

TRUCK RELIABILITY RUN TO BE STAGED

2500-Mile Event Planned for Middle West Next Year.

ALL TO HAVE PNEUMATICS

Affair is to Become Annual Event. Comparable to Glidden Tours of Former Times.

America's first annual motor truck reliability contest will be run starting late in June, 1920, over a course in the middle west, with Omaha as the starting and finishing point. The route will be approximately 2500 miles, with practically 24 days of driving and 27 days in all on the road, Sunday driving being prohibited in the contest. The run will be run through parts of eight states. Trophies of value and beauty have been offered, including the Omaha Bee trophy for the best performance of a truck on the run, which will be limited to trucks with Omaha tires under, all to be pneumatically tread. One of the main objects of the run is to demonstrate the pneumatic tire as applied to motor trucks to the wealthy farming population of the great territory covered.

In fact, the run has already been given the name of "The Run Around the Money Belt," as the great middle west included within the confines of the route was never as prosperous as at present, with farming lands at unheard-of figures, and a demand for crops at high prices, which exceed all records ever known.

P. Ed Spooner is Manager.
P. Ed Spooner, automobile editor of the Detroit Free Press, is promotional manager of the tour, Charles P. Root of Chicago, manager, and S. P. Deane of the Omaha Bee, resident manager. Mr. Spooner is a veteran in touring and pathfinding circles, dating from the great Pittsburg endurance run of 1903. He has participated in annual tours of the middle west and many trucks since that time. Charles P. Root is also a veteran, prominently connected with the contest, including two great motor truck runs of the past. Mr. Root is American Automobile association contest board representative.

Sanction for the "Run Around the Money Belt," the first annual national motor truck reliability contest, has been issued by the contest board of the American Automobile association. Chairman Kennardell of the contest board has stated his belief that the event will be the most important ever held for the motor truck industry.

All motor trucks competing for the Omaha Bee and other trophies will be stock models, registered with the A. A. A. and will be inspected by officials of the technical committee of the American Automobile association.

Observers to Travel on the Trucks.
Observers will travel on the trucks throughout the run, every contesting truck going into controls at noon and night. Rules for the contest have been prepared by Charles P. Root and his associates, and passed by the contest board of the American Automobile association, which will have general supervision of the officials of the tour, all experienced men in the field.

The exact route will be determined only after the pathfinders have passed over the route to determine upon their qualifications, particularly with regard to bridges and the care of the party on route. Noon stops, night stops and Sunday layovers will then be arranged by the pathfinder and his aides, who will make their final trip as soon as the roads have been opened to motor car traffic in the late spring.

Generally speaking, the route will be from Omaha to Lincoln, Cheyenne, Denver, Colorado Springs, Pueblo, Hutchinson, Topeka, Kansas City, Des Moines, Fort Dodge, Sioux Falls, Sioux City and Omaha. Sunday stops on this tentative schedule are at Cheyenne, Wyo.; Hutchinson, Kan.; and Des Moines, Ia. Following tentative route the average daily mileage will be slightly in excess of 101 miles.

Plans for the tour call for the most elaborate staging ever known on a national event, not excepting the greatest Glidden tour of many years ago. Lessons learned on the great tours for passenger cars will be incorporated into the motor truck tour.

Much Interest in Event.
There has already been aroused among manufacturers the liveliest interest in this event, facts regarding it having leaked out through official channels in New York. Contest board representatives met some time ago to consider the proposal to run the event and sanction was issued only after the board had considered the matter at length.

In the district to be covered by the great touring event, truck sales have increased amazingly with the coming of the pneumatic tire, which has placed the motor truck squarely on its feet in a district where roads have not been favorable to the truck with solid tires.

The reliability tour, the "Run Around the Money Belt," will serve to bring more prominently before the vast farming district the reliability of the truck as an adaptable to the farming districts and to the business sections in a country, surpassing in business prosperity almost any other section of the country today.

OLD TIMER BACK ON THE JOB

Famous No. 8, Long Winner on the Track, Works in Factory.
Old No. 8, winner of the 500-mile international sweepstakes in 1912 at the Indianapolis motor speedway, is back on the job. After a thrill-less vacation of seven and a half years, the famous blue National that Joe Dawson drove to victory in the most spectacular of the Hooper classics has been called to the rescue in helping overcome the fuel shortage.

In the machine shop of the National plant stands No. 8's engine, driving a belt to an overhead line shaft and contributing its quota of power to the gasoline propulsive effort of a battery of National engines turning the lathes that are producing parts for the new Sixter.

Loafing, apparently, has not had the same effect on the champion of the speedway as it did upon James J. Jeffries, former champion of the prize ring, for old No. 8 carries the punch and possesses the stamina of a successful comeback, not as defender of its title, but as a valuable piece of factory equipment.

