

TRUCK DEALERS TO MAKE VALLEY TOUR

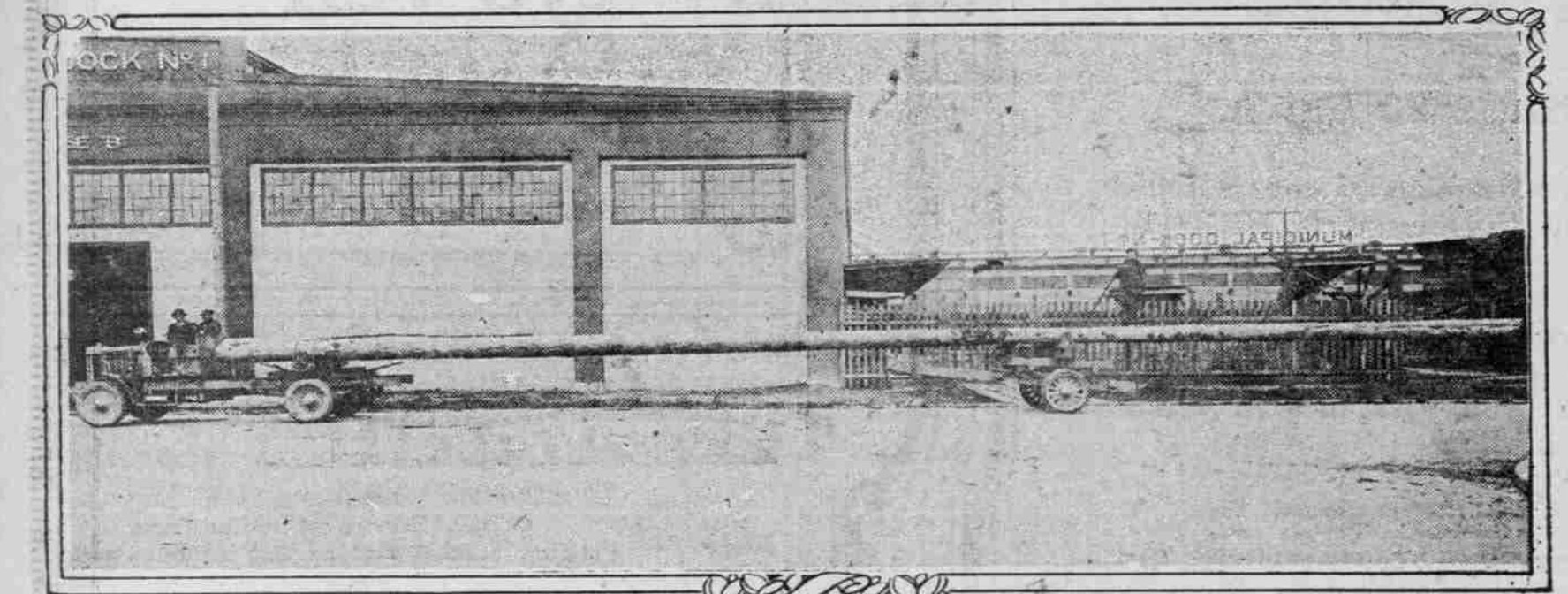
Ship-by-Truck Run Will Go as Far as Eugene.

PROBABLE DATE IS MAY 18

Practical Truck Demonstration to Be Feature of Ship-by-Truck-Good Roads Week.

A ship by truck demonstration tour from Portland up the Willamette valley as far as Eugene will be a feature of ship by truck-good roads week here, May 17 to 22.

HOW THEY GET THESE EIGHTY-FIVE-FOOT PILING AROUND THE SNAKY TURNS IN THE SKYLINE BOULEVARD AND CORNELL ROAD IS A MYSTERY.



—Photo by Gifford.

THE 3 1/2-TON WINTER AND TRAILER BRING THREE OF THESE HUGE STICKS A DAY DOWN THE SKYLINE AND CORNELL ROADS TO THE MUNICIPAL TERMINAL, A DISTANCE OF 11 MILES.

This much, however, was definitely decided at a meeting of truck dealers at the Benson hotel Thursday noon.

