

MOTOR CAR INDUSTRY NOT SHUT DOWN YET

Full Effect of Steel Strike Still to Be Felt.

FAIR STOCKS ARE ON HAND

Makers of Assembled Cars Are in Worst Plight Due to Shortage of Parts Supply.

DETROIT, Oct. 4.—Reports that 4000 Ford employees had been laid off, owing to the steel tieup, are branded as untrue by company heads.

"We haven't discharged anybody and do not intend to," said Mr. Klingensmith. "A few men in the spring department were laid off for about two hours for readjustment of the stock one day this week. They were paid for their time just the same and returned to work again."

Mr. Klingensmith declined to say as to how the Ford company is fitted with regard to a supply of steel.

Most of the largest Detroit automobile plants, however, are in a quandary as to first results of the steel strike. It is a case of the manufacturer's stock of material with little hope of obtaining any more in the immediate future, or curbing the wheels of industry humming as long as possible, according to one authority.

Hard One to Solve. To accept the first plan is calculated to keep the big factory organizations intact for a limited time with consequent limited retention in employment of thousands of men.

Also such course will satisfy the dealers and public, who are clamoring for cars. To how the alternative would give employment to a limited number for an indefinite period, but it would bring a storm on the heads of makers who, for many months, have been straining at production in order to appease as far as possible the apparently insatiable public appetite for automobiles.

According to this authority, practically all the larger motor plants have definite stocks of raw material, sufficient to last several weeks or several months, either on hand or in transit. Several of these discounts are possible during the last month or six weeks.

At any rate it is a certainty that the city's mammoth automobile establishments are straining every effort to get back to pre-war production and were not caught napping, and with cooperation of material will be able to hold out a considerable time.

The situation exists, of course, only in plants which make most of the parts entering into their completed product. Those which are dependent largely on parts and accessory makers are bound to be hard hit, for the reason that many of the accessory makers do not buy in large quantities and pursue a hand-to-mouth purchasing policy.

Parts Makers Short. Manufacturers whose product is made up largely of parts made outside their own plants are checking up to see where they stand and they hope by the end of the week to know definitely how long they can continue operation.

Several of the larger auto plants who are dependent on others for fabricating their parts are awaiting production as long as their own stocks hold out. They will continue to turn out cars and ship them without delay, but they are sending the missing parts to branch factories and dealers at a later period.

Reports from Rapid, Jackson, Flint, Pontiac, Lansing, Muskegon, other Michigan centers of the automobile and accessory industry are proceeding merrily despite the steel strike and that there are no indications of immediate shut down for lack of material.

