

THOUSANDS OF CARS JUNKED ANNUALLY

Large Business Done in Wrecking Machines.

PARTS ARE SORTED OUT

Everything but Honk Is Salvaged in Tearing Down of Worn-out Machines.

What becomes of the old, worn-out automobiles? They are sturdy pieces of mechanism, built for many years of service, but to all the time finally arrives when their days of usefulness are over.

They do not, like the deacon's famous "one-hoss shay," disintegrate, but there must be some end to them, for none of them last forever. Some hundreds are wrecked every year when careless drivers try to beat trains to grade crossings.

Thousands are destroyed by fire, as statistics of insurance companies show.

Other thousands are wantonly destroyed by running them into old stone quarries, lakes or even the ocean, in order to collect insurance on them.

Many are dismantled slowly by rural owners who display much ingenuity in utilizing the parts. But after all these, there remain tens of thousands to be accounted for.

10,000,000 Cars in Use. There are nearly 10,000,000 cars in use in this country today and the annual output in the United States is more than 1,750,000. This means that the number of cars "passing out" every year must be larger than can be accounted for in any of the above enumerated ways.

The truth is that a great majority of decent, worn-out motor cars pass into the hands of motor undertakers, known under the trade name of "parts dealers," and by them are scrapped and almost everything but the sound of the honk becomes a source of salvage.

There are hundreds of companies in this country doing an extensive business in buying and junking old and obsolete models, and their yards are in truth motor car cemeteries. These automobile junk men buy old cars which roll to their yards under their own power sometimes, and there they are taken apart by skilled hands.

A visit to one of these motor car plants will disclose high piles of assorted parts. In one corner will be a pile of radiators as high as a bungalow; in another will be a vast heap of axles. Scattered around are large piles of springs and motor blocks. In large bins are piles of brass, copper and aluminum fittings, and during the war these items were among the largest sources of revenue from scrapped cars. In these days scrap copper sold for as high as 40 cents a pound; brass brought as much as 25 cents a pound, and aluminum sold readily at 30 cents a pound.

Junk Man Leaves Little. Even the old frayed tires yield profit. In fact there is little left after the motor junk man gets through dismantling old cars and removing from them such parts as he can dispose of.

Some of the old cars that find their way into the motor car cemeteries are purchased from city owners. In the country, farmers find many ways of using their old cars long after they have ceased functioning as vehicles. The rubber and small metal parts are sold to traveling junk men, but a farmer can use the motor to his car to the windmill; he can use the seats for swings, suspended by chains on his front porch; and the wheels he can find use for in making improvised trailers for use on the farm or for hauling his boat to and from his favorite fishing lake.

When he is finally through with his car, all that remains is the metal carcass, which is left to rust away. Some of the large dealers in worn-out cars in this country handle and dismantle several hundreds of machines every year. In their yards may be found remnants of cars of every make and of every vintage, dating from 20 years ago.

REFERENCE BOOK HERE

NEW DYKE'S ENCYCLOPEDIA COMES FROM THE PRESS.

Book Has Over 1200 Pages and May Be Considered Last Word in Auto Reference.

Of much interest to the entire automobile world, and that may be taken to mean everyone from the automobile manufacturer down, up to the automobile owner, and to the small boy who wishes he had one, is the announcement that the edition of Dyke's Automobile and Gas Engine encyclopedia has recently come from the press. The new book is already on sale at the local book stores.

