

OVERLAND 4 SEDAN BLAZES LONG TRAIL

Enclosed Car Makes Non-Stop Run, Canada to Mexico.

FIRST TOUR OF ITS KIND

Here's Story of Portland-Sisson Leg, 430 Miles, of 1584-Mile Border-to-Border Trip.

(Continued from First Page.) Sisson, which is right under Mount Shasta and the highest point the Pacific highway attains in California after the Siskiyou.

From there on to the Mexican border it is either easy down grade for the most part or paved highway. The sedan reached Portland from Blaine, Wash., at 9:45 P. M. Thursday, 12 hours 45 minutes out from Blaine, with Clint Jones driving and E. L. Marquart of the Seattle Times as driver, and was formally turned over to H. H. Eling, manager of the Portland Willys-Overland Pacific branch.

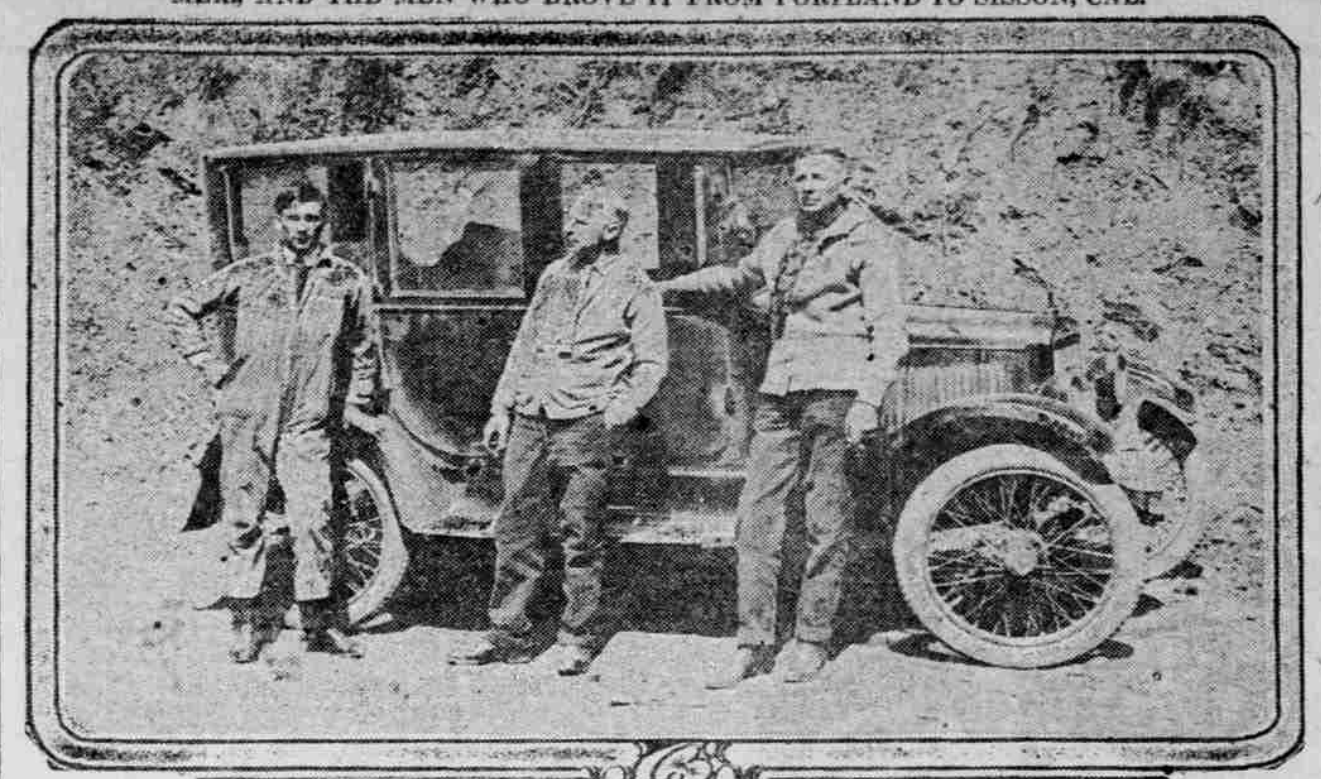
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THIS IS THE CONDITION OF THE ROAD FROM GOVERNMENT CAMP THROUGH THE MOUNTAINS TO CLEAR LAKE.