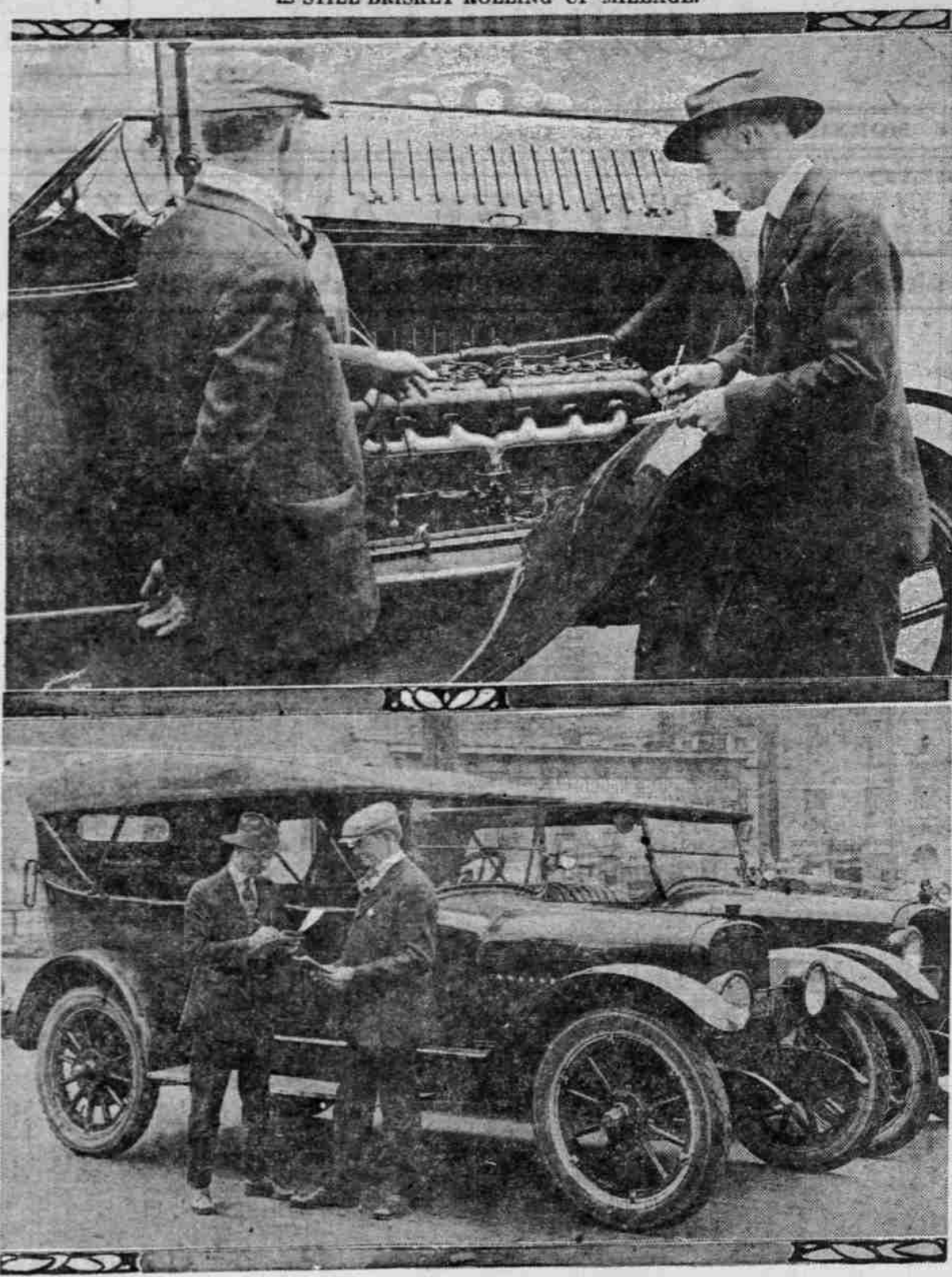
Details of the new motor car which is to be manufactured in Indianapolis by D. McCauley's are awaiting interest by the trade. Mr. White is acknowledged to be one of the foremost automobile engineers in the world. He designed the original Cadillac eight engine. Associated with Mr. White in his new enterprise is E. C. Howard, who, for 12 years was one of the big men in the Cadillac Motor Car company.

While definite is being given out, it is reported that the new car probably will be an eight, possibly a 12, and that it will retail around \$5000.

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Rumors that the Packard Motor Car company will discontinue the manufacture of its six-cylinder models when the new Packard six is launched are entirely unfounded according to officials of the company, who assert that the twin-six will never be abandoned. It will be some months before the new car—the six—will be ready for the market.

THIS CHANDLER CAR TRAVELED 102,153 MILES IN FOR HIRE SERVICE AROUND PORTLAND, AND IS STILL BRISKLY ROLLING UP MILEAGE.



ITS RECORD SHOWS WHAT A GOOD PIECE OF MACHINERY WILL DO WHEN IT IS WELL CARED FOR. C. E. Funk, of 194 Tillamook street, bought this Chandler on December 7, 1916. He used it for nearly three years between Portland and Vancouver, Wash., with frequent side trips to take tourists up the Columbia river highway.

On the 16th of last month he traded in the car to the Twin States Motor Car company on a new Chandler. Its speedometer had just turned 102,153 miles. Yet so good was its condition that it was immediately resold at a depreciation of only \$245 from the original selling price way back in December of 1916.

During the time he had the car Mr. Funk took care of it himself, so it always had plenty of lubrication just where lubrication is needed. In that time the only adjustment to the car was taking up the bearings twice. The cylinder block never has been rebored for the simple reason that it hasn't needed it now.

Its average gas consumption, according to careful records kept by Mr. Funk, was 17 miles to the gallon, taking all seasons into consideration. Mr. Funk (left in lower photo) is standing by the car with A. H. Knaus of the Twin States Motor Car company. The upper picture shows them examining the engine of this remarkable car.

all. This extra high-speed does not involve racing the motor. No additional bearings or parts are required with this two-differential arrangement which virtually amounts to a double-reduction in chain drive. One feature of the differential is its accessibility and the extremely liberal proportion of its members.

This double reduction permits the use of unusually large jackshaft sprocket, 18 or 21-tooth, whereas with the old-style single reduction chain drive 11- or 12-tooth sprockets must be used to get the desired reduction.

