

STATE MOTOR CLUB IS DOING BIG WORK

A. A. Representation Here
Continues Active.

TOURISTS KEEP COMING

Plans for Expansion During Com-
ing Year Being Drawn Up
by Association.

Portlanders who think that the automobile tourist season has practically come to an end and that the benefits of tourist trade have dropped down to the zero point until next spring should drop in at the office of the Oregon State Motor association almost any time and get their ideas on the subject renovated. The association, which is the Oregon branch of the nation-wide American Automobile association, the well-known "A. A. A.", maintains offices at 275 Pine street, in the Multnomah hotel building.

During the last week an average of a dozen auto parties from distant states visited the quarters each day for information as to roads. This is in addition to the many motorists from Washington, California, and points in Oregon who stopped at the association headquarters for road pointers. That many parties of the country are still represented by automobile parties here is indicated by a hasty glance at the register for one day last week. Among the towns appearing on the list were St. Louis, Mo.; Minot, N. D.; Denver, Col.; Harley, Idaho; Swallow, Alberta, and Cleveland, O.

The information bureau of the association strives to provide the most accurate road information to all who seek it, both for the benefit of tourists from outside the state and for motorists of Portland or vicinity who plan trips over roads with which they are not familiar. The motorist who calls for information is given a map showing the exact road to take and the condition of the road at the present time.

Great Work Ahead.

"While we believe the association has accomplished great work in the past for Oregon, we are looking forward to greater activities than ever," declared A. Z. Shearer, assistant secretary in charge of the local information headquarters. "We are extending our road service as rapidly as possible, enlarging our collection of up-to-date maps and providing better facilities for securing accurate road information. Another feature which we hope to make one of the important activities of the association is the boosting of Oregon throughout the west as the land of the wonderland of America. We are already co-operating with all local agencies which are engaged in this work, but hope before long to do some valuable work along this line ourselves."

"As an example of what we hope to do I might state that there are at the present time over 400 affiliated A. A. A. organizations in the United States. Each of these organizations attempts to keep in touch in a general way with the other, so as to be familiar with road conditions, not only in its own locality, but all over the country. We receive frequent requests from the eastern organizations for reports on road conditions and hope before long to be able to send out a valuable service to the other states, not only giving road conditions, but setting forth in an attractive way the motoring possibilities of Oregon."

Outside Seek Information.

"As an example of this let me cite a telegram received this week from the association at Buffalo, N. Y. This message states that a number of parties of that section plan shipping cars west and wished to know road conditions here and particularly if the road from Portland to California would be open all winter. These people do not know about Oregon. When they do they will come in by the thousands. We intend to do our part in letting them know what we have here in this state."

In addition to its Portland information bureau the Oregon State Motor association maintains offices in Eugene and Medford and plans establishment of additional offices during the coming year. The association also has an official monthly publication, "The Oregon Motorist," which is given over to describing scenic wonders of this section and explaining conditions of travel.

BALLOU-WRIGHT MOVES

AUTO EQUIPMENT FIRM IS IN
HANDSOME NEW QUARTERS.

Five-Story Structure at Tenth and
Flanders Completed and
Occupied by Firm.

Ballou & Wright, one of the best-known automobile equipment and accessory organizations of the city, moved last week from its old home at the corner of Broadway and Oak streets to the handsome new building just completed by the company at the southwest corner of Tenth and Flanders. The company will open business in its new home tomorrow.

