Races on the Programme, With Racers From Seattle and Other Points Already Entered.

SALEM, Or., Sept. 20.—An automobile race card on Saturday, September 27, will be one of the features of the Salem state fair programme. Eleven entries have been made by professional

race drivers and several are expected from Portland.

This race meet has the official sanction of the American Automobile association, generally known as the A. A. A. Frank E. Watkins of Portland is Oregon representative of the A. A. A., and has been named referee for the races. Six races will be on the afternoon's card. The conditions for the six events are:

Event No. 1—Class "D" Nonstock Free For All. Mile against time to qualify for event. Prizes \$250. First \$125, second \$62.50, third \$31.25, fourth \$15.62.

Event No. 2—Class "C" Nonstock. For cars of 200 cubic inch piston displacement or over. Prizes \$250. First \$125, second \$62.50, third \$31.25, fourth \$15.62.

Event No. 3—Class "B" Nonstock. For cars of 200 cubic inch piston displacement or under. Prizes \$200. First \$100, second \$50, third \$25, fourth \$12.50.

Event No. 4—Class "A" Oregon Auto Derby. Nonstock Free For All. Prizes \$600. First \$300, second \$150, third \$90, fourth \$60. Twenty-five miles.

Event No. 5—Class "C" Nonstock. For cars of 200 cubic inch piston displacement or under. Prizes \$250. First \$125, second \$62.50, third \$31.25, fourth \$15.62.

Event No. 6—Australian Pursuit. Distance limited to ten miles. Decision of referee to govern winners. Prizes \$200. First \$100, second \$75.

The various classes are open to all A. A. A. licensed drivers. Official entries do not close until next Thursday at the fair grounds. So local cars have plenty of time to make their nominations.

Among the cars to be entered from Seattle, with their drivers, are: Lott special, Walter Blume; Ross special, Jack Ross; Stutz special, Gus Duray; Romano special, Henry North; McDonnell special, William McDonnell; Maxwell special, Bill Giddings; Combs special, James Butters. Ira Hayes will enter the Hayes special from Auburn, Wash., and George Stanley of the Marvel special from Yakima, Wash. Lloyd Bulger of Vancouver, Wash., will also be a nominator.

THIS VILLAGE ENTERPRISING

Vermont Town Maintains Roads by Its Own Motor Truck.

Although it has only 700 inhabitants, the town of Barre, Vt., is setting a worthy example for larger municipalities in the building of highways. This village recently demonstrated its enterprise by purchasing a motor truck for use in maintaining the roads in its district. The truck is a Garford two-ton model equipped with a steel dump body and a hydraulic hoist. That a town of this size has proved itself so keenly alive to the advantages of proper highway facilities speaks well for the spirit of its taxpayers. It is evident from this and other recent sales that the good roads movement has opened a new and fertile field for the motor truck dealer.

the metal around the leak entirely clear of soot or carbon. Not only will the escaping gas carry away all carbon near the leak, but will also actually wear away the metal itself if not attended to.

A valve which is allowed to leak for a long time will frequently show quite a path eroded by the hot gases in rushing through the opening, in much the same way as the gases in the burning powder charges in a high-power rifle or cannon gradually erode the metal of the rifle or cannon barrel by escaping past the projectile before it gets fully under way. The paths cut by these gases in either case look almost as though the metal had been melted out and there is undoubtedly a certain amount of melting of the metal brought about by the hot gases.

The high temperature of the escaping gases also causes a different color of the metal around a leaky valve in many cases. Very frequently a leaky valve will have a reddish appearance, like burned clay or like a furnace grate often shown after being under a very hot fire for some time. This is not an infallible rule for detecting a leaky valve, but on many engines it is a very reliable indication.

WIRE SOLDER EASY TO HANDLE

Part to Be Repaired Should Be Brought Up to Temperature.

For any ordinary job wire solder is the easiest to handle and the most convenient. It can be placed right on the spot to be mended, and it melts under comparatively slight heat. In soldering anything it should be rigorously cleaned before the actual work is begun. The temperature of the whole job should be raised to the desired point, after which it is easy to run a whole seam with a single movement of the iron. In making a repair, the spot desired to be treated should be brought to the proper temperature for melting the solder. It is best to have the job so placed that the molten solder will not run to the other parts of the mechanism, but will lie right in the spot where it is needed.

NEW COAST CHIEF FOR AMAZON TIRES.