HERE IS THE OVERLAND SEDAN THAT MADE NON-STOP RUN FROM BLAINE, WASH., TO TIJUANA, MEX., AND THE MEN WHO DROVE IT FROM PORTLAND TO SISSON, CAL.



Those in the picture are, left to right—Henry Gilbert, mechanic and relief driver; H. H. (Bert) Eling, Willys-Overland Pacific manager in Portland, and Harry C. Hays, sales manager, who drove most of the 430 miles from Portland to Sisson, by long odds the hardest leg of the non-stop journey. It was not a non-stop run in the sense that the car was not to stop, but in that the engine must keep running at all times, and this it did. And while in no sense a speed run, either, the total elapsed time from Portland to Sisson, where another crew took it, was only 22 hours 17 minutes, which averages nearly 20 miles per hour. And at that 8 1/2 hours of the 22 hours 17 minutes were night driving.

It was very low and there was no chance to recharge it, of course. So for precaution an additional battery, making more deadweight, was put in the tonneau to replace the other if need arose. A coil of wire also was taken along so the charge could be made without stopping the engine.

Hard to Keep Awake. Before reaching Roseburg we had to take the old, rough, steep road over Rice hill. On a run over the highway the week before to log it for the Ad club before the new pavement eliminating the old Rice hill grade had been opened to travel. But this day it was closed for further paving work, and there was nothing for it but to take the old road, which was steep and winding and had our first puncture.

The 123 miles between Roseburg, which we left at 11:10, were in some respects the hardest of the whole run. After working all the day and driving all that night, there is going into the next town, Oakland, one of the rear tires picked up a nail or something and we had our first puncture.

Up over the steep ascent of Roberts mountains and down the sharp ridge on the other side, with its Dead Man's curve, where many a car has gone over the brink; through Cow Creek canyon, a mixture of brush and deep ravine; up curving Glendale hill and down the new grade on the south slope; past Wolf creek station and up the new paved Wolf creek grade, and then the heart-breaking climb of Sexton mountain, and the sedan.

Engine Begins to Misa. It was about as we started the climb of Sexton mountain, a long grade at any time with many sharp curves, that the engine began to give signs of distress. It had run perfectly up to now, but with its new spark plug, it was developing and on this climb it heated and boiled furiously under its heavy load. At the water tower half way up, fresh water cooled it considerably, but as Harry headed up the grade from there on all was down hill and no trouble into Grants Pass.

Four New Spark Plugs. Did you ever change a spark plug while the engine is turning over? It's an interesting operation. To make perfectly sure that he would get the right plug, Gilbert took no chances but changed all four of them, one at a time, of course. He would unscrew a plug, and then with the compression whistling and shooting hot gas on his fingers, would screw down the new plug. He completed the operation successfully in five minutes, and his diagnosis proved absolutely correct. With four new spark plugs the motor turned over as sweetly as any racing driver could wish.

From Grants Pass into Medford it was easy to make good time, the road being uniformly good and much of it paved. At 5 P. M. the car stopped at the Overland dealer's in Medford and

all hands tumbled out for dinner. All but Harry Hays. With Sisson still a good hundred miles ahead, the Siskiyou was yet to climb to a height of 5000 feet, and the road beyond an unknown quantity, he was like a caged tiger to be on his way. Not a bite would he eat.

The time to Medford from Portland was 15 hours and 40 minutes, including all stops, not a record, but surprisingly fast for an enclosed car, loaded down as this one was. It was 5:45 when we set out from Medford and headed for Ashland and beyond that town, the Siskiyou, and California.

