

OVERLAND MAKES HIGH GAS RECORD

27.2 Miles Per Gallon Is Mark
for Long Run.

CONTINENT IS CROSSED

Remarkable Marks Set in This
Time of Fuel Shortage When
Aim Is to Husband Supply.

An Overland model four touring car arrived in San Francisco last Monday at the end of a transcontinental run over the Lincoln highway from New York to San Francisco, 3442 miles by its speedometer, on which it made the truly remarkable gasoline mileage record of 27.2 miles per gallon average for the entire distance.

An Overland car of this same model on a test run between Bakersfield, Cal., and Los Angeles, under official observation recently established a world's record for gasoline consumption of 106.4 miles on a single gallon. Now comes another of the new Overlands and on a long-distance run under actual touring conditions sets a gasoline mileage record almost as remarkable.

Word of the arrival of the car in San Francisco was received by H. H. Eling, manager of the Willys-Overland Pacific branch in Portland, in the following telegram:

225 Collins of Gas Used.

"Transcontinental car arrived in San Francisco at 7:05 A. M. Monday, 3442 miles. Average speed, 19.2 miles per hour, elapsed time. One hundred twenty-six and a half gallons of gasoline used, averaging 27.2 miles per gallon. Car in splendid condition despite great road difficulties encountered."

This car left New York on Sunday, July 18, at midnight and a few hours more than seven days later was in San Francisco. This and the fact that it averaged 19.2 miles per hour, which includes all stops, for the entire distance, indicates how hard it was driven. As all motorists know it is not possible to make the best gasoline mileage showing under such conditions of hard driving, yet this car averaged for the whole way 27.2 miles to the gallon.

This run, furthermore, was different from the extreme transcontinental run in that distributors through whose territory the car passed drove it, instead of its being handled solely by experts specially trained and prepared for the tour.

Eleven States Traversed.

The route of the tour took the car through Philadelphia, Harrisburg, Pittsburgh, Canton, Fort Wayne, Chicago Heights, Cedar Rapids, Des Moines, Omaha, North Platte, Cheyenne, Rock Springs, Salt Lake City, Reno and Sacramento to San Francisco. In addition to minor ranges, it crossed the two major mountain ranges of the Rockies and the Sierra Nevada on its run.

The car was a stock model in every respect, with standard triplex springs. As it entered the territory of each Oakland distributor along the route, it was turned over to a man selected by the distributor in that territory to drive to the line of his neighboring distributor's territory. In this way the car was subjected to a wide variety in methods of driving and its gasoline consumption record may be accepted as one that any careful driver could attain.

One of the main purposes of the trip was to determine for the automobile industry and the buying public the comparative merits of a lightweight car in stamina and economy on a continuous run of 3400 miles, with a relay of 25 drivers at the wheel.

Traveled Day and Night.

The car traveled day and night with only necessary stops along the way for gasoline and water, and to take on new relays of drivers, to the end of its journey down Market street in San Francisco. The car was crossed en route. Observers in another Overland trailed the record-making car on its journey.

This Overland run answers several questions of immediate interest to the motoring public. Among them, how much gas is needed to run a light car on a run almost equal to a year's usage by the average driver, and the extent to which the light car now has been developed and perfected so that it is not only ideal for quick handling and economical use in tangled city traffic, but also has the stamina necessary for the roughest transcontinental run with no sacrifice of its economy advantages.

Every possible condition of weather, of climate, of roads, mud, sand, hills, mountain passes were encountered on the seven-day drive.

FRENCH TO LET IN AUTOS

Repeal of Prohibitory Decree Is
Planned, They Say.

NEW YORK, July 31.—A cable from Paris Thursday, containing the information that a decree repealing that of April 23, which prohibited importation of many articles from America, has been signed and will be promulgated in a day or so was encouraging news to the automotive industry.

The French government April 23 issued a decree forbidding for an indefinite time the importation of certain "luxuries" and all automobiles chassis weighing less than 5500 pounds. This admitted under the government ruling only the heaviest truck chassis. American automobile dealers in France said their business would be virtually wiped out.

The dispatch does not indicate whether the decree is the measure announced, April 23, but it is possible that the formal announcement was held a few days and the present repeal applies to the automobile trade ban.

