

DRIVES OREGON HELD WORLD'S BEST Yellowstone Tourists Praise Scenic Wonders Here. MANY TRAVELERS COMING

H. W. Stone, Back From Trip to Park, Says Columbia Highway Greatest Drawing Card.

"Tourists from all states in the union are pointing to the drives through Oregon as the most scenic in the world. The Columbia river highway is praised by many as being more pleasurable than the trip through the Yellowstone National park. Oregon will reap enormous benefits in years to come through her highway system, and this year's travel is only the beginning of great caravans from the east."

These were the observations of H. W. Stone, general secretary of the Portland Young Men's Christian association, who returned last week from an automobile trip to Yellowstone National park. The journey lasted three weeks and covered a total distance of 2400 miles.

Mr. Stone, accompanied by Mrs. Stone and children, Ruth and Harry, left Seaside, Wash., July 22, and drove to Seattle, through the Snoqualmie pass to Spokane, into the Panhandle district of Idaho, and across the Yellowstone trail to Bozeman, Mont. They camped out along the way, using auto camp grounds and found conveniences excellent.

"We camped in all sorts of places," said Mr. Stone. "In the park we saw thousands of tourists from every state in the union. The park this year expected to register a total of 90,000 visitors, as compared with 75,000 last year. The conveniences there are fine. The government takes splendid care of everything."

"We stayed at the Mammoth Hot Springs the first night. One of the most enjoyable evenings was passed around a campfire, at which a woman geologist told us all about the history of the Yellowstone park."

Mr. Stone said that a feature of the trip which greatly impressed him was the large number of tourists who expressed their intention of driving over the Columbia river highway. He was informed by many parties from the eastern states that they considered the trip to Seaside and the Tillamook country among the finest they had ever taken, having been greatly impressed by the coast country and the timber.

Portland Reorganized Center. "All of this led me to conclude that Portland is coming more and more to be a great center of tourist traffic in the west," related Mr. Stone. Some amusing incidents were found on the trip, he said. One was the part four boys in a Ford car from Haverford college, Philadelphia, were playing in helping stranded motorists along the way. Mr. Stone met the boys, who were dressed like tramps, but who were glad to see anyone, several times along the journey in Montana. At one time, while crossing a rough road over mountains, he saw the boys lifting another car back into the road. The boys, he said, had made their way from Pennsylvania in the car, and were having plenty of fun. They stopped in Portland on their way to California.

"If you want to try some real tough driving," averred the traveler, "just cross the Bitter Root mountains. A new road is being built there, but in the meantime the old road is fierce."

Women in Auto Stranded. "Not far from Butte we met three women in a big car. They had driven all the way from Georgia. Their engine had become overheated and refused to start. They had no spare machine, were three bird cages and three poodle dogs. The women were vexed because they were stranded."

That driving on rough roads after a day's traveling was a real test of one's disposition was the opinion of Mr. Stone, who said he found some tourists general under trying situations, as on narrow mountain passes, while a few took everything too seriously.

The return trip was made by way of Walla Walla and Pendleton. He spoke of the road from Spokane to Pendleton as a pleasant drive. In fact, the whole trip from Spokane to Portland was found to be enjoyable, except a few stretches this side of Pendleton.

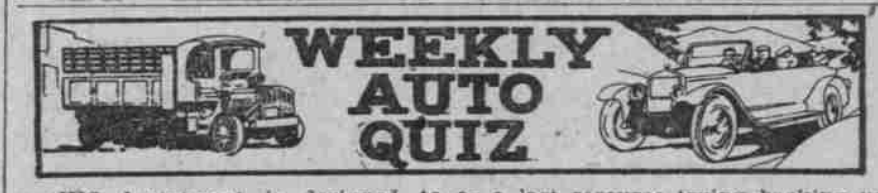
Harvesting of enormous crops in both Oregon and Washington was observed.

SAN FRANCISCO AUTOMOBILE MEN HAVE TO COME NORTH TO GET REAL FISHING.



Left—W. L. Hughson, head of the big W. L. Hughson company, Ford dealers, which has a branch in this city, with a big one just taken from the Umpqua river. Right—George W. Emmons, vice-president and treasurer of the company, with another beauty, a trifle bigger, if anything, than Hughson's.