Long Climb Over Siskiyou. The climb over the Siskiyou is a long one and a hard one, with eight miles of rough, cut-up road in the 13 miles of mountain going to the Oregon-California line. But the sedan plugged right along and soon this obstacle had been put behind us. On pushed the car over good roads in northern California and presently was in the winding canyon of the Klamath river.

Up the Canyon at Night. What a road to drive at night! Luckily for us, perhaps, we couldn't see what was below us as we swung around the hairpin curves along the brink. We did see this road by day the next day when we returned to Ashland from Sisson in another car, but by day it was a different matter. We hadn't known its full possibilities in the dark. If you have ever been on a highway at night, you know an idea of this one, which reminds one much of the winding road of precipitous drops into a rushing stream below.

Speedometer Sense. When the car has a transmission driven speedometer the rear wheel should never be spun or permitted to slip. This habit is likely to spring loose causing an error in odometer reading of anywhere from 2 to 5 per cent.

They Were Long, Long Miles. No need to detail the final two-hour drive through the dark into Sisson. Desire to sleep had long since gone. But never were there longer miles on this continent. We reached Wood, finally, six miles from Sisson, and then the lights of Sisson glowed in the distance. The engine was running beautifully, the lights of the car burning without a flicker. But we had driven far enough. Twenty-two hours on the road is a long, long time when you begin the 22 hours after a day's work and without the slightest matter of preliminary sleep.

At 11:00 o'clock the night of Friday, May 14, 22 hours and 16 minutes after we had left Portland, we drew up at the hotel in Sisson.

Closing Out Sale Trailers 2 and 4-Wheel Models 750 to 1500 capacity Camping and Commercial Trailers Write for prices NOW Our stock will not last long

Write for prices NOW Our stock will not last long



ROAD NOW OPEN TO GOVERNMENT CAMP

But Maxwell Finds Deep Snow Beyond that Point.

GOING FOUND VERY FAIR

Dave Kilton Pilots Second Car of Season to the Camp, Road Generally Being Excellent.

The road to Government camp at the base of Mount Hood, though not yet in good shape all the way, is now open to travel by automobiles. There is some snow along the road on the final hill, though not much, and only patches of snow remain at Government camp. From Government camp on to Clear Lake, however, the road is still closed by snow.

Dave Kilton, salesman for the C. L. Boss Automobile company, drove to Government camp a week ago in a Maxwell car. He intended to press on to Clear Lake, about 12 miles further, and have some good fishing, for the water at that lake teems with gamsy trout. But he revised his plans after running into snow four and five feet deep three miles beyond Government camp.

Mr. Kilton's Maxwell was the second car of the season to arrive at Government camp. The first car there was a Ford sedan belonging to the Palace Garage company, which went out for the cup offered by Mr. Pridemore to the first car reaching the camp each year.

New Road From Toll Gate. To Government camp is 56 miles from Portland, or was by the old road via Toll Gate. But Mr. Kilton says motorists going there now will be surprised to find that the old Toll Gate road has been partly replaced by a new and very much better road, which is part of the grade for the projected Hood loop.

This new road not only is on a better grade but it shortens the distance quite a little to Government camp by eliminating many of the jogs and crooks of the old one. It is now completed about half way from the Toll Gate to Government camp, according to Mr. Kilton, but from the end of it to Government camp the old road still is the only route. However, a crew is now at work at Yookum falls, two miles below Government camp, continuing the grade which eventually will be built to the camp itself.

Mr. Kilton left Portland at 5 o'clock in the morning and reached Government camp at 9:30, which of itself indicates that road conditions are not too bad. Four persons were in his machine. Though he took chains along he didn't have to use them between Portland and the camp.

Final Hill Still Rough. To Rideadene, where Government camp is, the road is now very fair, though a good many of the light planks laid in the night are dark and sticky mud but very little of it. Beyond Rideadene comes the new road described. The final hill into the camp over the old road is still very rough going.

After reaching Government camp, Mr. Kilton shoveled snow for Clear Lake. To his surprise, he found new road for a mile beyond Government camp, this also being a part of the Mount Hood loop.