The old style small jackshaft sprockets subjected the chain to tremendous wear and tear because of the high-pitched chain running over the small sprocket. The combination of these improvements has resulted, according to Mr. Denney, in a chain-drive truck that runs as smoothly and as quietly as a worm drive. Furthermore, he says, the life of the chain has been trebled.

The double reduction drive permitting the use of a reduced size of wheel sprocket of which gives the much desired greater road clearance. The differential is of a self-locking type which results in a positive wheel drive.

Mr. Denney expects the new trucks to be here within the next 20 days or three weeks. Some time ago it enlarged its activities in rubber production to include the manufacture of a high grade, hand-made tire for automobiles. It is manufacturing a complete line of fabrics and cords in all sizes and also a moderate-priced competitive line in small sizes.

Arrangements for handling the Stronghold wholesale distribution in the northwest were made by Sidney A. Beck, manager of the auto accessories department of M. Seller & Co. through Steward Slosson, Pacific coast manager for the Stronghold tire. Mr. Slosson's headquarters are in San Francisco, but from now on he will spend a good part of his time in the northwest, which he considers one of the best fields on the coast for high grade tires.

The Stronghold tire has not before been represented in the northwest. It was brought to the California territory by Mr. Slosson several months ago. Since then it has become one of the most popular sellers in that state. Incidentally the general manager of the Rubber Products company is E. S. Babcox, who for eight years was with Firestone as advertising manager.

M. Seller & Co. will handle the wholesale distribution of Stronghold tires only, the retail distribution being handled by agencies to be selected in all the principal northwest cities.

IGNITION TROUBLES AND CURES FOR 'EM

Whole System Must Be in Proper Working Order.

HOW TO FIND BAD PLUG

Same General Principles Govern in Magneto Ignition as With Battery Ignition.

While the modern ignition system is so highly perfected that it seldom fails entirely on the road, as its predecessors used to do, nevertheless it is the source of a number of troubles that reduce the efficiency of the engine and spoil the operating qualities of the car.

The interest in the subject of the present article to point out some of these possible defects in the ignition system and how to obviate them by reasonable care.

There are two systems of ignition in ordinary use, one employing a magneto, with perhaps a battery for starting, and the other with a battery and timer-distributor. The latter system is in more general use at present for passenger vehicles, because of the fact that the battery is already installed for use in conjunction with the starter.

No matter what type of system is used, satisfactory ignition depends on the unhampered generation of current, the current interruption of the primary circuit, the free flow of current to the spark plugs and on these latter being properly adjusted to insure a good spark to insure good ignition.

In the case of the battery system it is vitally important that the battery should be kept properly charged and fully filled with water. All connections must be kept tight and clean, if the connections become loose there is great danger of misfiring.

Insulation Must Be Perfect. If the connections become corroded it will probably produce misfiring, or even failure of the ignition altogether. The distributor arm which turns the spark plug ends, the cables must be kept clean and bright. Should the points become dirty, gummy, uneven or worn misfiring will be fairly sure to result.

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It is important also that the high tension wires to the spark plugs be good contacts at both distributor and spark plug ends. The cables must be kept perfectly insulated.

The plugs also are a possible location of trouble. They must not be dirty at the points, nor insulators cracked. It is important to watch the good contacts at both distributor and spark plug ends.

It is characteristic of ignition trouble that it usually sticks to one single cylinder. This is not always the case, as misfiring sometimes runs up and down the line. When you suspect ignition trouble begin working at the spark plug at fault. Take the plug out and lay it on top of the cylinder, crank the engine by hand with the switch turned to battery.

If the plug fires it is not to blame. If the spark is weak, however, it may be that it is not strong enough to fire under compression. If there is no change in the firing of the engine, as told by the sound, you have found the faulty cylinder. In the case of engines having separate exhaust

passages for each cylinder it was an easy matter to find one that was not firing by dropping a little water on each in turn. Naturally the exhaust of the cylinder that was not firing would be cool, while the others would be hot.

After a cylinder has been detected as not firing, the first step to take is to examine the spark plug. If the plug proves up, trace the wiring back to the ignition unit. Gum or dirt on the interrupter points should be cleaned off, with a few drops of kerosene. If these points are uneven they may be touched up with a magneto sander's file. If they are too far apart or too near together, by all means adjust them.

In the four-unit coil system any maladjustment of the coil interrupters will probably cause misfiring. In the case of magneto ignition the same general principles hold good as in the battery and instructions for detecting misfiring and remedying it are practically identical.

