

# DE PALMA GAINS MORE LAURELS

### Veteran Driver Drives Car at Cincinnati at Speed of 105 Miles Per Hour.

The Fourth of July Liberty Handicap automobile race at the Cincinnati speedway proved a victory for the veteran driver, Ralph De Palma, who piloted his 12 cylinder Packard around the two-mile track, 100 miles in 57 minutes, two seconds—a speed of 105 miles an hour.

Sixteen cars faced the starter, Fred Wagner, and were sent away in procession through the field for the veteran driver, Ralph De Palma, who piloted his 12 cylinder Packard around the two-mile track, 100 miles in 57 minutes, two seconds—a speed of 105 miles an hour.

Following him at the finish were Tom Milton, second; Ralph Mulford, third; Barney Oldfield, fourth; Renny Hickley, fifth; Louis Chevrolet, sixth; De Loyd Thompson, seventh.

## Motor Trucks Will Be Found Real Saving

With the recent increase in railroad rates manufacturers and merchants are going to lean more heavily than before on the motor truck. This point is admirably brought out by one of the Goodrich statisticians in a recent statement as follows: "The annual total of freight hauled between New York and Philadelphia at the present time amounts to 800,000 tons. If the shippers were compelled to send this freight by railway instead of by truck, they would be mulcted an extra \$450,000 on the recent rate increase. Motor trucks plying between New York and Philadelphia carry the equivalent of 720 box cars loaded to 50,000 pounds capacity, or 36,000,000 pounds each week. The 640 trucks operating between these two cities make a total of 7200 trips a week."

### Water Pump Gland Leak

When the water pump gland leaks do not assume that it is due to the nut not being tight. Frequently tightening of the nut does not help at all, and in this case it is due to poor packing. Rather than try to use old packing and tighten the nut too much, change the packing.

### Many Minnesota Cars Stolen

Stealing of motor cars in Minnesota has reached a stage that shows an average of 32 thefts a week, in the Twin Cities alone. In six months thieves have taken 832 cars, valued at \$624,000, and in the state a total of 1500 cars in six months.

## FORDSON TRACTOR PLACED



Left to right—George F. Vick of Vick Bros., Salem, state distributors of the Fordson tractor, and C. E. Francis of the Francis Motor Car company of Portland, local distributor.

George F. Vick of Salem has secured thousands of them have been shipped abroad. The Francis Motor Car company of this city will be the local distributors. C. E. Francis says the tractor will be ready for demonstration this week.

