

NEW CAR MADE BY HARRY C. STUTZ IS DISPLAYED IN CITY

Machine Is Known as "H. C. S. Special" and Is Characteristic of Well-Known Designer.

The new H. C. S. special, the most recent creation of Harry C. Stutz, is now on the market and one of the new models has been received at the salesrooms of the Pepp Motor Car company. The new car is conservative in power equipment, no radical changes having been made in the details of conventional practice, although distinctly showing the touch of the hand of Stutz.

The chassis of the new H. C. S. is of 120 inches wheel-base, allowing considerable leeway in the design of the body, a privilege that has resulted in the first models being extremely attractive and snappy in appearance. The appearance of the car is especially distinctive in the four-passenger model.

The power plant consists of a Weldely 4-cylinder motor, with a 3 1/2 inch bore and 5 1/2 inch stroke. It is equipped with Delco electrical units and has an enclosed shaft drive. The tires used on the first models are 32x4 1/2 cords, the car coming equipped with wire wheels. The Weldely engine is a block cast four with the usual overhead valve arrangement. The lubrication is force feed. Unit power plant construction is used. There are no grease cups on the car and the oiling places are very accessible.

DUSENBERG AGENCY SECURED
David A. Pepp, president of the Pepp Motor Car company, received the new model now in his possession soon after his return from the East, where he had gone to look over the new H. C. S. factory and the plants making the ReVere and Shaw cars, whose distribution he also has for this territory. While in the East Pepp secured the distribution rights for the Duseenberg car, one of the fastest machines on the speedways this year.

Pepp attended the Indianapolis races and was in the pits looking after the needs of the ReVere car, the speedy little "white baby" guided around the brick oval by Tom Kooner. Pepp had a chance to meet a number of the drivers and see what makes the wheels go around behind the scenes.

The average spectator seldom realizes what a heart-breaking strain the drivers and mechanics are under, the driver most of all, for his is the responsibility in the eyes of the public and his employer, if he has one, to win the race or come in within the money. Cars have to be tuned up to a pitch much finer than the most delicate musical instrument, and frequently a driver and his mechanic tear the motor down several times before they can feel that it is acting like a first class racing motor and is functioning in a manner considered proper by their experienced mechanical brains. When the motor is finally adjusted the crew literally sleeps with the car until the time to toe the starting line.

WANTED TO TRAVEL SLOW
"I had a chance to go around the track with one of the drivers and made the humble request that he go at no greater speed than 50 miles an hour. Somebody told me that was asking for a conservative gait and I wanted to try it. I learned the signals for the various things the mechanic has to tell the driver when there has to be conversation of some sort—the car is going too fast for voices to be heard—and crawled into a seat alongside of Eddie Hearne. We started off."

"The mechanic has a very decent of a time of it," continued Pepp. "There is no place he can hold on to except one way and your hand gets on the red hot exhaust pipe, you can't hold the driver's arm unless you're ready for a first class funeral, so the only thing to do is to sit still and hope you won't fall out. That tachometer went crazy before we got back to the pits. We passed them on the first lap, and as we did so I raised my hand to show the gang how easy I was in my mind, and the wind nearly took my arm off. I forgot the signal to stop, or there has been none invented, so I had to sit there and stand it until Eddie could get all the bumps in the track located in his mind, and there were quite a few bumps."

Pepp says it's "never again" for him.

Clean Stems When Valves Are Ground

At the same time that you grind in the valves, clean the stems of all foreign matter and make them bright and shiny. You will get better valve action if these parts are kept in good condition. Clamp the head of the valve in a vise between two blocks of wood and wrap a narrow strip of emery cloth around the stem. Pull the strip back and forth, at the same time move it up and down on the stem. A few strokes will thoroughly clean the stem, but you must be careful not to score the metal by pulling the emery cloth too tight. Wipe the head clean of all particles that might fall down on it, before putting the part back in the cylinder.

HOW IS THE ROAD?