After a month spent in touring northern California and Oregon and in fishing and hunting and "knocking around" the beauty spots of the Oregon Cascades, W. L. Hughson and George W. Emmons of San Francisco, president and vice-president, respectively, of the big W. L. Hughson company, arrived in Portland last week. The two men made the trip in a Ford truck with special beds and cooking facilities, were provided in the truck, and the two men camped but during the entire trip, visiting Crater lake, Rogue river and Umpqua river fishing spots, Crescent lake and other of the beauty spots of southern Oregon. The two men had intended to extend their trip to Seattle, but upon arrival here Mr. Hughson found a message awaiting him telling him of the illness of his daughter at San Francisco. So they hurried back as once by train, leaving the faithful Ford truck in the hands of Del Wright, manager of the local Hughson branch, who shipped it back to the starting point by boat.



WEEKLY AUTO QUIZ

THIS department is designed to aid motorists by asking and then answering in simple language questions relative to motorcar operation. The questions, prepared by experts, are asked in one issue and answered in the next.

Answers to last week's questions: Purpose of Spark Lever. 1. The spark lever is for controlling the ignition timer or breaker which causes impulses of high-tension current to pass through insulated wires to the sparkplugs. When the spark lever is retarded the timer is in position where the contact points separate and send current to the plugs just at or a little past beginning of power stroke of the piston. When spark lever is advanced the timer moves to a corresponding position, where the contact points separate and send current to the plugs before beginning of power stroke, when the engine develops more power and speed.

Foot Throttle Best. 2. Under normal driving conditions, such as roads which are fairly level the accelerator is considered better than the hand lever at the steering wheel. When the accelerator is used, leaving the hand lever at the steering wheel, the hands of the driver are free to operate gear shift, emergency brake lever and the steering wheel, a great safety feature. If the engine can be slowed sooner, the hand throttle lever should only be used on hills and for starting and testing the engine when the car is at the curb.

To Start Without Crank. 3. Were you ever unable to start your car while in gear? No doubt the engine on level road. You can either place your gears in high, switch on the ignition, disengage the clutch and have the car pushed along the road to start, or by jacking up a rear wheel you may be able to revolve the wheels thereby turning over the engine and starting it. If these methods fail there is but one resource—haul a passing car or truck to tow your car while in gear. No doubt this latter is the surest way to get the engine in operation. Here's a precaution, if you are successful in starting the engine by revolving a rear wheel do not hold the wheel after giving it a turn. The engine may begin running after the first attempt, in which case the wheel would continue spinning, starting with considerable rapidity. Place the car in neutral before letting car off the jack to the road.

Reverse for Climbing. 4. If your car hasn't power enough to negotiate a hill even in low gear, considerable mileage often run good at an average or high rate of speed, but as soon as the throttle is closed and the car speed dies the car runs jerky. What causes this? 1. What should be the cause of a scraping sound in a rear wheel? 2. How can an engine be adjusted so it will idle without misfiring? 3. What should be done if a car would suddenly drive across the path of your car or one ahead of you should turn to the left just as you were starting to pass it? 4. Where are the majority of automobiles in the cities or in small towns? (Copyright, 1921, Thompson Feature Service.)

Use of Carburetor Primer. 5. A carburetor primer, sometimes called the carburetor "tickler," is a small rod or lever about the same size as the adjustable needle valve and is located in the float bowl and connected in some way to the float. The primer is used to hold open the gasoline inlet valve by not allowing the float to rise with the gasoline as it enters the carburetor, for the purpose of giving a heavier charge of vapor for cylinders for starting the engine when cold. When operating the primer hold it down until gasoline starts to flow from the top of carburetor, when the float chamber is filled to capacity.

Headlight Focus Necessary. 6. It is necessary for headlamps with non-glare lenses to be in proper focus, because otherwise the glare from the lamps will not be reduced correctly, causing the non-glare lens to be as blinding to road traffic as a plain glass lens.

To Separate Water From Gas. 7. To separate water from gasoline strain the gasoline with wire gauze or charcoal. If there is any water mixed with the gasoline it will remain in the strainer.

Cause of Knocking. 8. Knocking in an engine is most commonly caused by leaded gasolines, carbon in cylinders causing pre-ignition and knocking at high spark, opening the throttle too quickly or driving with spark too far advanced.

Spark Position for Starting. 9. Many drivers unfamiliar with a car make the mistake of not opening the throttle lever far enough and of advancing the spark lever too far. Wondering why the engine will not run and also what causes the back-kicking and funny noise when the starter button is depressed, they do not realize that each explosion in a cylinder being timed too soon, is working in opposition to the starting motor by driving the pistons back down and revolving the engine the opposite direction to that in which the spark for starting. If the engine was cranked by hand with spark advanced, a back kick might seriously injure the person cranking the car.