## Week's Motor and Truck Record

- The following temporary police permits were obtained in Portland during the week by new car owners pending the arrival of state licenses, according to M. O. Wilkins, publisher of the Automobile Record:
- Frank E. Wooly, Hibertia Savings bank, Buick.
  - M. O. Norman, 689 East Sixty-second street north, Buick.
  - Henry W. Jacobson, 181 Fourteenth street, Buick.
  - Gilbert L. Benson, 606 East Main street, Cadillac.
  - Leslie M. Scott, 844 East Salmon street, Cadillac.
  - B. Paulsen, Hubbard, Or. Case.
  - R. M. Wall, 771 East Yamhill street, Chevrolet.
  - Mrs. M. McKean, 80 East Sixty-first street north, Chevrolet.
  - E. Kloesner, Route A, Box 143, Chevrolet.
  - C. W. Armstrong, 351 East Fifty-fifth street north, Chevrolet.
  - Harold Helenius, 747 Kerby, Chevrolet.
  - F. Julius Wolf, Ashland, Or. Columbia.
  - C. H. Lewis, 38 East Thirty-ninth street, Dodge.
  - James Douglas, 860 East Fourteenth street north, Ford.
  - Harry Holtgrove, 473 Church street, Ford.
  - B. E. Langworthy, 244 Montgomery, Ford.
  - Woodard-Clarke Co., West Park at Alder, Ford.
  - Alice W. Matthews, 295 Poplar, Maxwell.
  - J. C. Deenis, 25 East Webster, Maxwell.
  - J. Appleton, Dear Island, Maxwell.
  - George Callan, 244 Tigard street, Maxwell.
  - A. H. Harding, 213 Chamber of Commerce, Oldsmobile.
  - Harry H. Samuelson, 701 East Polk, Buick.
  - Fred Kaster, 1322 East Yamhill, Buick.
  - E. Newbegin, 400 Holladay avenue, Cadillac.
  - Mason-Ehrman company, 74 North Fifth street, Chevrolet.
  - H. A. Lee, 38 Tillamook, Chevrolet.
  - Portland Brazing company, 288 Gilsan, Chevrolet.
  - Portland Brazing & Machine works, 489 East Thirtieth street north, Chevrolet.
  - W. W. Schmeer, U. S. National bank, Chandler.
  - W. F. Shan, Holbrook, Or. Dodge.
  - W. S. Raymond, 843 East Nineteenth street north, Elgin.
  - Walter Irons, 87 1/2 Russell street, Empira.
  - Wida I. Weeks, Twentieth and Washington streets, Ford.
  - Armour & Co., Thirtieth and Flinders, Ford.
  - D. C. Burns company, 208 Third street, Ford truck.
  - Armour & Co., Thirtieth and Flinders, Ford.
  - Harvey McKnelly, 1721 East Ninth street, Ford.
  - G. E. Boyersmith, 150 24th, Elgin.
  - Ruby Faye Robinson, 889 East Madison, Ford.
  - L. L. Bean, Vancouver, Or. Grant.
  - W. C. Brown, Imperial hotel, Hupmobile.
  - O. L. Cross, 108 Fifth street, Jordan, Oldsmobile.
  - R. E. R. Vanover, 32 1/2 East Fifteenth street, Liberty.
  - S. Yoshitomi, Road A, Box 766, Maxwell.
  - C. E. Russ, 218 Railway Exchange building, Oldsmobile.
  - E. J. Clancy, 670 Gantenbein, Overland.
  - R. E. Critches, Oregon City, R. F. D. 6, Republic.
  - F. E. Easterdahl, 471 Taylor, Saxon.
  - John Detman, 426 East Fifty-second street north, Willys.
  - Mrs. Louise Heslop, 615 Belmont, Willys.
  - E. E. Shaw, 575 Elm, Buick.
  - L. Bouchet, 480 Salmon, Buick.
  - M. Goldberg, 631 Hood st., Cole.
  - Mrs. H. I. Mersereau, 715 E. 22d st. N., Chevrolet.
  - John Detman, 324 Gilsan, Chevrolet.
  - Fred Wahlyren, 40 E. Emerson, Chevrolet.
  - F. L. Dunavon, 68 W. Emerson, Chevrolet.
  - G. C. Conger, Long Creek, Or. Dort.
  - Taft Transfer Co., Hood River, Or. Duplex.
  - Lee Harmon, 3716 65th st., Excelsior.
  - J. Oliver, 914 E. 18th N., Ford.
  - Guy D. Davis, Oregon City, Kissel.
  - W. L. Joffe, 610 Hancock, Maxwell.
  - E. F. Crocker, 704 Hoyt st., Maxwell.
  - G. Heberg, 1202 Burrage, Oakland.
  - William J. Baker, 1009 Spalding bldg., Buick.
  - Horace B. Fenton, 801 Stevens bldg., Chevrolet.
  - W. S. Duncomb, 580 Summer st., Ford.
  - Bridal Veil Lbr. Co., 1110 Yeon bldg., Ford truck.
  - Geo. M. Plover, 652 E. 61st st. N., Ford.
  - Frank Sheperd, St. Charles hotel, General.
  - H. W. Jessup, 1114 Williams ave., Grant.
  - Fred Kobel, 107 N. 3d, Hupmobile.
  - W. W. Ferguson, Mordant apt., Oldsmobile.
  - P. Mattson, Cornell Rd., R. F. D. 2, Pan American.
  - M. J. Barell, 887 2d st., Buick.
  - Mrs. W. H. Markell, 380 E. Morrison, Chalmers.
  - W. F. McKenny, 54 1st W. Chalmers.
  - Olivia Miller, 901 Yeon bldg., Chalmers.
  - A. L. Howard, 312 Howard, Chevrolet.
  - Leonard Abruzzina, Linnton, R. F. D. 2, Chevrolet.
  - John Dodak, Linnton, Chevrolet.
  - H. Ererbarth, 720 E. Main, Chevrolet.
  - G. F. Warden, Hilldale, Or., Chevrolet.
  - Ed Tonkin, 153 Broadway, Cole.
  - Dr. H. J. Murphy, E. 31st and Alder, Ford truck.
  - Walter L. Ferris, 525 E. 34th, Ford.
  - C. E. Johnson, Corvallis, Ford.