The use of gasoline engines as a source of shop power in Indianapolis is not uncommon, other large manufacturing companies besides the National having found that motors were a most satisfactory auxiliary during the paralyzing days of the fuel shortage.

THIS IS THE MODERN WAY OF DELIVERING CORD AND SLAB WOOD.



DUMP BODIES AND TRAILERS LIKE THOSE IN THE PICTURE DOUBLE TRUCKING EFFICIENCY AND REDUCE DELIVERY COSTS.

Purchase from the William L. Hughson company of a Lee reversible trailer with automatic slide dump body of 34 yards' capacity and an extra body of like capacity to mount on a truck chassis has cut the Holman Fuel company's delivery time in half. Two loads can be hauled to a trip, one cord of short wood on the truck and one cord on the trailer, either being loaded or dumped independently of the other. One truck takes the place of three teams in the fuel company's delivery work, but this truck and trailer equipment with dump bodies takes the place of five teams, according to Benjamin F. Holman, at large saving in daily operating expense. The first day this equipment was used one driver made 15 deliveries in eight trips in regular working hours. At an average of six miles to the round trip, the eight trips in delivering these 15 loads meant a distance of 48 miles for the day's work. Floyd V. Parsons is in charge of the trailer department for the William L. Hughson company.

RIGHT WAY TO USE CHAINS

GEORGE K. CASSIDY TELLS HOW TO APPLY THEM.

Wrong Way Ruins Many Good Tires Long Before Their Usefulness Has Been Served.

"More ill feeling is caused between tire dealers and their customers over the question of adjustment through the use of chains than any other known cause," says George K. Cassidy of the American Tire & Rubber company, distributor for General tires. "Many good tires are ruined long before their usefulness has been served through the wrong application of skid chains."

"There is a right way and a wrong way to apply chains, as well as a right and wrong way to use them. They may be made to ruin the tire or to do it a minimum of harm. All these things should be thoroughly familiar to the motorist, for chains are an all-year-round necessity, although used less frequently in the summer. Heavy rains soon make roads just as dangerous as icy weather, so that one or more chains should always be carried in the car."

"A chain for each wheel should be carried by the tourist. Use as many as the occasion seems to demand, but supply the rear wheels first. If only one is used put it on the left rear wheel, stopping or starting at the curb, and if two are used install both on the rear wheels."

STUDEBAKER SERVICE TAKEN

Hughson-Hollingsworth Company to Handle Repair Work.

The Oregon Motor Car company, Oregon distributors for the Studebaker, has made arrangements with the newly formed Hughson-Hollingsworth company to handle service and shop work on Studebaker cars. The Hughson-Hollingsworth company has quarters at Eighth and Davis streets, in the former repair quarters of the Oregon Motor Car company. It is composed of R. S. Hughson and W. B. Hollingsworth. Mr. Hughson has been with the Oregon Motor Car company nearly six years, in the service department.

INCREASING LIFE OF AUTO

Efficient Lubrication Is Most Important Factor of All.

Shortage of motor cars due to the unprecedentedly heavy buying throughout the United States and interrupted production, attributable to labor unrest and irregularity in shipments of raw materials to manufacturing plants.

TRUCK MEN WILL CONFER

IMPORTANT TOPICS TO COME UP AT NEW YORK SHOW.

Portland Dealers Who Visit Event Sure to Find Subjects of Interest to Them.

WISCONSIN LICENSE TOTALS

Cars Registered Exceed Estimates Made Year Ago.

Wisconsin has broken all previous records for motor registry this year and the total number of licenses issued so far is more than \$500 in excess of estimates made on January 1 by the secretary of state. Up to October 18 the total of passenger car licenses issued was 224,840; motor truck licenses, 7249; and dealers' licenses, 1290, an aggregate of 233,470. In addition 10,675 motorcycles have been registered. An increase of more than 35,000 is indicated in passenger car registration, compared with 1918.

MOBILE SHOP ASSIGNED

AGRICULTURAL COLLEGE WILL GET ARMY EQUIPMENT.

Shipment for Instruction Purposes Announced by Commandant of Cadets.

OREGON AGRICULTURAL COLLEGE

Equipment worth approximately \$50,000 will be sent to the college by the government for use in motor transportation corps instruction which has been established here, according to a letter just received by commandant L. H. Spooner, first lieutenant in field artillery and instructor in motor transport work here.

The shipping of a mobile repair shop including tool equipment, lathes, drill presses, a grinder and hand tools of every description has been announced. The repair shop, mounted on a four-wheel-drive truck usually accompanies convoys or motorized artillery units.

At present 90 men are registered in the course in motor transport work, and they will be formed into two companies of three sections each. Lieutenant Spooner is planning for the appointment and assignment of non-commissioned officers to direct the work of the unit. Emil E. Seibert, of Pendleton is major and commanding officer of the unit.