MAXWELL TRUCKS IN LEAD

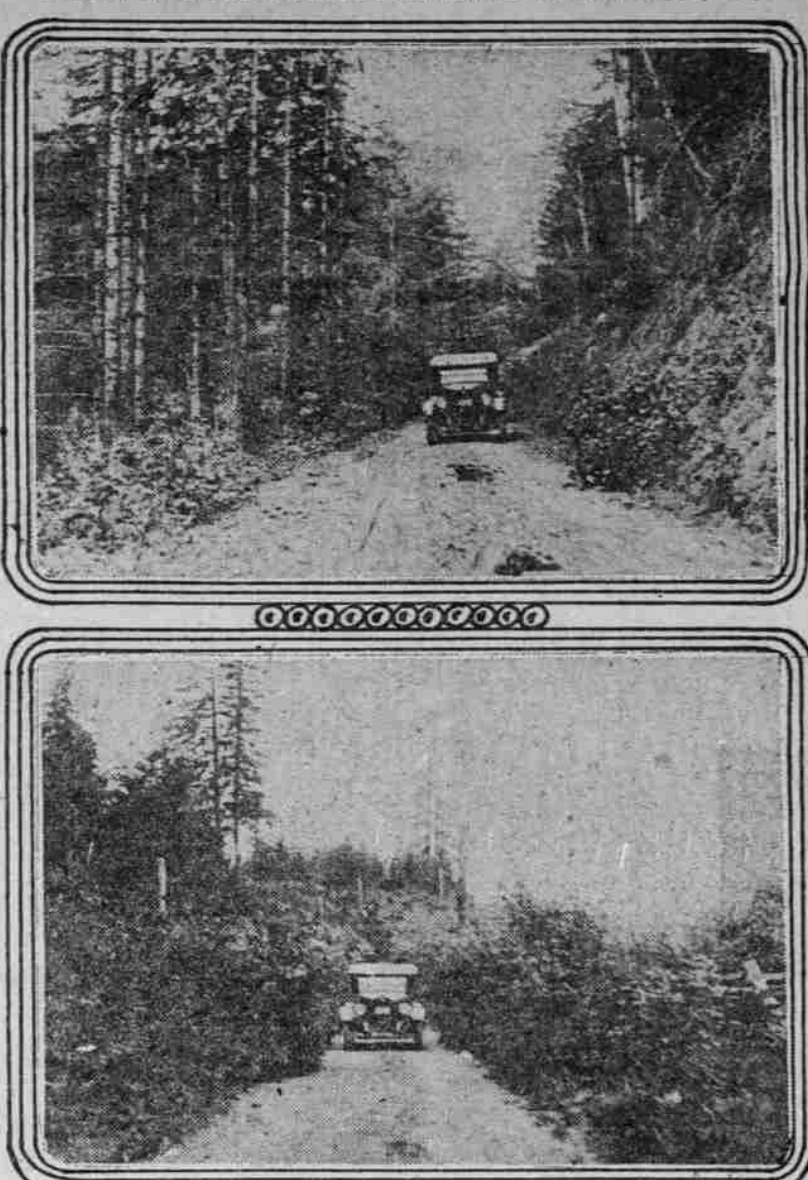
Kitchen Vehicles Make Schedule
Easily on Ontario Run.

DETROIT, Mich., July 31.—Ray McNamara, piloting the Michigan Pike association's truck train through the wilds of Northern Ontario, wired Gordon Muir, Maxwell-Chalmers advertising manager, from Espanola, Ont., Thursday, as follows:

"Maxwell kitchen trucks arriving on schedule like clockwork, while other heavy-duty trucks break through bridges. We rebuilt three bridges yesterday before they could cross. Sandy roads, steep hills and rocks negotiated with ease by our cars, arriving many hours ahead of heavy-duty trucks."

If the clutch is allowed to slip very long it will burn the leather, which will necessitate a re-lining.

ALONG THE ROAD FROM CORVALLIS TO NEWPORT, OR.



These views are typical of between 40 and 50 miles of narrow dirt road through the mountains to Newport and the Nye creek beach. The pictures speak for themselves as to road conditions.