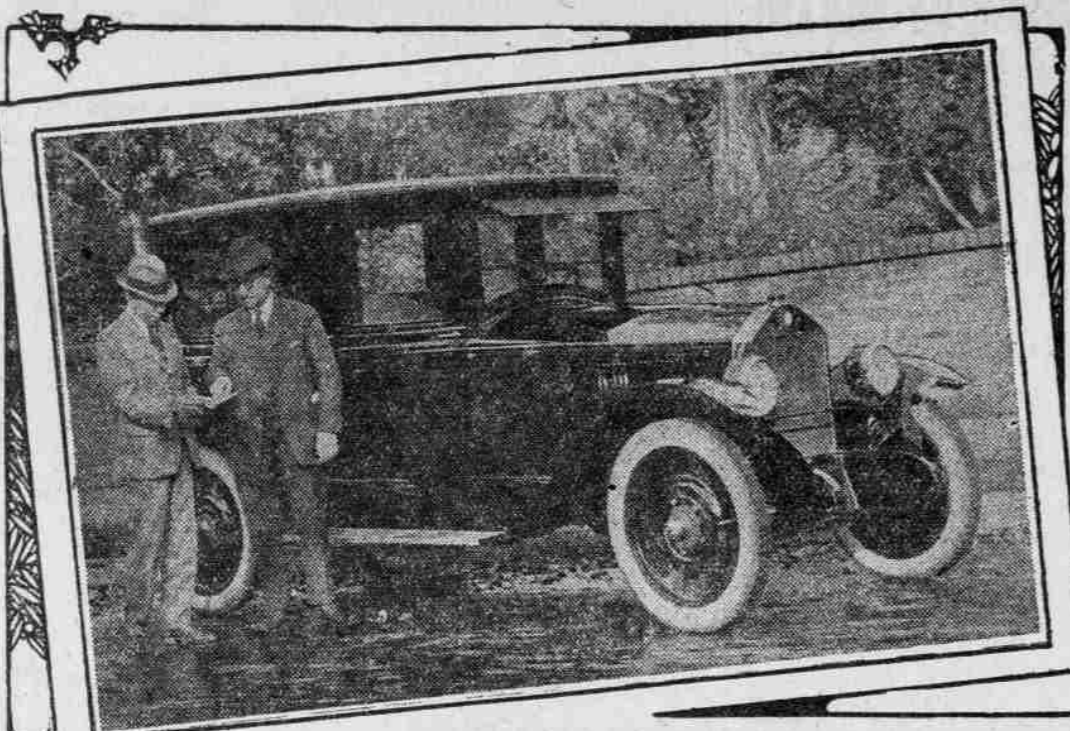
Dyke's encyclopedia may be regarded as the "last word" on information regarding the automobile, and it has long been the textbook by which many automobile mechanics have been trained, as well as a book of reference for thousands of owners.

The new volume appears in rewritten form, considerably enlarged over the previous volumes and containing a large quantity of additional information bearing on recent developments in the industry. The volume contains over 1200 pages, but is so compactly bound and is printed with such thin paper that the volume is not unduly bulky. It is profusely illustrated with diagrams and sketches, several on every page.

One of the unique features of the book is its index, with over 14,000 explanations. Every subject treated in the book—and there is probably no subject connected with the automobile that is not treated—is indexed in three ways: (1) in its relation to parts; (2) in its relation to the operation of the car; (3) in connection with the make of car. Thus there is no phase of any subject that cannot instantly be found through the index.

Where the pressure falls below normal the motorist is really paying for the abuse in real money. To obtain full service it is necessary to maintain the recommended inflation.

LOCAL AUTO ROW WELCOMES NEW DORT SIX-CYLINDER CAR.



DORT SIX CAR ARRIVES

FIRST NEW MODEL IS UNLOADED BY N. W. AUTO CO.

Interest Keen in New Car, Which Marks Change From Four to Six Cylinders.

The new six-cylinder Dort car arrived in Portland last week and was unloaded by the Northwest Auto company, local Dort distributors, much to the interest of a large number of motor fans who had been looking forward to the arrival of this latest product of the Dort factory.

The Dort company has for a long time back put out a four-cylinder car, and so when it was announced by the factory recently that it was turning out six-cylinder cars, interest was at once being kindled. The Portland organization was able to obtain one of the first shipments of the new Dorts to come west, and the unloading of the car-load last week was the result.

In general appearance the new Dort is not greatly changed from the former model, although beautiful and refined. The hood has been lengthened and the car enlarged in keeping with the six-cylinder power plant. A total length of seven feet and one-eighth inches bore and four and a quarter inches stroke, and the displacement is 195.6 cubic inches. Lubrication is direct under pressure, and the ignition is Bosch. Other mechanical features are thermo-siphon cooling, multiple-disc clutch, 12-inch brake drums, with exterior contracting service brakes and interior expanding emergency. Cord tires, 21x4, are standard.

OCTOBER OUTPUT IS HEAVY

Last Month Biggest in History of Auto Industry, Is Report.