## CONSERVE GAS IS EVERYONE'S DUTY

### Instructions Given Motorists So That Possible Curtailment May Be Avoided.

In these days of Hooverization when the rumors of gasoline curtailment and higher prices are heard on every hand it behooves every motorist to economize as much as possible on this commodity. One way of doing this is to take up the motorist population of the European countries, small strike the American automobile.

Following the instructions below one will be surprised at the difference in amount of fuel used.

- "1—See that the motor is in first class running order."
- "2—See that it has clean oil."
- "3—Adjust the carburetor so that as thin a mixture as possible is obtained."
- "4—See to the bearings that they are free and clean and properly lubricated."
- "5—See that the springs are well oiled in all parts. This is important as a 20 per cent greater efficiency can be obtained in this respect. Jack up the body of the car so that the weight will be off the springs and pry the leaves apart and thoroughly oil every inch of them."
- "6—Tires should be filled to full capacity, about 65 pounds' pressure being required."
- "7—Fit the wind shield back so that as little air resistance as possible is had."
- "8—See that there are no brakes dragging."
- "9—After starting do not travel more than about 20 miles an hour—or less."
- "10—Keep the feed pressure even. This is important, as fluctuation uses more than a steady flow."
- "11—Shut off the gas and coast whenever possible going down grades. In going down grades of considerable length shut off the engine completely, but where the grade is just a slight one it is claimed that less gasoline is used in barely allowing the engine to turn over than in shutting it off completely."
- "12—Evening is the best time to drive for gasoline economy. Just why this is true has not been determined; whether it is humidity, pressure, temperature, the night air has always been found the most satisfactory."
- "13—Learn all about your machine, take the best care possible of it at all times and any driver can obtain results very gratifying if the foregoing rules are followed."

## GRABBING CLUTCH CAUSE OF TROUBLE

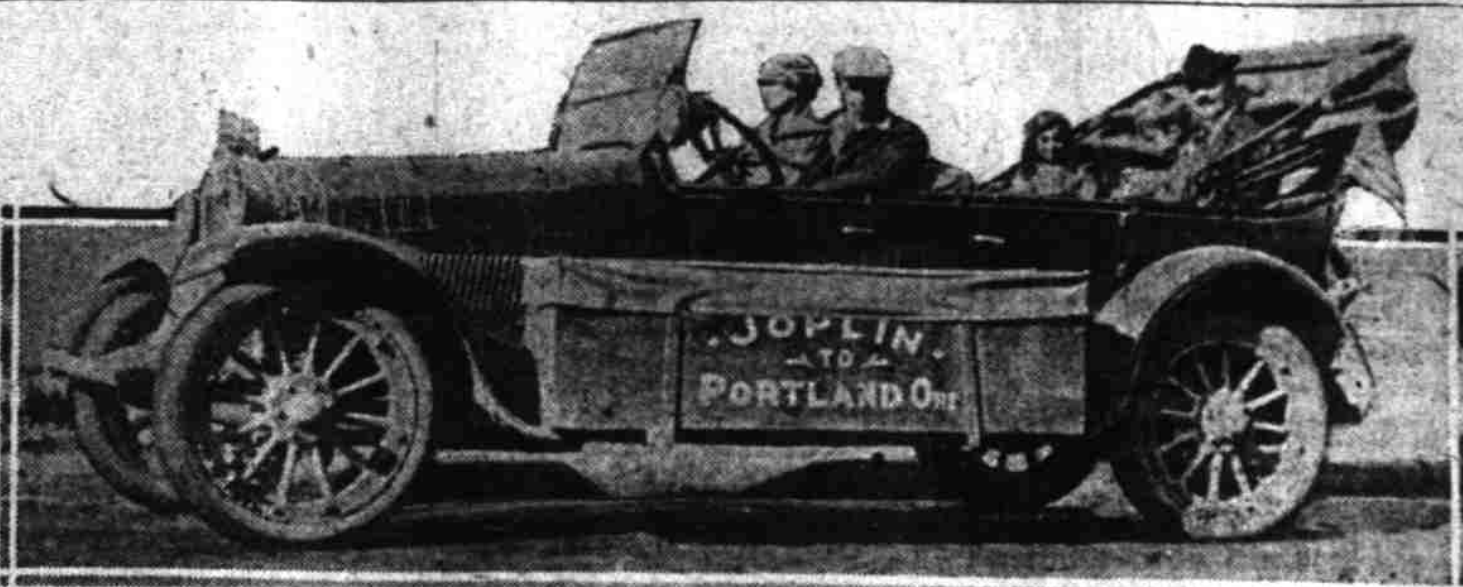
### Many Owners Are Given Suggestion as to Where to Find Hidden Difficulty.