Correct Throttle Adjustment. 10. The throttle should not close entirely when throttle lever is placed in the closed or idling position. If throttle is adjusted properly it will be held open just enough to feed small charges of fuel to cylinders and revolve the engine very slowly, unless the cylinders are fed by some other means than the throttle valve, when the throttle would remain closed until increased engine speed was desired.

This Week's Questions. 1. Just what action should be taken to control a car and again place it in motion if the engine should stall while driving up hill? 2. What is meant by "early" and "late" spark? 3. How will spark too far advanced affect the engine? 4. If an engine with magneto ignition continued to run after the ignition was switched off, what could be the trouble? 5. How many automobiles and trucks are there in the world and what percentage of the total number are in the United States? 6. Many cars which have given

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PIKE RUN COMES SOON LEXINGTON RACERS READY TO DEFEND THEIR TITLE. Large Number of Machines Already on the Ground for Annual Mountain Climb. Two Lexington cars captured first and second places respectively in the world's hill-climbing contest at Pike's peak on Labor day last year, the Lexington is out for the same honors this year, according to Bob Spillane, manager of the Oregon Lexington company, who has received word from the Lexington factory that Ot Loesche and Al Cline, drivers of the winning cars that year, are already on the grounds tuning up for the 1921 Pike's peak contest early in September. "The secret of the victory last year," declared Spillane, "was the Ansted engine upon which the Lexington Motor company had been working quietly for years. It was not until after that victory that Lexington announced its series T line of cars all equipped with the Ansted engine, and its striking new sport model, the 'Lark,' recently received in Portland. "In the design of the Ansted engine what had been regarded as the impossible was accomplished. The great racing cars get their excess of power largely by means of a larger valve opening and higher valve lift. But this has always been accompanied by great noise. "In the Ansted engine, the valve opening and the valve lift are the largest of any stock motor manufactured, yet its operation is practically noiseless, due to the development of what is known as the 'rocking chair' rocker arm and a specially designed cam. "The Ansted engine will propel the first Lexington specials which have been entered for the 1921 hill-climbing contest at Pike's peak. Both cars are already on the ground being tuned up for the big event. A much heavier list of starters is expected this year than last, but the Lexington drivers are confident of making a good showing."

WELL-KNOWN PORTLAND ATTORNEY PURCHASES VELLIE CAR. Allen & Hebard Report Strong Demand for Thermoids. Increasing business for the new Thermoid crolide compound tire is manifest, according to the reports of Allen & Hebard, state distributors. "In addition to our retail sales here in the city we are having very favorable reports from our dealers throughout the state and up to the present time we are doing over a 50 per cent bigger business this year than the same period last year," said Manager Dyde of the service department. "The waterproof feature of the Thermoid has attracted particular interest. Crolide is the compound that makes Thermoid tires waterproof, and this is an especially important item in this climate." A number of new men were recently added to this enterprising firm and before long it will rank as one of the largest distributing points for Thermoid tires on the Pacific coast, according to the management's ambitious reports from our dealers. Allen & Hebard, in addition to being state distributors for Thermoid tires, represent the Anderson autoelectric in this territory and are also representatives for many other lines of auto accessories and supplies. "Obey the motor cop. He is for your own protection."

LEXINGTON READY FOR RACE. Winners at Pike's Peak Last Year Again on Grounds. Unlike some contenders who retire from the field of motor-car contests after winning one big victory, the Lexington Motor company of Connersville, Ind., which carried off both first and second honors at Pike's peak on Labor day, 1920, will again be awaiting the gun that will send the 1921 entries to "the roof of the continent" in the world's hill-climbing classic. The Lexington Motor company was the first to enter this year, and Drivers Ot Loesche and Al Cline, who finished first and second in Lexington specials last year, driving their cars to victory in a blinding snow storm, are again tuning up the cars for the big event. "To retire on our laurels would be equivalent to an admission that we fear competition. At least, that is the way it appears to me," says a statement of Frank B. Ansted, president of the Lexington Motor company, in discussing the coming race which will be held again this year on Labor day, September 5. "The Pike's peak hill climb, to my mind, is the premier motor contest of the year, in not only America, but the world. There is no motor-car test that brings into play every phase of performance as does this climb to the top of the famous mountain." Adjusting Vibrator Coils. In cases where excessive current consumption develops in connection with vibrator coils, the condition will probably be found to be due to excessive tension on the vibrator springs. The spring adjustment should be loosened until missing develops in the motor and then tightened until the engine begins firing regularly again. When the tension is tightened beyond this point excessive consumption results. More than half the auto owners are farmers.

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