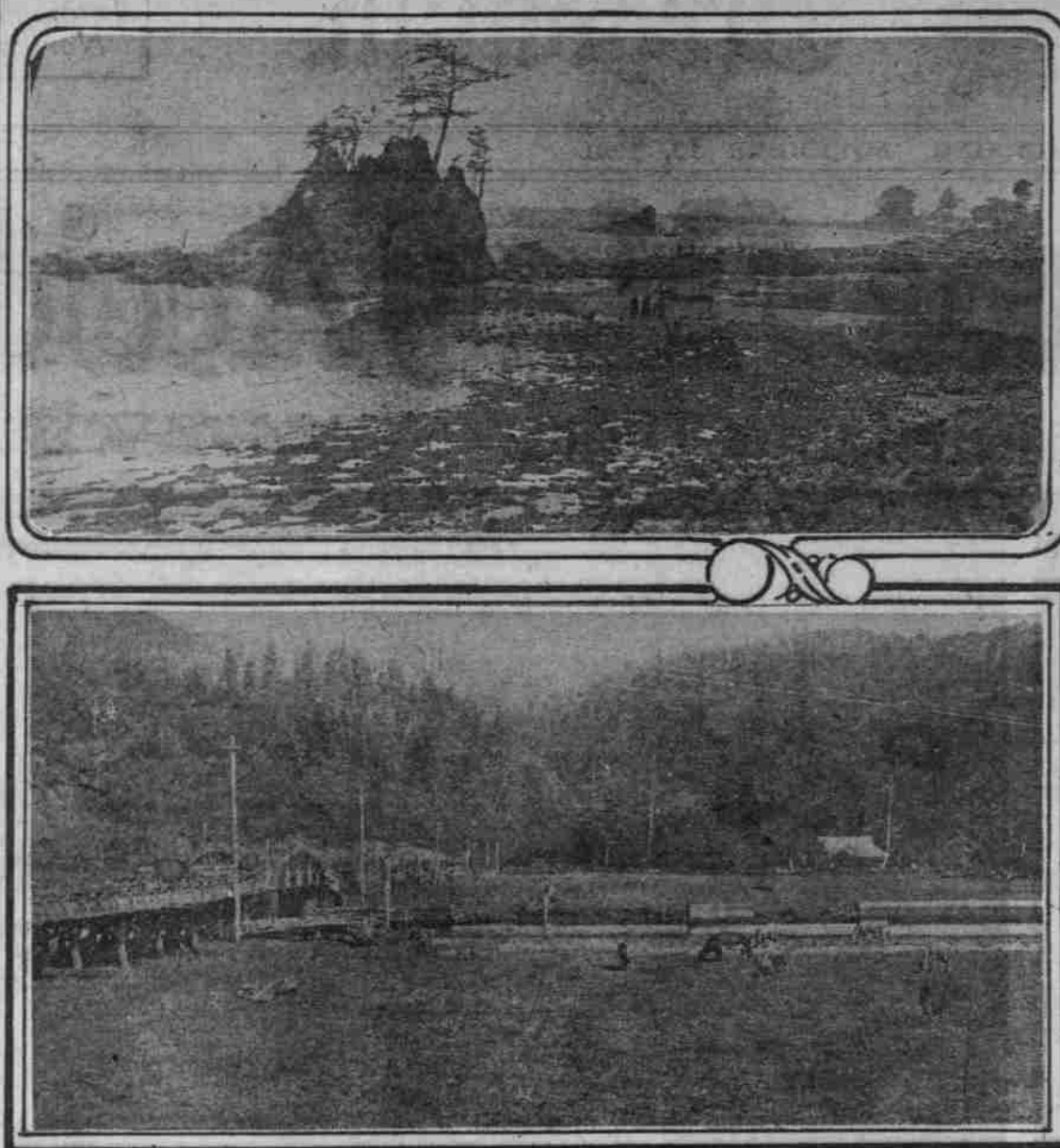
Taking advantage of the holiday on Thanksgiving day, the company announced a double holiday so far as business was concerned, and remained closed Friday and Saturday. The time was spent in moving, however, and by Saturday night practically the entire big stock of the firm had been housed in the new quarters.

The new building probably is the largest and most handsome structure in the northwest devoted exclusively to automobile equipment and supplies. It is five stories in height, with a full basement, and contains 60,000 square feet of floor space. The entire investment, for building, lot and furnishings, will exceed \$175,000, it was stated. The building was put up by the firm itself.

Wholesale business for the company will be greatly facilitated in the new building, which has been equipped with many labor-saving devices for handling goods, loading and unloading. The building is conveniently located with regard to railroad tracks, and special arrangements for unloading from cars have been made. With the removal to its new home the company is discontinuing its retail business entirely. It has announced, and henceforth will engage in wholesale only.

Women are found to operate passenger automobiles and motor trucks with as much care and accuracy as men.

NEW ROAD WILL OPEN UP ADDITIONAL BEAUTIES OF TILLAMOOK COAST.



SCENES IN TILLAMOOK COUNTY, NOTED FOR ITS CHEESE AND ITS ATTRACTIVE BEACH RESORTS.