Aside from the disagreeable sensation caused by a grabbing clutch, there is the often forgotten result of the infliction of severe strain on the driving mechanism. Many owners who cannot account for the breakage of a driving gear or pinion might find the cause is a grabbing clutch. Excessive axle and transmission bearing wear and short bearing life may be a result of a badly grabbing clutch. High stress is imposed on the parts in the transmission system at the moment this causes destruction of the parts in a short time. Modern clutches are comparatively free from grabbing as a general thing, but when this condition does exist the owner does not attend to it immediately, but rather waits until he has time. Great damage may be done by waiting. In a recent case a grabbing clutch running so for one month made it necessary for parts replacement in the whole driving system from the clutch back to the axle. The universals were badly affected and the ring gear had half its teeth broken off.

Gradual engagement is one of the first essentials of a good clutch. When the clutch is new the clutch takes hold easily, imposing the minimum of strain on the driving parts, but as the clutch parts wear, throwing the clutch out of alignment, or the friction surfaces lose their elasticity, the clutch starts grabbing. There are many other causes and some of them are found only in certain specific designs.

The point of this to the car owner is that he should at once attend to the grabbing in order to remove it. These are times when conservation of material is essential to the owner as an individual and to the country, and immediate attention to clutch grabbing is one way to save material.

## FROM JOPLIN, MO., TO PORTLAND BY MOTOR



L. L. Wilson and party on arrival in Portland from Joplin, Mo., in a Case Six

When one day last week a big Case Six, dusty and much decorated, drove up to the door of the new Case agency at Tenth and Stark streets, J. H. Graham, local distributor, was greatly surprised to find the words "Joplin to Portland, Or.," painted on either side.

L. L. Wilson and party had motored clear out from Missouri with the sole purpose and intent of making their home in Portland.

The entire trip was made in three weeks. The Wilson party found the roads through most of the states in good average condition, but in Wyoming, through the Cody cutoff, poor stretches were encountered. The Wilsons' cross country trip was singularly free from tire trouble, too, the party having to stop but twice on the entire journey—once to fix a puncture and again to replace a tire which had blown out.

nessy and Mrs. O'Shaughnessy of New York. Mr. O'Shaughnessy, who is the secretary of the Associated Advertising Agencies of America, intended giving his one day in Portland to visiting the different advertising agencies, but was coaxed from business when The Journal suggested a motor trip over the Columbia river highway. Through the courtesy of C. M. Menzies of the Northwest Auto company, a Marmon car was secured.

## Distinguished Ad Men Guests in Portland

Delegates from Portland to the Ad club convention at San Francisco succeeded in bringing home with them two distinguished visitors, James O'Shaughnessy and Mrs. O'Shaughnessy of New York.

## GOOD BUYS IN USED TRUCKS AND TRUCK ATTACHMENTS

- Reo Delivery ..... \$300
- Reo Delivery ..... 360
- Overland ..... 350
- Overland ..... 450
- White ..... 270
- Reo Ames Attachment.. 750
- Ford Ames Attachment. 750
- Ford Smith, Form A.... 600
- 2 Closed Bodies, each.. 100
- 2 Electric Chassis, each.. 50
- 2 sets Batteries, each.. 50

## Northwest Auto Co.

F. W. Vogler, Pres. C. M. Menzies, Mgr.  
Broadway at Couch Alder and Chapman

## Slightly Used Holt Caterpillar Tractor Thirty Horse Power

Has had excellent care and has been completely overhauled. New tracks have been supplied. Machine is in No. 1 condition. Will be sold subject to inspection and acceptance as it stands. Price less than half cost of new one. Replaced by machine of larger power.

