

MOST AUTO TROUBLE IS MET IN SUMMER

Heat Naturally Adds to Number of Accidents.

TIRES USUALLY GO BAD

Speeding by Drivers Often Leads to Trouble With Gasoline, Oil, Batteries, Etc.

It is no doubt true that more troubles are encountered in summer months than at any other time of the year. The heat naturally brings about many that would not otherwise come; then the roads are not always in the best shape; the driver usually increases his speed as the temperature rises and there are factors affecting the oil, the gasoline, the battery, etc.

The tires usually are the source of more unpleasant trouble than anything else. Motorists of experience know that it is necessary to keep tires properly inflated, free from cuts and mounted so that they run true. Attention to inflation is mighty important and if attended to once every two weeks will lead to the maximum mileage. There is no need to use a pressure beyond that specified because it only makes the car ride hard. There is no need of underinflating to compensate for changes in temperature. Keep the tread as though new—that is—free from small cuts. These should be plugged. Go over your tires weekly. Check wheel alignment whenever the treads indicate that an abrasive might have been used. Rapid wear should not be taken for granted if inflation is correct.

Oil Thins Quickly.
During the warm weather oil gets thin, due to heat. This applies to engine oil, transmission or axle oil or even grease. In the gear cases you should use a very stiff oil—not grease—though the engine oil may remain the same. The hotter the engine runs the heavier the oil, which accounts for the heavy oil used by air-coolers. The tendency to smoke is increased as the oil thins and as the piston rings, pistons and cylinders wear. Lack of lubrication in summer means a ruined part in a short time because that part will become very hot quickly. Wheel bearings, steering connections, generator bearings, etc., must be plentifully supplied with lubricant. It would be best if you went over the car by following the lubrication chart supplied by the car manufacturer.

During the summer months the car is on the road quite a lot and the days being long, the lamps and starter are not used much. This means that the battery gets a full charge over a long period. This, coupled with the extreme heat of the atmosphere, tends to reduce the volume of electrolyte. This evaporation of battery solution must be compensated for by the addition to each battery cell of distilled water. The solution should be half an inch above the plates. The motorist ought to look to the battery once each week in summer if he is to be assured freedom from electrical troubles.

Look to Battery Terminals.
A lot of driving means much vibration, hence connections at the battery and elsewhere should be examined once a month for corrosion and looseness. You might notice a green deposit at the end of one battery cable. That deposit if thick enough will stop the flow of current and you will not be able to start the engine and the lights probably will not burn at all. Lighting troubles are not uncommon in summer, due to battery condition being poor. Since so much depends on the battery, it seems of utmost importance that this unit be given adequate attention.
The cooling system should above all be clean; that is, free from sediment and dirt. Connections should be tight so no water leaks away to be forced back by the fan draft. This means you will detect the leak quicker if the engine is stopped.
Chronic overheating may be caused by the cooling system directly due to leaks, obstruction of passages or to a factor influencing the cooling system. Among these may be mentioned carbon, spark too late, poor mixture, improper lubrication. The common cause of overheating, however, is caused by a loose fan belt or broken non-operation of the fan.

Gasoline Gets Worse.
Fuel is likely to give trouble this summer owing to the increased demand and the opportunity thus presented to sell almost anything that smells like gasoline. There is no need to take off the hot air connection unless the engine car starts. Try fuel cold air, which is better for power and speed than hot air. If the engine pulls well, don't use the hot air connection.

It is quite likely that you may have to use the choke whenever you start, even in warm weather. The reason is gasoline being so heavy that it is not easily drawn into the cylinders. Do not leave the choke applied longer than you have to get started.
If your car always tends to steer itself to the right or to the left, get after the wheel alignment and the steering connections. If it seems to ride harder than it did last season, lubricate the spring shackles, spring leaves, etc. If it has the power and speed on hauls, let this department know the exact symptoms and you will receive a personal reply on your individual car.