The tour will leave Portland either the morning of Monday, May 17, or Tuesday, May 18. The latter date is probable so that the start of the run may be made at the same time as the Portland Ad club's northwest caravan shoves off from Portland for Stockton, Cal.

There probably will be about 20 trucks in the run, perhaps more, but not more than one truck of any one make.

Three Days to Eugene. The tour will be made to Eugene, and will take three days to reach that city, stops each night being made at principal towns en route.

The run to Eugene probably will be over the main east side Pacific highway, that returning by the west side route. The return also probably will take three days.

Other details, such as whether the trucks will leave Portland loaded or take on loads for demonstration at local points en route, rules of the tour and the like were not arranged at the Thursday meeting.

This meeting was held in conjunction with the Portland ship by truck highway conducted by the Firststone Tire & Rubber company, the original sponsor of the ship by truck movement which has grown to such proportions throughout the country.

The following truck men were named at the meeting as a committee to take full charge of the run and arrange all details: F. V. W. Peters of the Portland Motor Car company, which handles Packard and Nash trucks; E. L. Crabbitt of the Gary Coast agency, Gary trucks; Gerald Goodsell of the Palace Garage company, Standard and Ford trucks; Mr. Copland of the William L. Hughson company, Federal and Ford trucks; and M. O. Wilkins, president of the Dealers' Motor Car association of Oregon, in an ex-officio capacity.

Similar Tours Elsewhere. Similar ship by truck tours will be held in nearly every state as a part of the ship by truck-good roads week celebration. In Oregon the tour also coincides nicely with the campaign in favor of the good roads bond issue and constitutional amendment increasing the state's assessed valuation.

Unless this amendment is adopted no more bonds can be issued by the state for road purposes and good roads work will have to cease.

As good roads are built through the state, the radius of truck activity is greatly increasing. Two years ago such a ship by truck run as this would have been impossible.

MOVIES STUDY TIRES SLOW PICTURES SHOW WHAT HAPPENS IN WEAR.

Factory Makes Exhausting Tests of Product Under Varying Conditions.

Slow motion pictures of the type that have amused movie devotees by slowing down swiftly-moving bodies to the point where every action may be analyzed have been utilized by the United States Tire company for a scientific study of just what happens when a heavily-laden motor truck climbs a curb, drops off an elevation or bumps over a railroad track.

This is the first time this very valuable form of photography has been used by a tire company. The results obtained were so successful that the pictures were shown at a meeting of the executive committee and the directors. Among the questions the pictures will aid in solving are the effects of heavy blows on highways, trucks, loads and tires.

The experiments took place at the company's truck tire factory at Providence. While the pictures contained

many, spectacular elements, their chief value lay in the scientific results adduced.

The most thrilling test from the spectators' standpoint was the truck jump. A two-ton truck weighing 4000 pounds and carrying a load of 4000 pounds, making a total weight of 10,000 pounds for the tires, got under full headway on an asphalt runway. While running at top speed it mounted a sharp incline 18 inches high set in its path and made an 18-foot jump through the air before it struck the asphalt. At the take-off the truck was registering 20 miles an hour. The truck was equipped on the rear with eight-inch Nobby cord pneumatic truck tires, and on the front with six-inch tires of the same size.

The truck made the jump eight times and the experiments came to an end without the slightest damage to the tires. When the tests had been concluded members of the company's technical staff dissected the tires in a search for evidence of damage but none were found.

In a similar series of tests made by the International Motor company a few weeks ago equally good results were obtained on nobby cord pneumatics. The noteworthy feature of this series was that the tires on the trucks were a set, every one of which had already traveled more than 25,000 miles. They all went through the jumps without injury.

Another highly spectacular per-

MOLASSES MOTORS ARE NOW POSSIBLE

Possibilities of Distilling Good Engine Spirit Found.

HORSE POWER IS SAME

Raw Material for Fuel Has Been Need of Industry and May Now Be Located.

Thirsty soils and economists who have been wondering what will become of all the molasses which formerly went into the manufacture of rum, remarks a writer in the current number of American Motorist, will be

the making of alcohol for fuel uses profitable.