GUIDE MAKES 484 CLIMBS

PARTY PILOTED TO SUMMIT OF
MOUNT HOOD.

Ascent Requires Six and Half
Hours—Mount Shasta and Columbia Plainly Seen.

HOOD RIVER, Or., July 31.—(Special.)—On Sunday Mark Weygandt, veteran Mount Hood guide, made his 484th trip to the summit of the snow peak, with which he has become as familiar as most Hood River orchardists are with their ranch places. Mr. Weygandt piloted the following party to the peak on his latest trip: E. R. Goldapp of Portland, superintendent of the Parker & Banfield Construction company; Roy McAllister of Seattle, foreman for the company engaged here in constructing storage plants for Dan Wulfe & Co.; Bud Miller and Otto J. Voelker of Portland; S. G. Dilepine and C. D. Baker of Parkdale, and J. P. Naumes of this city, purchasing agent for Dan Wulfe & Co.

The party left here Saturday night, motoring to the end of a road that penetrates the remote section near the national forest. They hiked thence across the reserve to Cloud Cap inn, whence they left at 7:30 Sunday morning on the long climb up the mountain.

"Mr. Weygandt certainly showed that he knew the mountain," says Mr. Naumes. "The snowfields and glaciers were open books to him. He knew how to keep us cheerful and get all of our energy in our work. We remained on the summit, where we arrived at 2 o'clock, until 4. I returned to Hood River Sunday night, arriving home in my automobile at 9 o'clock."

Another party, as follows, climbed from the inn Sunday, guided by George Miller, official inn guide: Sidney B. Casine, Horace Nichols and Hubert Hasbrouck. The day was perfect for climbing, and the recreationists were able to see Mount Shasta plainly. The Columbia was also visible.

ROLLS-ROYCE INVADERS U. S.

British Auto Company Ready to
Turn Out Car a Day.

SPRINGFIELD, Mass., July 31.—Considerable interest attaches to the invasion of the American auto field by the Rolls-Royce company, which is about ready to start production at its new \$800,000 factory. The present plans call for the output of but one car a day, but 100 cars a year can be turned out by the addition of more machinery in the present structure.

About 50 of the most expert workmen from the Derby works have been

brought over to supervise construction in the new plant. The American factory will turn out the same chassis in every detail as that made in England. It will retail at \$11,000, the body ordinarily costing \$7000.

The results achieved by the American mechanic working with the idea of quality rather than quantity production decided the English company to open the Springfield branch. Officials assert their experience convinces them that the automobile is the last thing to be given up in a movement to curtail expenses, and that the determination of England to eliminate luxuries has not been reflected in a decreased demand for passenger cars.

TAKE THESE ON A TRIP

HANDY ACCESSORIES IN CASE
OF TIRE TROUBLE.

Spare Tire Essential, but Alone It
Is Not Enough to Give
Motorist Protection.

Preparing for tire trouble before it occurs is half the secret of successful motor trips. The motorist who starts off with no greater protection against tire mishaps than abiding faith in luck is apt to find she is a fickle friend, likely to desert him when most needed.

It is far better for the motorist, says the Diamond Rubber company, to flout luck entirely and lay in a full supply of inexpensive tire accessories. They will prevent serious trouble far more effectively than a whole tonneau full of horseshoes, four-leaf clovers, rabbit feet and other luck-bringers.

The accessories which should be taken in the car on every trip are few in number and can be purchased from any tire dealer. The following should be bought:

Two or more extra inner tubes, properly wrapped to protect from oil and prevent chafing.

One set applying levers.

One box self-vulcanizing patches and full box of permanent puncture plugs for small punctures.

Six valve insides, six valve caps and three dust caps.

One box powdered soapstone or mica to be used between casing and tube to prevent chafing.

Air pump and jack.

In addition to these accessories, the motorist should of course take along at least one extra casing for use in case of a bad blow-out, which cannot be temporarily repaired. It should be carried in a tire cover to protect it from damage.

Twenty cash prizes ranging from

FRANKLIN TEST SUCCESS

PINT OF GASOLINE USED IN
PASSENGER TRIALS.

Dealers Throughout Country Take
Part and Average Is 27.3
Miles Per Gallon.