HOOD RIVER WAS ALL SNOWED IN.



HOOD RIVER, Or., Dec. 28.—(Special).—The town of Hood River had three feet of snow and weather way below zero in the recent cold snap. Below is shown a main business street of the town, with a truck snowed in. Above is a whole battery of gravel trucks employed on Columbia River highway work, just as they were caught by the storm. They were parked in one of the main streets of Hood River.



Essex Sets World's Long Distance Endurance Mark

3038 Miles in 50 Hours, Averaging 60.7 Miles An Hour

All that 20,000 owners have claimed for Essex endurance is proved in the official tests completed under American Automobile Association observation on the Cincinnati Speedway, December 12. It was the first official test ever made of a car driven at top speed for fifty hours.

Made 5,870 Miles in 94 Hours 22 Minutes Driving Time

The Essex was put on the speedway to prove its reliability in a fifty-hour test.

At the end of 27 hours 58 minutes and in the 1780th mile, rain and sleet forced a stop. A second start was made three days later, but snow again ended the trial. This time the run lasted 16 hours 25 minutes and covered 1042 miles. The third run starting the following day was successful, the 50-hour period being completed.

Thus the proof of Essex endurance is even greater than that expressed in the 50-hour run. Think what that means. The average car is driven little more than 5000 miles in the entire season. But this stock Essex chassis went more than a mile a minute for 5870 miles.

More Than You Will Ever Want

Your average driving speed is probably 25 miles an hour. You rarely maintain that speed for more than an hour or two. Still if your car should go through the season with that kind of performance, wouldn't you be pleased?

How much more trying to every item of its mechanism were every one of those high-speed miles than any demand you will make.

Almost as astounding as its endurance was its tire experience. The front-wheel tires went through all three trials without change. Two rear tires were replaced because of damage done by splinters from the board-surfaced track.

Application was made last April to conduct stock reliability tests under the association rules. Since then close to 15,000 cars have been delivered and the Essex

used in this test is officially vouched for as being identical with every Essex built.

Doesn't It Settle the Light Car Question?

Light weight in an automobile has meant principally moderate price and perhaps gasoline and tire economy. There was enough speed and power to get about, but none that gave distinction on the road. Fineness and performance were not expected.

But the Essex brought fine-car quality to the light-car field. Its appearance gave it immediate distinction. Its performance placed it in the large costly car class. Only in size, cost and economy of gasoline, oil and tires was it compared to cars in the moderate-price field.

Is it any wonder that motorists have praised the Essex as they have? It gave them just what they had wanted. It was the way by which they could keep their motoring costs down and still have a car that filled their demands in performance, appearance and endurance.

So Make Sure You Can Get an Essex

Every Essex delivered has resulted in an increased demand. The purchases grew to more than thirty-five million dollars within eleven months. Its 20,000 owners are adding to the demand that is rolling up for next spring deliveries. We are already booking them. There is no possibility that all buyers can be served. Now is the time when you should make reservation. This latest proof will decide thousands who have waited for just such evidence that the Essex is as good as people have said it is.

C. L. Boss Automobile Co.

615-617 Washington Street Portland

Locking Screws.
When it is desired to hold a screw firmly in place in the woodwork of the car, this may be accomplished by driving an ordinary staple, such as is used in fastening wire netting, into the wood so that the staple lies directly in the slot of the screw.



"In Fifteen Minutes We'll Be Off"

That's all the time it ever takes for LEATH-R-NU to dry. Wash up, change your clothes, get into your car and go. In that short time the LEATH-R-NU that you apply to leather or imitation leather cushions and tops will be bone dry, but soft and pliable as a new glove. Not a particle will rub off, or peel off. And that shameful shabbiness will be a thing of the past.

LEATH-R-NU

Is applied with an ordinary brush. One application is enough. Produces a rich, lustrous black that is not affected by heat, cold, water, gasoline or oil.

Great for touching up body, fenders, running board, hood. Also for restoring new look to auto trunks, tire covers, traveling bags, sample cases, kodaks, all leather.

At all Auto Accessory, Hardware, Harness and Paint Stores, in cans; half pints, 50c; pints, 90c; quarts, \$1.50; half gals., \$2.75; gallons, \$5.00.

If your dealer hasn't LEATH-R-NU let us know and we will see that you are supplied.

NU-BACK MFG. CO.
Dept. E 114 North Commercial St., St. Louis, Mo.

Over Stocked Clearance Sale

Of NEW



Owing to insufficient space we are forced to sell a limited number of brand new Gould storage batteries ranging from 1/2 to 3/4 off. If you want a battery, now is your chance; all the batteries are guaranteed.

RATHKEY BATTERY CO.
Broadway 2604. Oak St., Between Park and West Park.