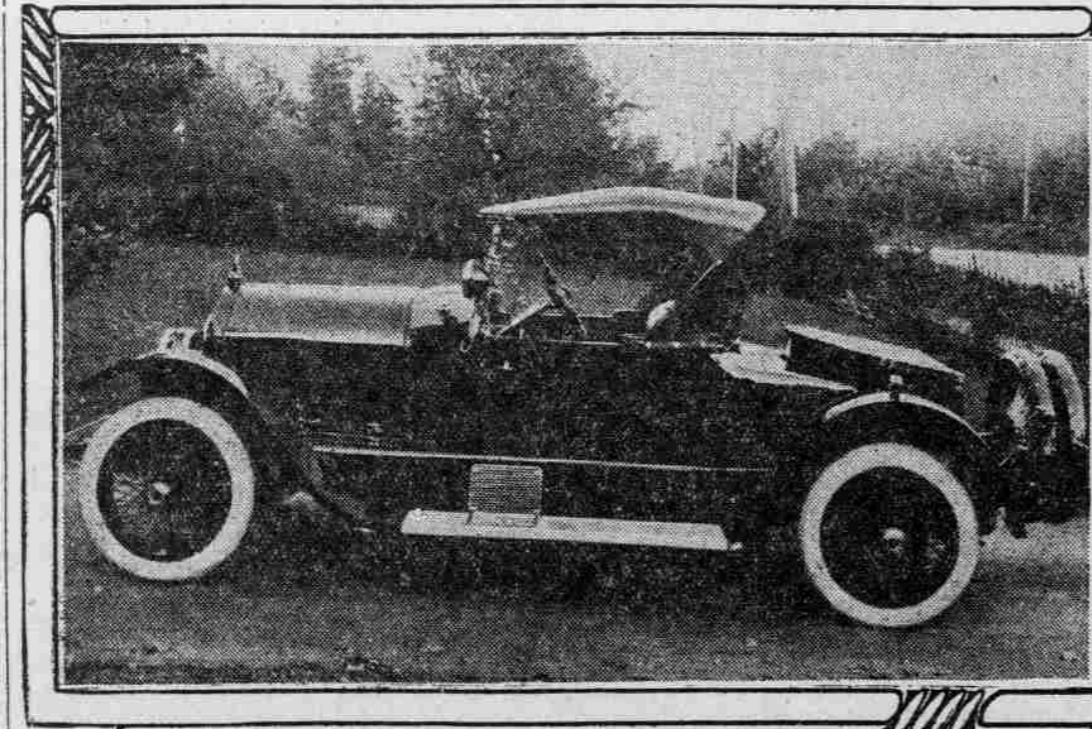
NEW YORK, Nov. 11.—Production of motor vehicles for October has run 20 per cent above September, it was reported to the directors' meeting of the National Automobile Chamber of Commerce in New York today. The total output for the entire industry for October, based on statements of shipments, is estimated at 344,400 cars and trucks. The best previous October record was 290,000 in 1919.

Increased availability of coal, which was relatively scarce in September, largely accounts for the unusual October increase. The production of the latter month met a number of unfilled orders, as well as supplying October sales, which were about 25 per cent under September in most sections of the country. The fall months, though seasonally less than the summer, are expected to register the best autumn trade on record.

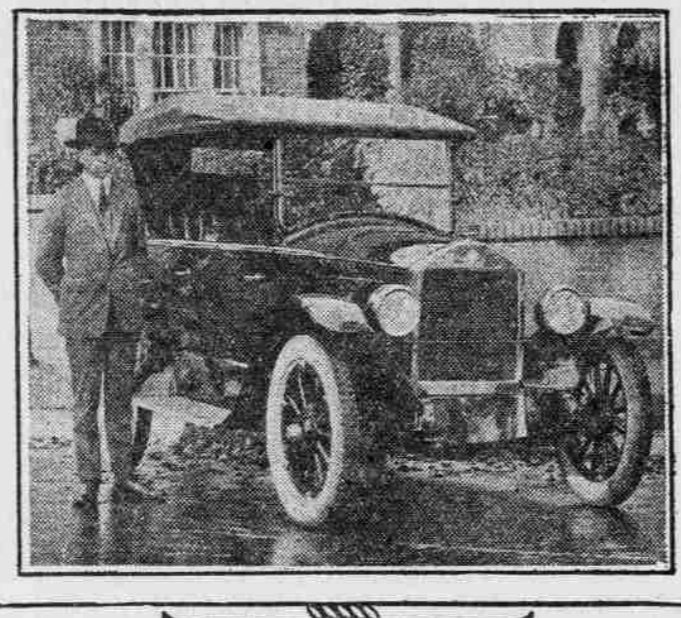
Star Production Heavy.