One of the most important steps of months for the Tillamook Beach section, so far as road developments are concerned, was taken a week ago, when road district No. 1 passed a 5-mill tax measure to provide funds for completing the beach road from Lake Lytle north to the Nehalem bay. The work will start this winter and it is expected to have the road, which will cost about \$50,000, ready for traffic by early summer.

BEACH ROAD IS ASSURED

ROAD DISTRICT OF TILLAMOOK
VOTES FIVE-MILL TAX.

Money Provided for Construction
of Link From Manhattan
to Brighton.

An important step in the development of the Tillamook beaches was taken a week ago Saturday when the citizens of road district No. 1 of Tillamook county, voted a five-mill tax for the specific purpose of constructing a road from Manhattan beach to Brighton. Road district No. 1 comprises the northwest portion of the county, including the beach district northwest of Tillamook and the Nehalem country. The tax was carried by a vote of over 3 to 1.

Construction of the new road will give Tillamook county a continuous beach road from Tillamook bay to Nehalem bay and will open up an attractive beach country south of Tillamook which hitherto has not been accessible to automobile traffic, although within reach of the railroad.

Manhattan beach is the most northerly beach now touched by the automobile road from Tillamook and joins Lake Lytle. The new road will run north from that point to Brighton, which lies on Nehalem bay, south and across the Nehalem river from the town of Nehalem. Only about three miles of road will have to be built to connect the two points. The new road, according to plans outlined by Tillamook residents who were in Portland last week, will run between the railroad track and the ocean beach for much of the distance being within sight of the ocean. In its general characteristics and location with reference to the beach and the railroad track, the new road will be similar to the present beach road running from Bar View through Rockaway and the other north Tillamook beach to Lake Lytle.

Through the five-mill tax voted by the road district the sum of \$5,000 will be raised. It is understood that \$15,000 more from the general road fund of the county will be added to this, giving \$20,000 for construction of this road. Work will start shortly after the first of the year and it is the expectation of Tillamook county citizens to have the road open for traffic by the early summer. The sum of \$50,000, which will be available, will provide for the construction of a graded road with plank or gravel surface, it is believed.

Chehalis Business Good.

CHEHALIS, Wash., Nov. 12.—As indicative of the propensity of the public to continue to spend its money for

the popular priced car one of the leading automobile firms of the city of Chehalis posts daily a report of sales showing a comparison for the past three years. During October, 1919, this firm sold 29 cars; in October, 1920, the total was 26; while for the month recently ended, October, 1921, the total reached 41. During the first three days of November 10 cars were sold.

Here's Some Folks to Watch.

Watch the person who—
Jumps off a moving car.
Crosses a roadway at right angles.
Uses the center of streets to cross.
In place of crossings.
Without thought walks to the middle of a highway and suddenly stops.
Crosses the street with a huddle or umbrella over his head, or while reading a newspaper.
Steps off the curb and into the highway without looking in the direction of oncoming traffic.
You may find him later on a cot in the hospital.

NEW FORD AGENT OPENS

FRANCHISE FOR MILWAUKIE
TERRITORY GIVEN.

Thomas A. Verdenius and Herbert
Robinson Are Members of
New Firm.

Milwaukee will have its own authorized Ford dealer, according to announcement made last week that a new company, the Verdenius-Robinson-Talbot company, will open in Milwaukee in that capacity within a few days. This section has hitherto been handled by the Portland dealers. The new company has secured temporary quarters in the building just east of the Milwaukee office, and will be located there until permanent quarters are ready.

Both members of the new Ford firm are experienced automobile men. Thomas A. Verdenius is president of the company and is a newcomer to Portland, having been in the automobile business in the east. Herbert Robinson, who is treasurer of the company, is well known in Ford circles here, having been sales manager for Talbot & Casey, one of the oldest of the local Ford agents, for some time past.

The new company has under consideration four building sites and expects to close for one of the sites soon. As soon as the site is secured work on the construction of a large and up-to-date garage will start, the men stated. The new building, it is expected, will be ready for occupancy early in 1922.

HANDSOME NEW HAYNES "75" IS DELIVERED TO LOCAL PURCHASER.

NASH PLANT INSPECTED

UNIVERSITY STUDENTS SEE
AUTO OPERATIONS.

Diversity and Completeness of Fac-
tory Equipment Arouse In-
terest; Shop Work Shown.