And now comes prohibition providing molasses and alcohol in quantities practically as unlimited as the former supplies of that delectable dainty of the grog shop—rum.

In Britain where gasoline is much more expensive than it is here, the question of finding a substitute fuel has recently received renewed attention. A committee has been appointed which, after exhaustive tests of the subject, is convinced that alcohol as motor fuel has great possibilities and that the by-products of the sugar industry and many other substances yielding sugar, starch or cellulose will be utilized in this fashion.

Sure to Come to It. According to the British committee appointed to investigate the merits of "power alcohol" the fundamental attraction of alcohol lies in the fact that its chief sources are found in the vegetable world. In consequence the raw materials for the manufacture of power alcohol are being continuously renewed and are susceptible of great expansion without encroachment on the food supply.

Rather interesting experiments were made with alcohol derived from the flowers of the mahua tree growing in the East Indies. It is said that the sun-dried flowers of this tree contain something like 60 per cent of fermentable sugar and that they can be collected and delivered to the fac-

formance for movie fans was given when a truck weighing with its load 15,800 pounds was set astride a railroad track at such an angle that one rear wheel and one front wheel were in close contact with the steel rails. When an attempt was made to extricate the truck from that position the wheels spun around, the big "robs" on the tread beating a tattoo against the rails and causing so much friction that a column of smoke floated up.

When the truck finally bumped its way off the track it was found that the tires had chewed ruts in the ties at the points where the wheels had spun around. But the tires bore no marks of injury. This experiment was regarded as a thorough test of the tread strength of the tires.

Horsepower About Same. The averages for the minimum consumption values give a like figure of 8-10 of a pint per hour per break horsepower from gasoline as well as for alcohol. In this comparison it is of decided interest that the thermal value of alcohol is only 4-10 that of gasoline—a fact which explains the persistence of the experimenters better than anything else.

Heretofore the obstacles in the way of a universal adoption of alcohol as motor fuel lay in the difficulty of finding a raw material that could be secured sufficiently cheap to render

the special 200-horsepower army motor is built around a 38-millimeter cannon, which is housed in the center case of the motor. It fires an inch and a half piercing shell, the cannon muzzle projecting through the propeller base. It has a 14-inch recoil.

For ground-strafing of tanks, breaking up of battle formations of airplanes, and destruction of helium dirigibles the shells will be loaded with buckshot, according to John M. Rogers, aeronautical engineer of New Brunswick, N. J.

In certain parts of Siberia butter is so plentiful that it is used to lubricate motor vehicles.



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A complete stock of genuine, new Timken, Hyatt and New Departure Bearings.

PORTLAND BRANCH 24 North Broadway Phone: Broadway 1799

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General Offices Detroit, Michigan

Interested to learn that automobiles, trucks and tractors may be operated, not with rum, nor even with molasses, but with alcohol made from the latter. Continuing, the writer sets forth:

American Motorist not long ago called attention to the possibilities offered by the use of alcohol as fuel for internal-combustion engines. A few years ago the United States geological survey, through its technological branch, made a series of elaborate tests of the relative value of gasoline and alcohol as power producers. The most important results of the investigation are contained in the evidence that well designed internal-combustion motors using alcohol or gasoline will consume about an equal volume of fuel per unit of power.

Dust offers noticeable resistance to the progress of the wheels of a truck, mud is worse, and loose gravel is worst of all. The economy and efficiency of motor truck transportation may easily depend on the character of the road surface available.

The time to study this question is before the installation of the motor truck vehicles, so that the most efficient type may be secured for the condition in the particular case.

Rain Vision Windshield. It is a simple matter to give any touring car a clear vision windshield, which is not generally included in the equipment of the open car. The upper portion of the windshield is simply mounted on the top by means back of the center of the axle.

Users of Ford trucks of converted jobs sometimes have trouble from the grease in the rear axle flooding out on the brakes. The different thrust masters fixed to the axle housing will not let the oil get back where it belongs. The best way to conquer this trouble is to cut two grooves, one in each housing, to carry the lubricant back to the center of the axle.

Oil Drain.

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Brackets that hold the part out at the desired angle. In this way the upper half of the shield keeps off the rain, while the lower half protects the driver from the wind.