In the magneto system, however, weakening of the magnets cause misfiring at low speeds, though at high speed the trouble may vanish. Worn connections should be watched, the commonest troubles in the magneto system resulting from loose or dirty connections.

TEMPLAR ADDS TO PLANT

ONE AND A HALF TIMES MORE SPACE BY INCREASE.

New Building for Superfine Small Cars to Be Completed by First of December.

Work has begun on a large extension of the Templar Motors factory in Cleveland, that will add one and one-half times to its floor space, according to W. W. Templar, president of the company.

The new building, which will be a two-story structure, will be located on the corner of the present main building on Templar avenue, west of Halsted street, and the new building will be a special office building to be used for the display of Templar cars, while the second floor will be occupied by offices and the third will be given over to a modern restaurant and rest room for employees.

It is expected that this new building will be completed by December 1, at which time the factory output will be 25 Templar cars a day and 50 daily in 1920.

GIVE THIS STUNT A TRIAL. Another Way to Work Your Car Out of the Mud.

When the car gets stuck in the mud do not try to pull out by running the rear wheels. As a matter of fact, the slower the wheels turn the better chance they have of getting a grip.

If the car can be rocked by alternate engaging and disengaging of the clutch it will be found that the pendulum action of the car will pretty nearly carry it out of the bad spot.

BEATS GASOLINE AT 15 CENTS A GALLON. New Invention Makes Ford Run 24 Miles on Gallon of Gasoline—Other Cars Show Proportionate Savings.

A new carburetor which cuts down the gasoline consumption of any motor, including the Ford, and reduces gasoline bills from one-third to one-half is the proud achievement of the Air Friction Carburetor company, 204 Madison street, Dayton, O. This remarkable invention not only increases the power of all motors from 30 to 50 per cent, but enables everyone to run slow on high gear. With it you can use the very cheapest grade of gasoline or half gasoline and half kerosene and still get more power and more mileage than you now get from the highest test gasoline.

Many Ford owners say they now get as high as 45 or 50 miles to a gallon of gasoline. So sure are the manufacturers of the immense savings their new carburetor will make that they offer to send it on 30 days' trial to every car owner. As it can be put on in only a few minutes by anyone, all readers who want to try it should send their name, address and make of car to the manufacturers at once. They also want local agents, to whom they offer exceptionally large profits. Write them today.—Adv.

Old Method Good One. To determine which plug is at fault, there is no better method than the old-fashioned one of the hammer or screwdriver. While the engine is running, hold the plug by holding the metal of the tube against the top of the plug and the cylinder. If there is no change in the firing of the engine, as told by the sound, you have found the faulty cylinder. In the case of engines having separate exhaust

HERE'S NEW ROAD TRUCK

STERLING MODEL SPECIALLY BUILT FOR HIGHWAYS.

Double Differential With Total of Six Speeds Gives Big Advantage Over Others.

A new Sterling truck, especially designed for road construction work and called the "road builder," will soon be here from the Sterling factory. This word has been received by A. L. Denney, manager of the Koshing Machine works, N. W. distributors here for the Sterling.

This truck, which comes in two sizes, 1 1/2 tons and 5-ton, embodies something entirely new in truck construction. It is chain drive, but equipped with a two-speed jack shaft with three-speed transmission, which gives it six speeds ahead and two in reverse.

As any man who has ever driven a truck in road work will realize, these six speeds give such a truck an immense advantage. It has a high high-gear and a low low-gear, in addition to the regular high and low gear, that add enormously to its effectiveness.

For instance, in starting with a heavy load or in climbing a very steep hill, the driver of this truck can throw it into the low low-gear, at 2 1/2 miles an hour. Then when going along on smooth road, he can throw it into regular high gear and move it 11 miles an hour on direct drive and as he gets to going good, can then shift to high high-gear and move along by virtue of throwing the other differential into gear at a speed of 17 miles per hour without increasing his engine speed at all.

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In an effort to alleviate the increasing seriousness of the automobile freight traffic shortage, the Detroit committee of the National chamber of commerce, in conjunction with the Detroit freight district traffic committee, has taken steps to assure a closer and more accurate apportionment of the cars among the motor car factories.

It was decided that the most equitable basis for the apportionment would be that of each factory's production in relation to the production for the district. Effective immediately, the apportionment will be made on production figures supplied by the factories each month instead of every four months, as was the case during past shortages.