Quick action required if you want this bargain.  
**Hodson-Feenaughty Co.**  
The Road Machinery House  
309-315 East Yamhill St. PORTLAND, OREGON

## Oil Line Should Be Put in Some Cars

In some cars lubrication of the clutch throw-out collar means removal of the clutch boards and the turning down of a grease cup. It seems that it is a hardship for many owners to turn down a grease cup even though it is exposed to view. This is rarely if ever takes the time to attend to the clutch throw-out unless there is clutch and gearshift trouble. Where there is no provision for lubrication of this part by turning down a cup extending through the clutch boards or the side of the frame, the owner had best have an oil line installed. A good repairman can easily arrange to have a large cup feed through a small opening into a piece of metal tubing running to the throwout. The small opening is necessary so the oil feed will not be rapid, otherwise the reservoir will be exhausted quickly. Or a self-feeding oil cup, many types of which are on the market, might be installed in place of the grease cup under the floor boards.

## C. A. Nation Takes Pan-American Car

C. A. Nation, proprietor of the Speedwell garage at Fourteenth and Couch streets, has taken over the local distribution of the Pan American car from the factory in Decatur, Ill. Mr. Nation, who is one of Portland's most popular automobile men, has been in the business here for 10 years. The Pan American is a six cylinder machine, priced \$1800 f. o. b. England. It comes in four distinctive body shades—blue, brown, maroon and gray—with the radiator finished in cream white.

## Standardization Is Still Progressing

The National Automobile Chamber of Commerce has decided to go even further into the matter of standardization and has appointed a special committee to carry on the work and to make unnecessary the making and carrying of an excess number of parts. It is interesting to note the progress in standardization made by the motor industry. Already the makers have standardized on treads at 56 inches, so that only one width of axles and fenders is required, while there has been great standardization progress in the size of wheels, tires, rims, nuts, bolts and maggotto bases, intake manifolds, bearings and even cotter pins, the number of which has been reduced from more than 300 sizes down to 46.

## Road Paving Bids Invited by State

Bids will be received by the state highway commission at its regular meeting August 6, for paving a one-half mile section on the Pacific highway adjacent to Ashland, where an underground railway crossing has recently been completed.

### Wet Street Danger Trail

A wet street is a danger trail. On rainy days most drivers are careful. The time to watch also is at night in spring and summer when you pass here and there through a street just finished when your tires, of course, are without chains.

# Announcement Extraordinary

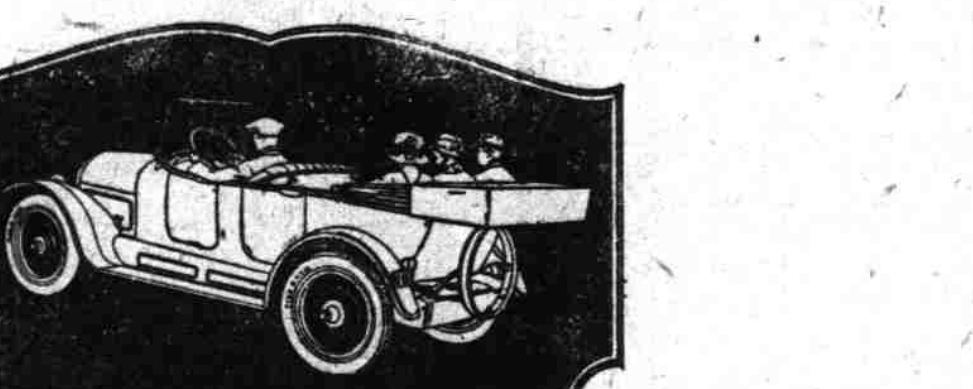
## A Fordson Tractor Demonstrator Will Arrive This Week



Arrange for a Demonstration With

# FRANCIS MOTOR CAR CO.

561 Hawthorne Avenue



THE more seriously people consider the purchase of motor cars, the more respect they have for Model 90 cars.

The favorable impression the exterior design and beauty this Thrift Car gives is sustained by its reliable, efficient and adequate performance.

Five Points of Overland Superiority:  
**Appearance, Performance, Comfort, Service and Price**

Light Four Model 90 Touring Car, \$2250—f. o. b. Toledo  
Price subject to change without notice

## Overland

The Thrift Car

### The Overland Pacific, Inc.

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