LANSING, Mich., Nov. 11.—Production of Stutz cars at the Durant plant in Lansing has reached 50 a day, according to H. M. Alger, vice-president of the Durant Motor company of Michigan. It is expected that within another week this production will be doubled. Only touring cars are being built at this time but sedan bodies are to be added this month and the full line of open and closed jobs will be installed at the Lansing plant before the end of the year.

FIRST OF HANDSOME NEW STUTZ MODELS REACHES PORTLAND.



New Stutz "Speedway" roadster, one of three of the new Stutz models received last week by the Autorest Motor Sales company, Stutz distributors, and now on display at the company's showrooms.



Handsome new Dort sedan (above) and new Dort five-passenger touring car (below), first of the new Dort sixes to arrive in Portland. The cars were delivered last week to the Northwest Auto company, local distributors. As will be noted, the general Dort lines have not been changed. The hood has been lengthened to provide for the six-cylinder motor, however, and the car enlarged in a number of other ways. A nicked radiator replaces the former painted shell.

NEW STUTZ CARS HERE

1923 MODELS BEING SHOWN BY LOCAL DISTRIBUTOR.

Cars First Put Out Since Charles M. Schwab Took Control; Left-Hand Drive Adopted.

The first shipment of the new Stutz cars to be received here since the Autorest Motor Sales company again took the distribution and since Charles M. Schwab, steel magnate and industrial leader, took charge of the destinies of the Stutz company, was unloaded in Portland last week. In the shipment were three cars of the 1923 "D-H" models, a special "speedway" roadster, a sport four-passenger touring model and a seven-passenger touring car.

All cars were at once placed on display at the company's showrooms at the corner of Tenth and Salmon streets, where they attracted wide attention from auto fans. The cars will continue on display this week, it has been announced. One of the most attractive of the new models is the speedway roadster, a distinctive two-passenger sport car replete with refinements and equipment tended to adapt the car equally well both to touring and to motoring around town. The car has an unusual feature in a large circular trunk which fits into a specially designed well in the rear of the car. This is of substantial basswood covered with duck and bound at the sides and ends with heavy leather. Inside it holds two good-sized suit cases.

On all the new Stutz models distinctive barrel-type headlights and spotlights are standard equipment, but on the speedway roadster small cowl lights and a parking light are added. Two extra wheels with tires fasten at the rear. Other features of the Stutz are bumper, plate-glass side wings adjustable cowl ventilator and individual scuff and step plates.

The four-passenger model is now known as the Stutz "sportster." On this model, too, are the special equipment of the sport type car, and at the rear is a specially designed sliding luggage rack. The car is finished in royal blue color with blue Spanish leather upholstery. While in general appearance and in its sturdy mechanical features the new Stutz does not differ fundamentally from the former car, there are a number of important changes. The first apt to be noted by the motorist is the change to the left-hand drive system. This is in effect on all models, although it is announced that right-hand drive is optional and may be obtained upon request. The motor, which remains of the four-cylinder type, has been improved by a considerable number of refinements tending to increase its efficiency, it is declared. The result is declared to be a motor with an increase of 65 per cent in power over the former Stutz and an increase of some 20 per cent in economy of operation.

MOTOR GIVEN UNUSUAL TEST

"Vibrationless" Car Balances Glass of Water on Radiator.

NEWARK, N. J., Nov. 11.—Every now and then a bright automobile salesman invents a test which shows his product to be the best in the world. The latest and one of the most extraordinary ever shown here has created unusual comment. A glass of water filled to the brim was placed on the radiator of a Rickenbacker six touring car. The engine was then raced to an approximate speed of 40 miles an hour. Not a drop was spilled.

"There's your vibrationless motor," was the verdict at the conclusion of the test. The lack of vibration in the Rickenbacker is said to be due to a crankshaft with a double flywheel.