A visitor in Portland last week was C. C. Smith, who is the new Pacific coast manager for the Amazon Tire & Rubber company, makers of the well-known Amazon super-tires. These are now made in cord, as well as fabric, and are going fast in this territory. J. H. Ainscough is Oregon distributor. Mr. Smith is a brother of Frank V. Smith, Buick salesman here. He has had long experience in the tire business, having formerly been northwestern representative for the Savage Tire company.

per hour in any closely built-up territory—that is, residence territory.

4. It is unlawful to exceed 15 miles per hour in any business district.

5. It is unlawful to exceed 15 miles per hour in approaching railroad crossings at grade, or approaching or crossing an intersecting highway or in going around curves when in any

of these cases the driver's view is obstructed.

6. The highway commission may establish lower speed limits on highways or bridges, providing signs are erected to notify the public of such limits, and provided, that the limit on bridges shall not be less than 10 miles per hour and the limit on highways

not less than 15 miles per hour. Cities and towns are prohibited by the state law from enforcing any speed regulations different from those prescribed by the state, but may regulate, subject to the state law, the use of highways for processions or by vehicles offered for hire, and may exclude vehicles from cemeteries or parks.

CALIFORNIA SPEED LAW

35 MILES ALLOWED ONLY UNDER CERTAIN CONDITIONS.

Faster Than 20 Miles Unlawful in Residence Territory, 15 Miles in Business Districts.

SAN FRANCISCO, Sept. 20.—There has been much confusion about the new state speed law. As a matter of fact, the provisions regulating speed are exactly the same as they were before the amendments were adopted, except that a new rate of speed of 35 miles per hour is allowed under certain circumstances.

All vehicles must at all times be operated in a careful and prudent manner and at a speed not greater than reasonable and proper, having regard for traffic and use of the highway, and no person shall operate a vehicle in the highway at such a speed as to endanger life, limb or property of anyone. Subject to this rule, the speed limits are as follows:

1. It is always unlawful to exceed 35 miles per hour.

2. It is unlawful to exceed 30 miles per hour, except in the day time and except when the driver has a clear view of the highway ahead of him end of all highways intersecting it within 400 feet of him to a distance of at least 400 feet from the highway on which he is traveling, and there is no person, vehicle or other object ahead of him within 400 feet of the center line of the highway on which he is traveling.

3. It is unlawful to exceed 20 miles

TIRES

Special on Factory Seconds

New Stock Fully Guaranteed.

Standard Makes

Table with 2 columns: Tire size and Price. 32x3 1/2 Non-Skid \$17.50, 32x4 Non-Skid \$24.75, 32x4 Non-Skid \$25.75, 35x4 1/2 Non-Skid \$35.00

FIRSTS.

Table with 2 columns: Tire size and Price. 28x3 Non-Skid \$11.45, 30x3 Non-Skid \$11.70, 30x3 1/2 Non-Skid \$14.95, 32x3 1/2 Non-Skid \$17.95, 31x4 Non-Skid \$20.50, 32x4 Non-Skid \$23.35, 32x4 Non-Skid \$23.80, 31x4 Non-Skid \$24.95, 31x4 1/2 Non-Skid \$31.45, 35x4 1/2 Non-Skid \$34.75, 36x4 1/2 Non-Skid \$35.50, 37x4 1/2 Non-Skid \$43.50

Get Our Prices on CORD TIRES

Fisk Tires and Service Station

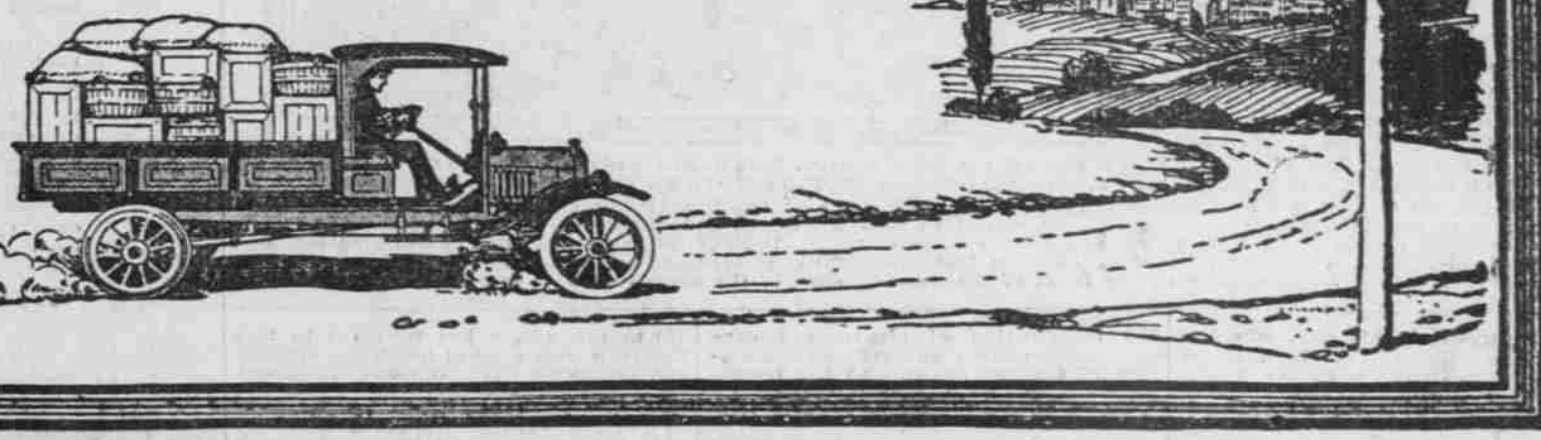
Malcom Tire Co.