The Franklin Automobile company has announced that 32,645 passengers were carried during the national show-the-car contest, which took place from June 7 to June 19.

A feature of the contest was a gasoline economy test. Each passenger was shown how far a Franklin would travel on a single pint of gasoline, the liquid being placed in a bottle in plain view and the regular supply from the tank discontinued. Four hundred and fifteen Franklin representatives in all parts of the country participated in the contest, and when the returns were checked up it was found that the average national mileage on one pint of gasoline was 34.12 miles, or at the rate of 27.3 miles per gallon.

Twenty cash prizes ranging from

\$50 to \$500 were offered by the Franklin company to the Franklin representatives taking out the largest number of passengers. The first prize went to A. D. Caldwell of Chicago; P. P. Phillips of Lexington, Ky., was second and H. A. Kirk of Rensselaer, Ind., drew third place. Fourth to tenth places, respectively, went to R. W. Cleveland, Waterloo, Iowa; H. M. Seibold, Columbus, Ohio; W. R. Hunter, Lexington, Ky.; N. P. Berry, Lexington, Ky.; J. C. Soenken, Aurora, Ill.; Miss C. E. Kelley, Dallas, Texas; Lawrence C. Duke, Wellsville, N. Y.

A handsome silver cup was awarded to the Chicago dealer for having shown the highest average score for its various entrants.

American Cars in France.

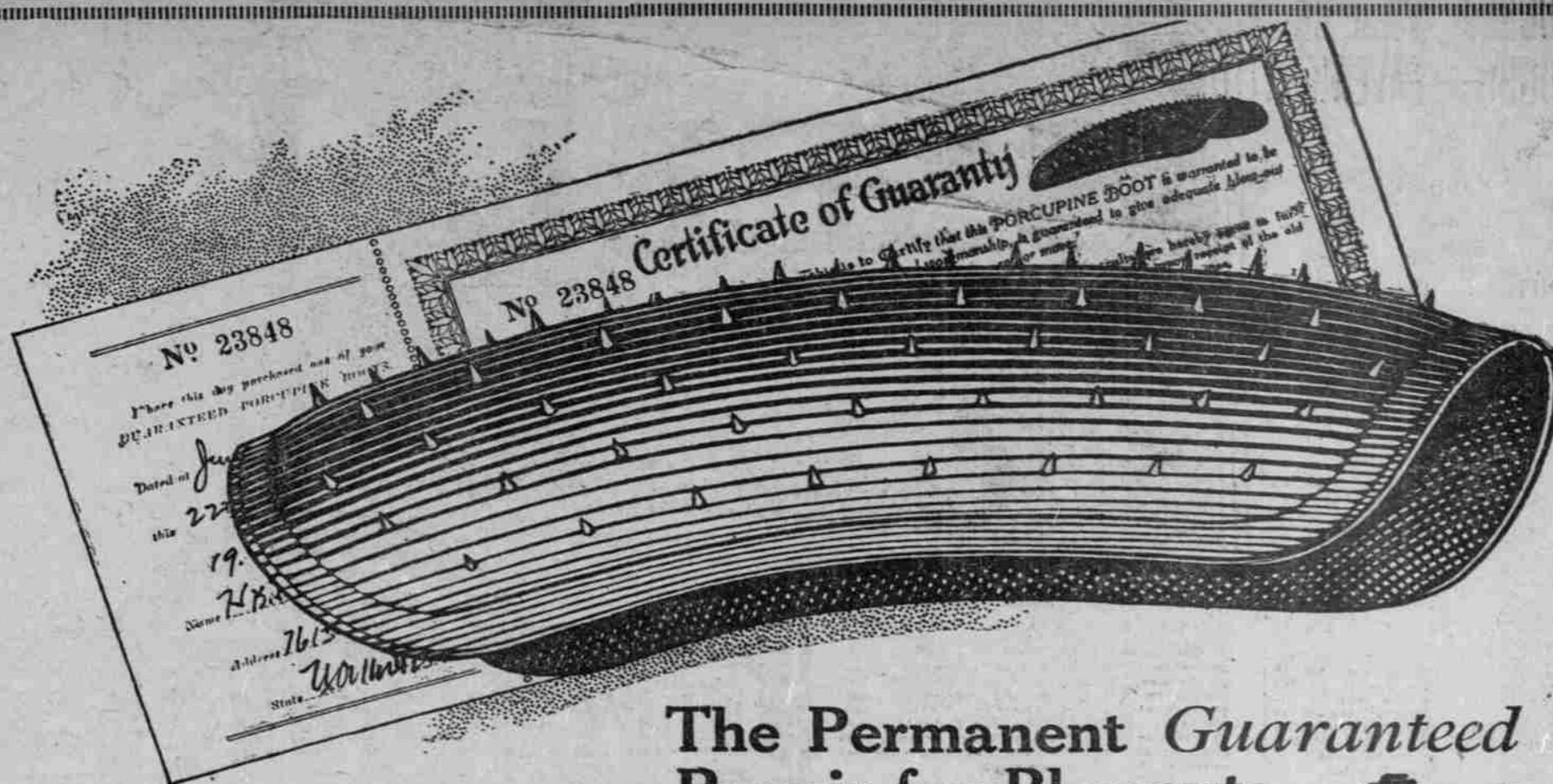
When the American expeditionary forces left France 70,000 automobiles remained in that country. It was decided that the best way to dispose of them would be to sell them. The minister of finance, Paris, reports