From this new road the Maxwell traversed a mile, pretty well clear of snow, and then hit the big timber. That was as far as the trip went. He immediately had the car run into snow which he shoveled out and five feet deep. Mr. Kilton put on his chains and bucked some of it, but desisted after a time and walked ahead half a mile to look things over. There seemed to be no end to the snow which became deeper in places. From the snow Kilton drove back to within a mile and a half of Government camp, where he and his party pitched camp and remained for the night. The following day they took a side trip to Mirror lake near Government camp, fished a little with some success, and then drove back to Portland. It snowed quite heavily at Government camp on Decoration day.

White Tires. Almost one-half of the compound of the many automobile tires on the market today is lead-zinc oxide. This filler gives the tire its white color and resiliency and increases its tensile strength and durability.

Overland Drive This Sedan For Economy High Gasoline Mileage; Low Upkeep Cost; Greater Comfort; Because of Triplex Springs THE OVERLAND SEDAN AND COUPE have all the convertible car's advantages but they have more—amazing economy! In the recent 355-mile Los Angeles-Yosemite Economy Run, an Overland Sedan took first place in Class Two with a gasoline average of 27.6 miles per gallon! Such performance emphasizes again Overland's stamina and low-cost of operation. This economical Sedan keeps you cool on sultry days, shuts out the rain and dust and gives you greater riding comfort. Touring, \$985; Roadster, \$985; Coupe, \$1525; Sedan, \$1575 Prices f. o. b. Toledo, subject to change without notice

Willys-Overland Pacific Co. Broadway at Davis St. Phone Broadway 3535

FARM EXPERT IS HEARD

J. B. KROH MAKES ADDRESS AT TRUCK QUARTERS.

Motorize-the-Farm Man Gives Expert Sales Talk and Demonstrates With Clydesdale.

J. B. Kroh, representing the motorize-the-farm bureau of the Goodyear Tire & Rubber company, while in Portland a week ago on a tour of the Pacific coast in the interest of farm motorization, made an interesting sales talk and demonstration at the quarters of the Butler Motor company, Tenth and Gilsen streets, distributors for the Clydesdale truck.

Mr. Kroh used a Clydesdale as the theme around which his talk was based and illustrated many points in it from the truck, which was pneumatic-tire equipped. He spoke very highly of the truck.

By motorizing their farms, he asserted that the farmers can considerably more than double production without added motor power, this gives— 36% More Truck Speed and 91% More Pulling Power

TIRES Your Own Price All sizes, new or used. Some guaranteed, some not. 50x1 1/2 Used Tires \$4.00 to \$8.00 New " " " " \$13.00 to \$28.00 Other sizes in proportion. Trade Your Old Tires for New Ones. We handle both old and new. Weaver Tire Co., 323-325 Burnside St., at Broadway

and that at lower relative costs and with less labor. He cited figures showing labor costs to farmers have increased from 18 per cent in 1913 to 59 per cent in 1919. A large number of Goodyear employees heard the lecture, in the course of which Mr. Kroh "sold" them the truck. During his visit in Portland he made several other addresses, including one before the Chamber of Commerce.

FAGEOL DOMINANT MOTOR TRUCKS 1 1/2, 2 1/2, 3 1/2, 5 Tons FAGEOL SEVEN-SPEED COMPOUND TRANSMISSION Give five forward and two reverse speeds by the use of a variable speed countershaft with no more gears than in an ordinary four-speed transmission, and has an OVERDRIVE for speed and GREAT GEAR REDUCTION for power. Without added Motor power, this gives— 36% More Truck Speed and 91% More Pulling Power



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Waukesha Motor Timken Worm Drive



Control of your car with safety to lives and property is not confined to the throttle and steering wheel. Your brakes are most often the final resort. To be properly efficient, brakes must be correctly lined. Insist that the brakes on which you rely for safety and service are lined with genuine— Raybestos BRAKE LINING Identify it by The Silver Edge The Raybestos Company Bridgeport, Conn.