82 North Broadway at Everett Portland, Oregon. One of 40 Branches.

Ford THE UNIVERSAL CAR. During all the years the Ford Model T One Ton Truck has been on the market, we have never had one complaint of rear axle trouble. We have had no complaints of motor trouble. As the motor and the rear axle are the vital fundamentals in a motor truck, we have the right to conclude that the Ford One Ton Truck has not only met the demands of business, but has done so in a satisfactory and economic way.

- Francis Motor Car Co. E. Thirteenth and Hawthorne
Palace Garage Co. Twelfth and Stark
Wm. L. Hughson Co. Broadway and Davis
Robinson-Smith Co. Sixth and Madison

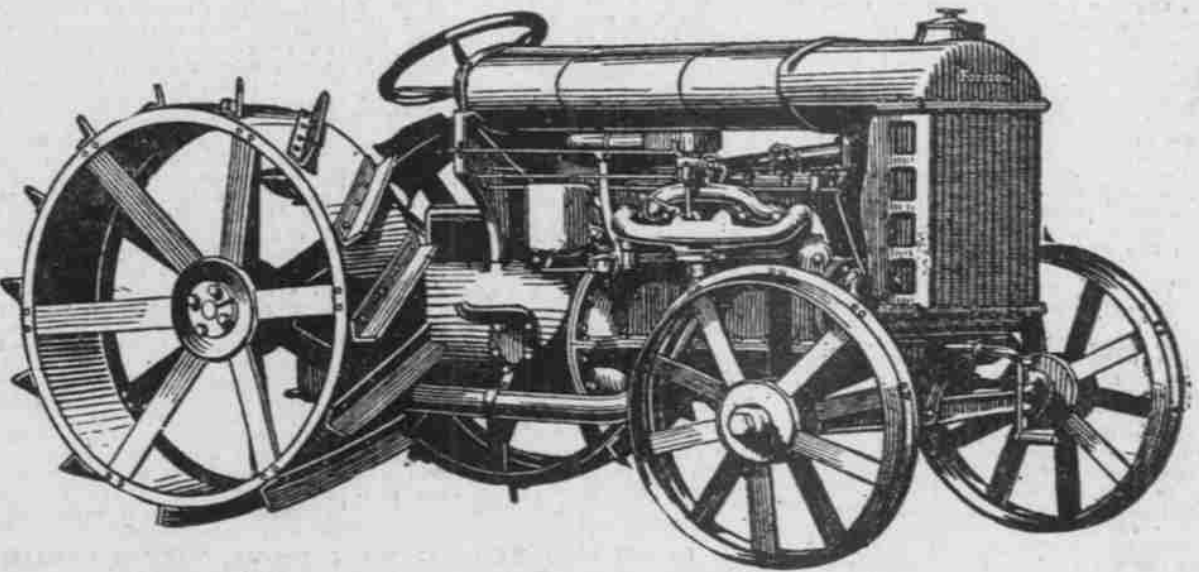
- Rushlight & Penny E. Third and Broadway
Talbot & Casey E. Ankeny and Grand



FORDSON

There are now more than 100,000 Fordson Tractors in use. 1300 of these are in Oregon.

"There's a Reason"



EVERY FARMER

should see our special Fordson Tractor exhibit and daily demonstrations at the State Fair, September 22-29.

VICK BROTHERS

State Distributors—Salem, Oregon.

FRAMES and AXLES

Straightened and Repaired

Burness & Martin AUTO SHEET METAL WORKS Fifteenth and Alder Streets

Modern Equipment Skilled Workmen



C. C. Smith

WHEN TO GRIND THE VALVES

Valuable Information by Writer in August Motor. It is just as important to know when not to grind a valve as to know when grinding is necessary. In the sound advice given by Arnold P. Yerkes in