MILWAUKIE, Wis., Nov. 12.—First-hand study of the automobile factory has come to be part of the curriculum of the modern university. This is true particularly of middle western schools owing to the proximity of the motor-car industry.

One hundred and fifty students of the Milwaukee school of engineering went to Kenosha on special cars this week and headed by instructors, went through the great plant where the Nash Six is built practically complete from bearings to bodies. A similar group of students, bent upon knowledge of how automobiles are built, went to the Nash plant two weeks ago from Purdue university. A delegation from the University of Wisconsin is scheduled to arrive in Kenosha next week, while students from the University of Illinois and the University of Iowa also are expected at the Nash plant this winter.

Practically all of these schools have made the inspection of the Nash factory an annual feature of their regular work. The most of them were represented by delegations last year. Students who visit the Nash plant express interest in the diversity and completeness of the factory equipment; many of these schools are built specifically for Nash requirements. They are interested also in the orderly manner in which the work of building the Nash progresses. They are shown how the raw material enters the plant at one end and how each operation proceeds on the "straight line" production method until the various parts are assembled into the finished car. In the modern Nash foundry students are shown how tons of molten metal are moulded into rough castings, and in the forge shop they see the powerful drop-hammers shape the various parts for assembly into the finished product.

As practically every part in a completed automobile is subjected to a different sort of strain or stress the visiting delegations are shown how formulas worked out by Nash steel experts are put into practice in the heat treating department. There the steel parts are heated and quenched and heated again, each receiving a specific treatment for the strain or stress it will be called upon to withstand in the finished car.

LOCK YOUR MOTOMETER

Screws on like an
ordinary cap.
Merely pulling
out the key locks
it.

Ask for LOCK-A-
METER, the bar
cap with a lock
in the end of the
ball.

A Motometer Lock and a Beauty Bar Cap All in One
LOCK-A-METER is the bar cap with a self-contained lock that is screwed to the radiator in the same manner as the ordinary cap. It locks the motometer and cap securely.

LOCK-A-METER is also an ornament. Beautifies the front of your car. Brings it right up to date and at the same time gives you the assurance that your motometer "will be there when you return."

One of the simple inventions "we just didn't think of before."

The simplicity of construction alone makes it good. The LOCK is entirely within the cap. No legs or projections. 1200 key combinations. No master key. You screw it on yourself. No tools needed. Be sure to get a LOCK-A-METER demonstration. Ask your dealer for a LOCK-A-METER. If he cannot serve you, we shall be glad to.

POSITIVELY RUST-PROOF

Made of the finest quality throughout. Beautifully nickel-plated and guaranteed never to peel. Be sure to get a LOCK-A-METER demonstration. Ask your dealer for a LOCK-A-METER. If he cannot serve you, we shall be glad to.

INSURANCE ON EQUIPMENT.

Effective November 4, the restricted theft coverage adopted by the Pacific Coast Conference (Underwriters) is now in practice. Policies now cover theft of motometers, spotlights, spare tires, tubes, etc., only in event of theft of car. Additional coverage for these accessories can be secured at a rate of 20¢, minimum premium \$15.

NORTHWEST DISTRIBUTORS.

NORTHWEST ACCESSORY SALES CO.

Portland, 144 Twelfth Street.
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Seattle, 1436 Tenth Avenue.
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**QUESTIONS ON TIRES
WILL BE ANSWERED**

U. S. Company Solves Truck
Problems.

WRONG SIZES ARE IN USE

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NEW YORK, Nov. 12.—To enable truck owners to obtain greater efficiency from their trucks and to lessen their tire bills, a technical service bureau was established a few months ago by the United States Tire company to solve problems submitted by truck owners.

In announcing the establishment of the bureau the company expressed the fear that nearly half the trucks of the country were operating on tires not best suited to them. The avidity with which truck owners in all parts of the country have availed themselves of the offer of this free tire advice has demonstrated that nearly even owners have some special problem which only a skilled engineer is qualified to pass on. Any truck owner anywhere may address the technical service bureau, United States Tire company, 1790 Broadway, New York city, and get the advice of its group of engineers.

Many Questions Received.