(Continued From Page Two, This Section)
use Major creek cut-off between Lytle and White Salmon.
Walla Walla to Boise via Pendleton and Baker City—Fair to Pendleton. Some mud and rough over Blue mountains between Pendleton and La Grande, but cars going through. La Grande to Baker, good.
La Grande to Walla Walla via Toll Gate—Road not open.
La Grande to Elgin via Imbler—Good.
La Grande to Enterprise and Wallawa—Fair.
Elgin to Joseph—Closed because of work in canyon.
Walla Walla to Portland via Pendleton and Columbia highway—Generally good. Pendleton to Echo, Hill road, fair dirt road. Echo to Umatilla on new Columbia highway. Highway open to Arlington. From Arlington to Rock Creek and Wasco, The Dalles and Hood River. Construction work between Hood River and Wyeth, cars may go through 11:30 a. m. to 12:30 noon and 4 p. m. to 7:30 a. m.
Via Echo, Ione and Lexington—Fair.
Pendleton to Pilot Rock and Ulaah—Fair.
Pendleton to Bingham Hot Springs—Fair.
Central Oregon road to California—Good condition either by way of Wasco, Bend, Klamath Falls, or Wasco, Bend and Lakeview.
Bend to Burns—Good.
Bend to Prineville—Good.
Prineville to Michael—Not open.
Bend to Sisters—Good.

NOTED RACE DRIVER VISITS PORTLAND



Eddie Hearne, premier racing driver who was a recent visitor in Portland, standing beside the new ReVere placed at his disposal during his stay in Portland by the Penn Motor Car company, local distributors. Hearne drove a ReVere at Indianapolis and finished sixth. He is one of the old school of racing drivers, and has seen 13 years' service on the fast tracks. He will drive his "ReVere," the "White Baby," at Tacoma July 5, on the fast board track in that city. The car is built by the ReVere Motor Corporation of Logansport, Ind.

CLEANSING OF CAR BRAKES ADVISED

Coating of Oil and Grease Becomes Dangerous Lubricant, Declares Authority.

One of the most annoying things to the man who drives a car is the way his brakes seem to lose their interest in life, lose their grip, whine

and carry on generally as if they were trying to imitate a cat with its tail in a door. As one of the bright boys of the row has it, there's a way you can fix it.

Very likely the brake lining has become coated with oil or grease which acts as a lubricant. This condition is dangerous, for it may cause the brakes to slip when applied. At the earliest opportunity the lining and the brake drums should be wiped clean with kerosene.

Or the brake lining may have become worn so that insufficient pressure is brought to bear against the revolving metal drum, and the car cannot be stopped quickly. A few adjustments, which any mechanic can make while you wait, will often compensate for the reduced thickness of the worn lining.

If the lining has become worn beyond the margin of safety, it is best to take

no chances with safety, but to have the brakes relined. In the selection of new brake lining, the motorist should be guided by the experience of the leading automotive engineers who have made numerous analyses and tests of various kinds of brake lining material.

The wise motorist is satisfied not alone in being able to drive a car, but thankful that he can stop it. He values a smooth, short stop no less than he appreciates a quick, easy getaway. Watch your brakes—enjoy greater comfort and safety.

Tighten Engine Bolts
In some cars loosening of the engine bolts which hold the latter in place, may cause misalignment of the engine, with serious consequences. If there is even slight looseness of the bolts it may permit the engine support to hammer and pound and in time the supporting arm may actually break off.

WAR DEPARTMENT GIVES MUCH HELP IN ROAD BUILDING

Tours Over Coast State Roads Planned to Determine Needs in Matter of New Highways.

This seems to be the season for tours, both for truck and passenger cars, and from here and there comes news of this tour and that starting on its merry way to accomplish something or other, which is not particularly definite, but calls to mind the recent tours in our own state, that of the truck caravan and the Ad club burst of speed.

The apparent intention of the war department to lend a hand in the road movement, as was instanced by the army contingent in the two Oregon caravans, gives added impetus to the efforts of good roads folks and brings all the nearer that time when all cars will wear out their tires on honest-to-goodness asphalt and concrete.

TRIP IS PLANNED
Plans have been completed whereby the war department will send a motor convoy from Washington to Los Angeles over the Backhead national highway on or about June 15, due to arrive at Los Angeles September 1.

The convoy will be under the supervision of the motor transport corps and will consist of a motor transport unit complete, at war strength, one service park unit, at war strength, detachment from engineer corps and detachment from medical corps. All motor trucks will be one and one-half ton capacity, equipped with pneumatic tires.

The tour will start from Washington, passing through the following states: Virginia, North and South Carolina, Georgia, Alabama, Mississippi, Tennessee, Arkansas, Texas, New Mexico, Arizona and California ending at Los Angeles.

WILL TRAVEL MEN
The purpose of this trip and other overland trips will be to study the hand-

caps which surround the transportation needs of the army on account of the lack of dependable and definite systems of highways; to secure data relative to the use of various types of motor vehicles; to secure relative data on solid and pneumatic tires; to train officers and men in extended field operations and to recruit personnel for the various branches of the army.