RESTA TO DRIVE SUNBEAM

Speed Pilot Goes to England to Prepare for Race.

NEW YORK, April 24.—With the scheduled departure for England of Dario Resta to compete in the events for the entry of a Sunbeam team in the next international 500-mile speedway, the participation of Great Britain seems assured.

Last year the Sunbeam aggregation expended approximately \$150,000 in the preparation of two special mounts for the Indianapolis classic, only to discover at the last minute that through a technical error they had been built slightly oversize, and consequently were not eligible.

The chairman of the British delegation over this mishap knew no bounds and they returned to Merry England without waiting for the race. Before departing, however, they stated their determination to wipe out their inferiority in the near Hoosier international. Resta's imminent departure for the headquarters of the Sunbeam camp accordingly is interpreted to mean that the work of preparation for recouping lost prestige is practically completed.

Canada ranks second among nations for the manufacture and ownership of automobiles.

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The "Sterling" is one of the oldest tires on the market, although they have not been sold to any extent before in this territory. For 13 years Sterling Tires have been builded of the best materials obtainable—and in accordance with the most scientific principles; Sterling Tires have always been sturdy, but today they have greater endurance than ever.

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CLOSED CAR COMING TYPE

MOTORISTS NOWADAYS WANT COMFORT AND ELEGANCE.

Kissel Distributor Declares That Closed Car Should Be Better Built Than Open One.

When automobiles were first marketed their use was limited to special occasions rather than for everyday service. Because the first cars lacked protection against wind, dust and weather, the auto user had to bundle himself up with coats and caps, mufflers and goggles. An auto trip was an excursion, something planned ahead, an affair that unfavorable weather might cause to be postponed. Today the automobile has become so intimate a part of our life that the enclosed car is perhaps the type that best meets the needs of the average user. The more a car becomes a thing to be used impulsively and habitually, rather than upon special occasions, the more protection is needed, for the driver will not want to take the trouble to prepare himself especially to use it. The car that the owner can step into and drive away, regardless of whether he is dressed warmly or not, or whether his apparel may suffer damage from the weather, is the car from which he will derive the most comfort and usefulness.

"Of course, the closed car answers these requirements better than any other type, which accounts for its growing popularity," says H. J. McIntosh of the McIntosh Motor Car company, local Kissel distributor. "But the same reasons that make it especially useful, also make it vital that the closed car shall be unusually well finished. Because it is a car that is used in all weather, the outward finish must be of a class that will not become shabby with a little rain and sun.
"Mechanically, too, the enclosed car ought to be better than the average. Vibration in a motor that might pass unnoticed in an open car will readily be perceived in a closed car, and be a distinct source of annoyance. For these reasons the enclosed car that is a real source of satisfaction and pleasure must be built right, through and through."

BETHLEHEM FACTORY GROWS

President of Concern Sees Great Demand for Trucks.

"An era of unprecedented expansion is being entered upon by the motor truck manufacturers," said H. P. Harris, president of the Bethlehem Motors corporation, in a recent talk with men of the trade who were visitors at the plant at Allentown, Pa. They had commented on the huge additions to the Bethlehem plant. Reproval of high hills to make space for more buildings, the spread of the plant over lands at the rear, general building everywhere to enable the doubling and even trebling of the output, caught the eyes of the visitors.
Further, Mr. Harris said: "The need

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FISH, BEWARE OF FORD

NEW USE FOR MAGNETO IS TO ESTABLISH BARRAGE.

Unique Electric Stop Rigged Up by H. T. Burkey of Yakima. Device Now Installed.