Plant Sounds Like Plane. Visitors at Home of Wills Sainte Claire Often Are Fooled. MARYSVILLE, Mich., Nov. 11.—One of the "outdoor sports" of Marysville, the home of C. H. Wills & Co., is watching visitors to the town suddenly prick up their ears, and excitedly scan the skies for airplanes. Usually the newcomers' curiosity prompts them to ask some resident where the planes are, to which the customary retort is: "That's not a bombing squadron you hear, it's the Wills Sainte Claire factory."

PLANT SOUNDS LIKE PLANE

Visitors at Home of Wills Sainte Claire Often Are Fooled.

The explanation is simple. The unuffled exhaust of the eight-cylinder Wills Sainte Claire motor running at high speed sounds quite like an airplane motor. In the motor testing department at the factory, the exhaust from all the motors is led into a long pipe and is carried up above the roof of the plant, so that the fumes of the gas will pass off harmlessly into the air. As a consequence, when a number of motors are being tested at high speed, the noise of the exhaust coming from so high in the air sounds almost exactly like a squadron of planes.

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CALIFORNIA GOES Studebaker

Studebaker Elected Motoring public expresses strong preference for six-cylinder performance and economy of Studebaker Motor Cars.

The People's Choice Discriminating buyers in California and throughout the United States as well select the Studebaker.

Increasing Sales Note Studebaker's constantly growing sales and compare with other cars.

This is the most convincing evidence that Studebaker cars are sold on merit.

Studebaker Dealers

- Albany Garage.....Albany, Or.
C. Rowan Motor Co.....Astoria, Or.
Pioneer Garage, Inc.....Bend, Or.
M. A. Rickard.....Corvallis, Or.
Sweet Drain Auto Co.....Eugene, Or.
J. F. Burke.....Grants Pass, Or.
Purshon Bros.....Hillsboro, Or.
Dunham Auto Co.....Klamath Falls, Or.
Watkins & Mitchell.....McMinnville, Or.
Marshfield Auto Co.....Marshfield, Or.
Hittson Motors.....Medford, Or.
Risley Motor.....Oregon City, Or.
Central Garage.....Roseburg, Or.

World's Largest Producers of Six-Cylinder Cars

Table titled 'PASSENGER CAR SALES IN SOUTHERN CALIFORNIA IN 1922, 1921 AND PART OF 1922'. Columns include Car, 1920, 1921, 1922. Lists various car models and their sales figures.

- Marion Auto Co.....Salem, Or.
The Dalles Garage.....The Dalles, Or.
Williams & Williams.....Tillamook, Or.
George N. Crosfield.....Wasco, Or.
Lineham Motor Co.....Vancouver, Wash.
Wallace Bros.....Pendleton, Or.
Ross & Brown.....Walla Walla, Wash.
John K. Leander Co.....Portland, Or.

SNEAD NOW EXECUTIVE

AUTO STAGE MAN SUCCEEDS P. T. RANDALL.

More Than 15 Stage Lines Now Operating Out of Park and Yamhill Terminal.

J. L. S. Snead, secretary of the Oregon Auto Stage Terminal company and one of the organizers of Portland's stage depot enterprise, is now its manager. Mr. Snead took over his new duties a few days ago, replacing P. T. Randall, who resigned.

hill streets, was opened December 15, 1921. More than 15 lines operate out of this terminal, with the daily passenger turnover exceeding 1000 people. Mr. Snead has been active in commercial motor transportation organization work since its inception. He is president of the Irvington Garage & Auto company, which operates a garage at Fifteenth and East Broadway, and a repair shop at East Fourteenth and Broadway and is the owner of the Reliance-Mount Hood stages.

Thirty-seven per cent lost tire service on 32x 1/2 cord tires, which cost \$42, means \$24 loss per tire on 6000 ton-miles of service. In the first instance tire service per ton-mile costs the motorist \$4.07 per ton-mile. In the second instance with 3750 ton-miles service costs more than half again as much, that is, \$11.



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FOR STARTER-GENERATOR AND BATTERY WORK AT

W. R. MILLER & SON, Inc. Northwest Corner Eleventh and Burnside Streets All work guaranteed. Broadway 2939

ALLEN & HEBARD CO

64-66 Broadway Auto Accessories, Equipment and Parts distributors for Thermoid CROLOIDE COMPOUND TIRES Across From the Artisans' Building and One Door North