The federal highway council feels that such study by the motor transport corps will be of great value to the entire country because it will thoroughly establish the necessity of the federal government undertaking the construction and maintenance of a definite system of national highways.

Tax by Weight
The German highway commission is at work on a plan for taxation of automobiles by weight of occupants in the family of the owner, weight of the car and daily mileage. It is possible the card system of fuel will again be put in force through the distributors of gasoline under direction of the police department. It is planned to keep a record of the mileage and tax the total weight per mile per car per week.

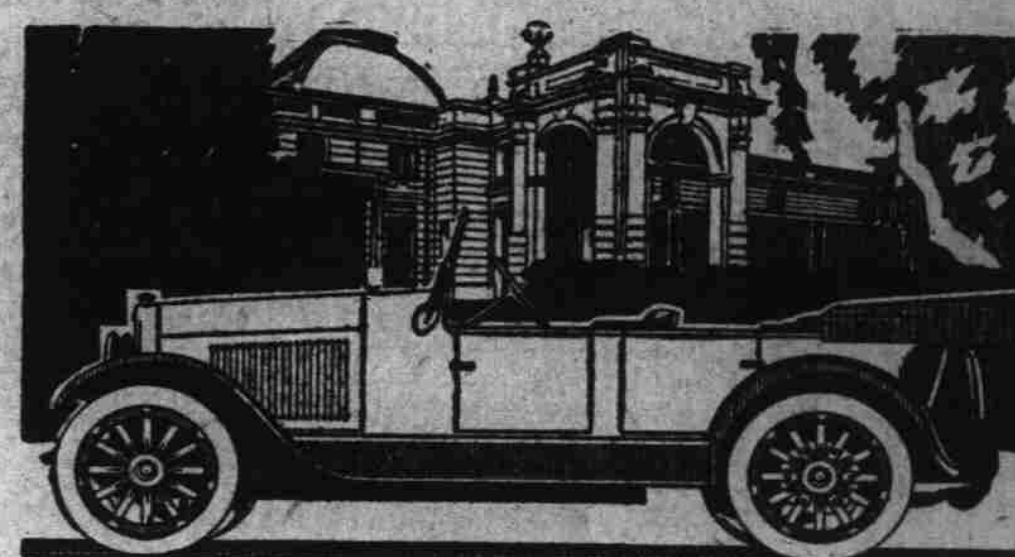
AUTOMOBILE TOURS ARE BEING PLANNED

Unusually Active Season Forecast for Walla Walla Auto Club the Coming Season.

Indications of great activity among tourists this year are seen by Secretary W. S. Parks of the Tri-State automobile club of Walla Walla in the fact that through tourist parties from California have registered at the auto club headquarters in that city during the last week and also that at least one Walla Walla tourist has announced

his intention of taking a long motor trip to California within a few days. This, thinks Parks, is the heralding of a monster tourist business for the Pacific coast and the Northwest this year.

Mr. Parks has been sounding the intentions of the Auto club members of the southeastern part of the state as well as Northwestern Oregon for the past few weeks and states that there will undoubtedly be considerable traffic by motorists from that section this year to places of scenic beauty throughout the West. Secretary Parks has himself announced the plans for organization of a large party from Walla Walla into the Crown Nest country of the Canadian Rockies, and has already the eager responses of a half dozen motorists who desire to make the trip. The party will be headed by Mr. Parks and will start probably some time the latter part of June or early July. It will be large enough so that a service car with all equipment for ordinary light repair work will follow along to help reduce the inconveniences which might occur from breakdowns.



HOW THE CHALMERS HOT SPOT AND RAM'S HORN HAVE INFLUENCED A NATION

SO definite has been the public's acceptance of Hot Spot and Ram's horn and so highly efficient has the Chalmers become as a result of their use that these two devices now influence a nation.

1—They have made buyers of cars insist on an engine that would get out the power that nature stored away in gasoline.

2—They have caused a decided demand for less vibration in a car with the attendant results of longer life and more comfort.

3—They have caused an insatiable demand for the elimination of frequent spark plug fouling, burned bearings, scored cylinders—eliminations which

lower the cost of maintenance. 4—They have caused an emphatic demand for cool running on a hot day and quick starting on a cold day.

In other words, the acceptance by the public of Hot Spot and Ram's horn have recast standards of judging motor cars and this influence now is felt wherever cars are built.

For Hot Spot and Ram's horn accomplish much by transforming raw, heavy fuel into fine, smooth power and providing new virtues that buyers now seek in a motor car.

Hence the growth in public belief that Chalmers is one of the few great cars of the world.

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