that 52,000 of these automobiles have been sold, leaving but 18,000. It is expected, according to the same authority, that these, too, will be disposed of by the end of the year—Motor Life.

Motor Trucks on Railroad Duty.

On one of the smaller railroads in Illinois there are being operated motor trucks instead of railroad trains. Each truck is of three-ton capacity and has a four-wheel drive. It carries 30 passengers in comfort and hauls a five-ton trailer loaded with freight. Standard railroad couplers, flanged rims and sand boxes are used. It is said that the truck makes the 22-mile run of this railroad on six gallons of gasoline with full load.

Because of the tremendous expense involved in operating a steam train, with its crew of engineer, fireman, conductor and brakeman, many of the smaller railroads are expected to turn to this mode of operation for relief from the high costs of customary operation.



The Permanent Guaranteed Repair for Blowouts—

Porcupine Boot

Successfully Used on Thousands of Cars

THE biggest "upkeep" economy that has ever been offered to you—a permanent blowout repair that can be run for hundreds of miles and then used again—that is sand-proof, water-proof—that stays exactly where you put it. Every turn of the wheel gives the patented quills a firmer grip. The Porcupine Boot pays for itself times over in increased mileage. One Porcupine Boot gave 3600 miles in an old casing.

Here's a tire tip that bristles with wisdom—

CARRY ONE IN YOUR KIT

For Sale by Dealers, Service Stations
and Repair shops

International Distributors

Porcupine Sales Corporation

Hutton Building
SPOKANE WASHINGTON



You will say "Money well spent" when you install the Korex on your Ford rear axle.

EXPENDITURE:

\$3.00 (\$1.50 per wheel) and a few minutes' time.

RESULTS:

Grease kept in the bearings. Dirt kept out of the bearings. Brake drums free from oil, and safe in case of emergency. Rear tires saved from the dripping grease. You cannot afford to be without Korex. Full directions for installing Korex with every set.

If your dealer cannot supply you, write to
KOREX MFG. CO.
422 LARKIN STREET, SAN FRANCISCO, CALIFORNIA

Garford

MOTOR TRUCKS

Not a one-job truck, but built for all-round service—ability on a definite basis of low cost ton-mile—this is what the thousands of Garfords are demonstrating year after year.

Moehnke Bros., Hoff, Or., Bought a
3½-Ton Garford

Garford Oregon Motor Sales Co.

State Distributors
North Eighteenth and Davis Streets
Portland, Oregon

LAHER AUTO SPRING CO.

MANUFACTURING

REPAIRING

20,000 in Stock

THE BEST is none too good—your SAFETY and COMFORT are dependent on the springs you use.

LAHER SPRINGS are made for service—are resilient and durable.

LAHER SPRINGS are made of the highest quality material—every spring heat-treated and oil-tempered. Bronze bushings are used, reamed to fit.

WHERE YOU GET SERVICE.

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