Following are specimen questions and answers recently acted on by the bureau:

Query from a New Orleans hardware dealer: "We are not pleased with the service that tires are giving on our 4-ton trucks. We are using 32x6 cord tires on both front and rear and find that we do not wear off the tread on the rear wheels but invariably have trouble with terrible snags and peeling off of rubber from the side walls of the rear casings. The front casings give good service."

Reply: "The five-inch tires you are using are passenger car tires which are not constructed with the purpose of sustaining the side away resulting from use on rear wheels of trucks that are fitted with overhanging bodies. To withstand this sway pneumatic tires for trucks need to be built especially heavy in the tread and side wall."

The fact that the tires on your truck are giving way in the side walls is an indication that this truck needs a more heavily-constructed tire. To solve your problem we can offer two recommendations. One is that you use on the rear wheels 32x6 pneumatic truck tires that will fit your present rim, or that you cut down the rear axles to accommodate a 34-inch rim and use a 34-inch rim and 32x6 pneumatic truck tires.

Six-Inch Tire Favored.

The five-inch truck tire with its heavier construction will give much better service than passenger tires of the same size, although there will still be an indication that this truck needs a 34-inch rim, however, has a carrying capacity of 2200 pounds and would more than pay for itself in service under the conditions under which you operate."

From a firm of general contractors in Kentucky: "We operate a truck rated two to three tons hauling two cubic yards of gravel weighing 4500 pounds a distance of ten miles. Part of the road is rutted macadam and many small pot holes and the rest is well-packed gravel road and good dirt road. We have 32x6 pneumatics on the front wheels and 32x7 pneumatics on the rear. We are having no trouble with front tires, but the rear ones are not holding up. Are we using the correct size on this truck and what type would you recommend for rear wheels, pneumatics or solids?"

Reply: "The weight carried on each of your rear tires is 4035 pounds and on each of the front tires 1725 pounds. The maximum carrying capacity of six-inch pneumatic truck tires is 2500 pounds, seven-inch pneumatics 3000 pounds, eight-inch pneumatics 4000 pounds and seven-inch solids 4500 pounds."

It appears that the seven-inch pneumatic tires now on your rear wheels are overloaded approximately 1000 pounds each. We believe that this is the main cause for the failure of the seven-inch pneumatic to stand up. To carry the load adequately you should use eight-inch pneumatics."

Solids Get Preference.

Taking into consideration the road conditions, which appear to be hard roads for the full trucking distance, we do not think that pneumatics are as economical as solids for your rear wheels. It would appear that solids would get plenty of traction under the road conditions. If this is true, the remaining advantages which a pneumatic would have for rear wheel would be speed and cushioning. Part of the road over which you operate are rough, therefore speed is not possible over a considerable part of the distance. The effect of pneumatic tires for cushioning the rear end is not as important as for cushioning the front end as far as truck upkeep is concerned, especially when operating at low speed.

Our recommendation would be, therefore, that you either change your seven-inch rear pneumatics to eight-inch pneumatics on eight-inch rims or that you change the rear equipment from pneumatics to solids if the truck is not so old that it would not pay to change. A seven-inch solid tire of the mono-twin type is best suited to your road and load conditions. With pneumatics on the front wheels and mono-twins on the rear wheels, you should be able to obtain most satisfactory tire results."

Next Race at Cotati Set.

SAN FRANCISCO, Cal., Nov. 12.—The date has been fixed for the next big automobile race on the speedway at Cotati. According to announcement from Santa Rosa, officials of the North Bay Counties Speedway association have decided to stage their next event on May 8 of next year. This will come one week after the Hain day race at Fresno and three weeks before Indianapolis.

It was further announced that practically the same field of drivers who made history at the Sonoma county speedway on October 23 would be on hand next year to strive once more for honors. Among those who are expected to compete are Roscoe Scales, Ralph de Palma, Jimmy Murphy, Joe Thomas and others.

ANNOUNCEMENT

We Are Pleased

to announce that we have secured the agency for
the CHEVROLET MOTOR CARS and CHEVROLET
PARTS and will operate a CHEVROLET
SERVICE STATION in connection therewith.
SERVICE will be rendered by mechanics who have
specialized on CHEVROLET work for years.

THE NEW CHEVROLET

is now on exhibition at our store, also the new
parts showing the improvements in construction,
making it better value than ever before, and the
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\$675

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MAKES
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RUNS IN
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NO OILING

Positively guaranteed to improve running of your car or
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