A new use has been found for the Ford H. T. Burkey of Yakima, Wash., who has perfected an electric fish stop, has discovered that an accessible assistant for his needs is a Ford magneto.
To develop a current of electricity with which to put a barrage around the fish or against them, Mr. Burkey has discovered that an accessible assistant for his needs is a Ford magneto.
In some places, perhaps, it is easy to procure electric current from the power wires, but the independent plant is cheap and satisfactory. Practically all game fish live in running water. By the use of a water wheel, such as is used in the Yakima ditches for irrigation purposes, hatched up to a Ford magneto, a sufficient current can be generated to stop any fish and hold it from passing a given point. This is an idea Mr. Burkey has worked out since he went to Yakima.

Commerce Truck Expands Canadian Factory Will Be Built at Guelph, Ontario.

GUELPH, Ontario, April 24.—This city will be headquarters of the Commerce Motor Truck company, Ltd., which will be the Canadian plant of the Commerce Motor Car company of Detroit, Mich. The company from its Canadian plant will specialize on trucks of one or two-ton capacity.
With the announcement also comes information that an order for Commerce trucks amounting to \$1,000,000 will be turned out at the Canadian plant for the distributor at London, England. The new company is capitalized at \$1,500,000 and will operate under a Canadian charter. Work will start immediately on the new plant. Officials from the Commerce plant in Detroit have been in Guelph and have laid their plans for the new building. They will all be one story with a separate office building. The first year's capacity to take care of Canadian and export business will be based on a minimum of 5000 and a maximum of 8000 Commerce trucks. The new plant, it is expected, will be in operation in October.

Graphite in Motor Oil.

The addition of a little pure flake graphite to the lubricating oil is a help to motors that have seen some wear. Only pure motor graphite should be used. It forms on the metal surfaces, reducing wear and filling up scores in the cylinders.

Pump Packing.

The best packing for use in the water pump glands is either wicking, lead and graphite or waterproof asbestos. If asbestos, loose twisted rope packing is used, soak thoroughly in cylinder oil and cover with fine flake graphite and coll the packing around the shaft in the direction of rotation of the gland nut when tightening it. If packing is too large, squeeze it in a vise, cut to size with snips or heavy scissors. The gland nuts should not be tightened more than necessary to prevent leakage of the water. This should be done without the aid of a wrench.

There will be no Teutonic entrants in the eighth international 500-mile motor race on the Indianapolis speedway May 31.

Mr. Burkey has his device already installed and operating at the McNatt fish hatchery in the Naches. An interesting feature in the device by the Indians, who for years have contended that some steps must be taken to prevent fish loss in the irrigation ditches.
The Burkey fish device is a development of the past four years. Prior to the use of electricity a check on the movements of trout, salmon and other food and game fish, the method was the cumbersome one of erecting a screen barrier of some sort. This had many drawbacks and was not satisfactory. The electric device is simply itself and the harnessing of the Ford magneto to the power of the stream.

as has been done in Yakima, is a still further simplification which it is felt will make the method a certainty on any flowing stream where some conservation device is desirable. The installation at the McNatt hatchery has been in working order for some days.

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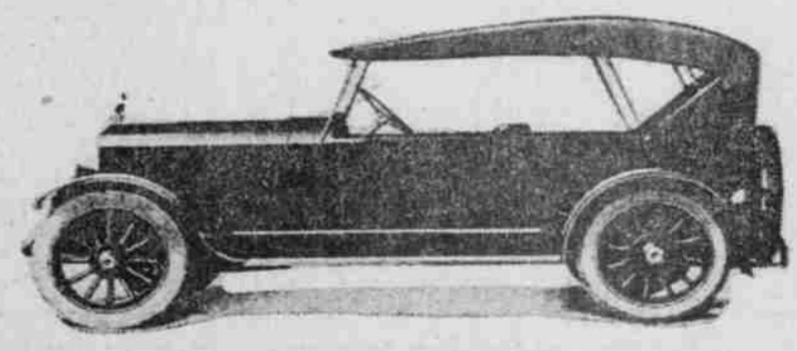


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The Winther Six

Owing to impaired freight service will probably not arrive until some time in May.

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A Light Quality Car

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