STRONGHOLD TIRES HERE

M. SELLER & CO. TO DISTRIBUTE FOR NORTHWEST.

Hand-Made Tire in Both Cords and Fabrics Made by Company Famous in Rubber World.

Portland is rapidly becoming a tire center of importance. Now comes the announcement that this city is to be the northwest distributing headquarters for another nationally known tire, not before represented in the territory.

M. Seller & Co. have closed arrangements for the distribution in Oregon, Washington and Idaho of the Stronghold tire, which is manufactured by the Rubber Products company for another nationally known tire, for during the past 20 years it has been one of the largest producers in the world of high grade drug and surgical rubber products.

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On with the new, down with the old! The March of Progress—From Car Barn to Garage! And now they're making automobile garages of today with the car barns of yesterday. For many years this big brick building at Twenty-third and Washington streets, built in 1902, was the principal barn for street cars of the old Portland Railway company. Now it is being converted into a garage for the Washington Park Garage company, to be opened for automobiles about October 15. Note the auto runway to the left. On with events!

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AUTO ACCESSORIES AND PARTS

Electric Service Auto Co. 391 Oak Street. Specialists on Electrical Troubles. Free Inspection.

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United States Two-Stage Air Compressors

HIGH-PRESSURE AIR TANKS—HOSE, VALVES, COUPLINGS, EVERYTHING FOR THE AIRLINE. ALSO USED COMPRESSORS AND MOTORS. AIR COMPRESSOR EQUIPMENT CO. 329 COUCH ST. New Light Six, \$1475 Factory Mitchell, Seven-Passenger, \$1765 Factory MITCHELL, LEWIS & STAVER CO. Broadway at Oak

Mitchell SUNSET ELECTRIC CO. AUTOMOBILE ELECTRIC EQUIPMENT AGENTS

BATTERY REPRESENTATIVES STARTING AND LIGHTING NORTH EIGHTH AND DAVIS STREETS. PHONE BROADWAY 126.

USL BATTERIES

YEARS ADDED TO TRUCK LIFE First to Use Pneumatic Tires Still Are Running.

Two remarkable motor trucks will leave Detroit in a few days, one going east and the other west, on tours arranged by the United States Tire company. These trucks were two of three old trucks which were the first vehicles ever equipped with big pneumatic truck tires. They were all in the service of the Detroit factory of the United States Tire company, when that company set out on its epoch-making experiments with big pneumatic tires.

The three trucks were equipped in 1911 with the first set of these tires ever manufactured, and they have run on pneumatics ever since. The United States Tire company has arranged for these tours for the double purpose of emphasizing its priority in the manufacture of truck pneumatics and also to show to motor truck owners that trucks equipped with pneumatics have long life.

A subject for serious consideration by truck owners is that every one of the three trucks put on pneumatics "way back in 1911 is still in good running order and capable of sturdy daily service. The design of the trucks is so antiquated that they attract immediate attention. Practically every other truck of their vintage has long since been scrapped, yet these trucks live on.

The truck in the west will visit cities in Illinois, Iowa, Minnesota, Wisconsin and the Dakotas, while the eastern tour will embrace New York and cities to the south. Each old truck will be accompanied by a modern truck fitted up to show the latest innovations. Experts will accompany each pair to demonstrate the technical feature of the big nobby cords.

AUTO DIRECTORY

STANLEY STEAMER. The performance of the Stanley is at all times equal to the demands made upon it, and the quality of the performance is so satisfying that Stanley owners soon forget they have an engine in the car. W. H. WALLINGFORD, 522 ALDER ST.

LIBERTY SIX. The car which sells best in direct comparison with others. W. H. WALLINGFORD, 522 ALDER

BRISCOE. The Car With a Half-Million-Dollar Motor. W. H. WALLINGFORD, 522 Alder St.

FORDSON TRACTORS. Price \$985 Complete With Plows. FRANCIS MOTOR CAR CO. East Thirteenth and Hawthorne.

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Truck. offers more of "what you actually need and want in an automobile." BRALY AUTO CO. Main 4880, A. 3881. 19th and Washington Sts.

GARAGES AND REPAIRING

Speedwell Garage. Day Storage \$3.50 Washing—Polishing—Simionizing 14th and Couch. Day and Night Service. Phone Broadway 3974.

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Another FEDERAL. 1 to 5 Tons. A Size for Every Business. Service for Every Owner. Write or wire for literature relative to FEDERALs operating in your line of business. William L. Hughson Company. 60 N. Broadway at Davis St. Broadway 321.

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