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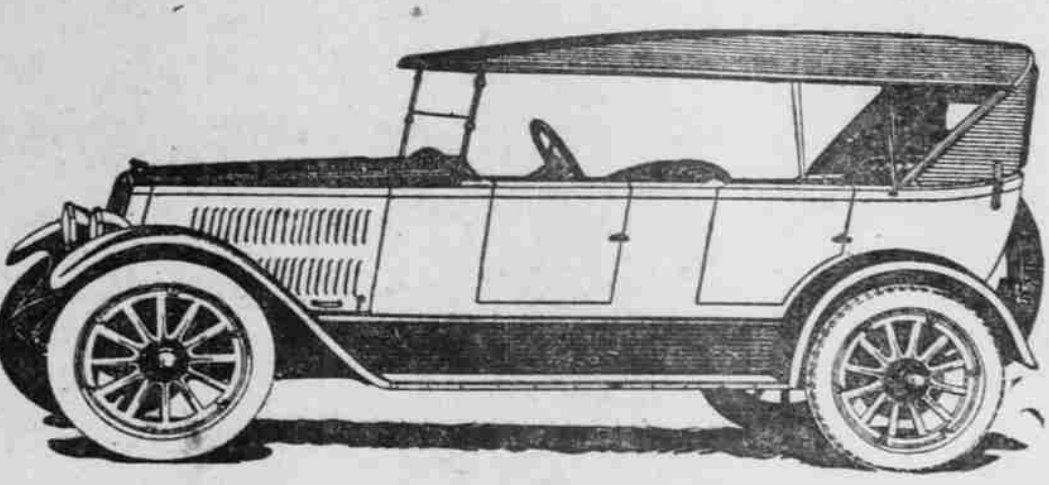
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Style is not the sole attraction in this new Mitchell. Nor all the costly details of finish.

For the chassis construction has its appeal to the mechanically inclined, and its dependability to those who like to take mechanics for granted.

While no basic changes have been made—because of the success of the recent Mitchells—nevertheless we want to point out the numerous refinements and improvements that have been incorporated.

It is your distinct advantage to know this new Mitchell before you make any choice—to know its beauty, its responsive performance, its roominess and comfort, its sturdy construction and its moderate price.

Then make comparisons, if you wish. See if you can find a like car at a like price. To even approximate all that Mitchell offers will cost you much more, we think.

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Here is a great triumph of Mitchell engineers and designers. Their harmonious effort brings a matchless car at a moderate price—details of style not found elsewhere, betterment in materials, and above all, sincerity of purpose in construction.

Mitchell introduces to car design a logical advancement.

All tendencies of recent years, as you know, have been toward motive lines. Yet many awkward lines remained.

Someone had to conceive the final step—to bring the radiator into harmony with other body lines. It alone remained straight up-and-down.

It has been Mitchell's opportunity to introduce this inevitable feature—

and the result must be seen to be appreciated fully—for it appeals not only to the eye, but to one's sense of logical proportions of a swift moving object, like an automobile.

Some will say that this is a minor thing—that it is not radically different.

That is true. In this new Mitchell we do not offer the freakish, nor something to appeal to passing fancy. What is offered is a basic development, just like the slanting of the windshield, just like the many other items which make today's cars so different from those of five years ago.

We want you to see this new car and pass judgment. We want you to observe its new lines. And to examine its superb finish. Then we know you'll agree that this new Mitchell offers more for your money.

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Advertisement for Overland The Good Sense of This Sedan. Features the Overland logo and text describing the car's features: 'Only 200 Pounds Heavier Than the Touring Car. Rides on Triple Springs with Comfort of Heavy Car.' 'EVEN SUMMER EVENINGS sometimes are cool! Dust sometimes blows—or rain. You drive more—more chances with weather. And summer clothes, especially women's clothes, soil easily. Then isn't it good sense to buy a Sedan—Now? Instead of a collapsible top which you never lower, the Overland Four-Door Sedan provides a thick permanent top with greater coolness in hot sun. Plate glass windows give you control of your comfort but never cut off your vision. Triple Springs make touring easy. Light weight provides economy.'