

PORTLAND MAN IS INVENTOR OF NEW CLUTCH CONTROL

Mechanism Is Designed to Allow Car Starting Without Danger or Jolt; Handling Made Easy.

J. G. Koppel, an electrical and mechanical engineer of 564 Couch street, formerly engineer of construction with the B. F. Goodrich Rubber company, Akron, Ohio, just received a Patent No. 1374341 of a clutch-controlling mechanism. It is a semi-automatic automobile clutch engaging control mechanism which will effectually and automatically operate the clutch engagement, thus making a step toward motor car perfection.

This invention has three main purposes. One is to relieve the considerable difficulty that has been experienced in properly applying the clutch which connects the engine or motor with the driving wheels. Owing to the lack of skill on the part of the operator, or because of the design of the clutch, or condition of the clutch surfaces, the clutch may operate too quickly and without preliminary slipping and the result either the engine will be stalled, or the vehicle will be started with a violent jerk.

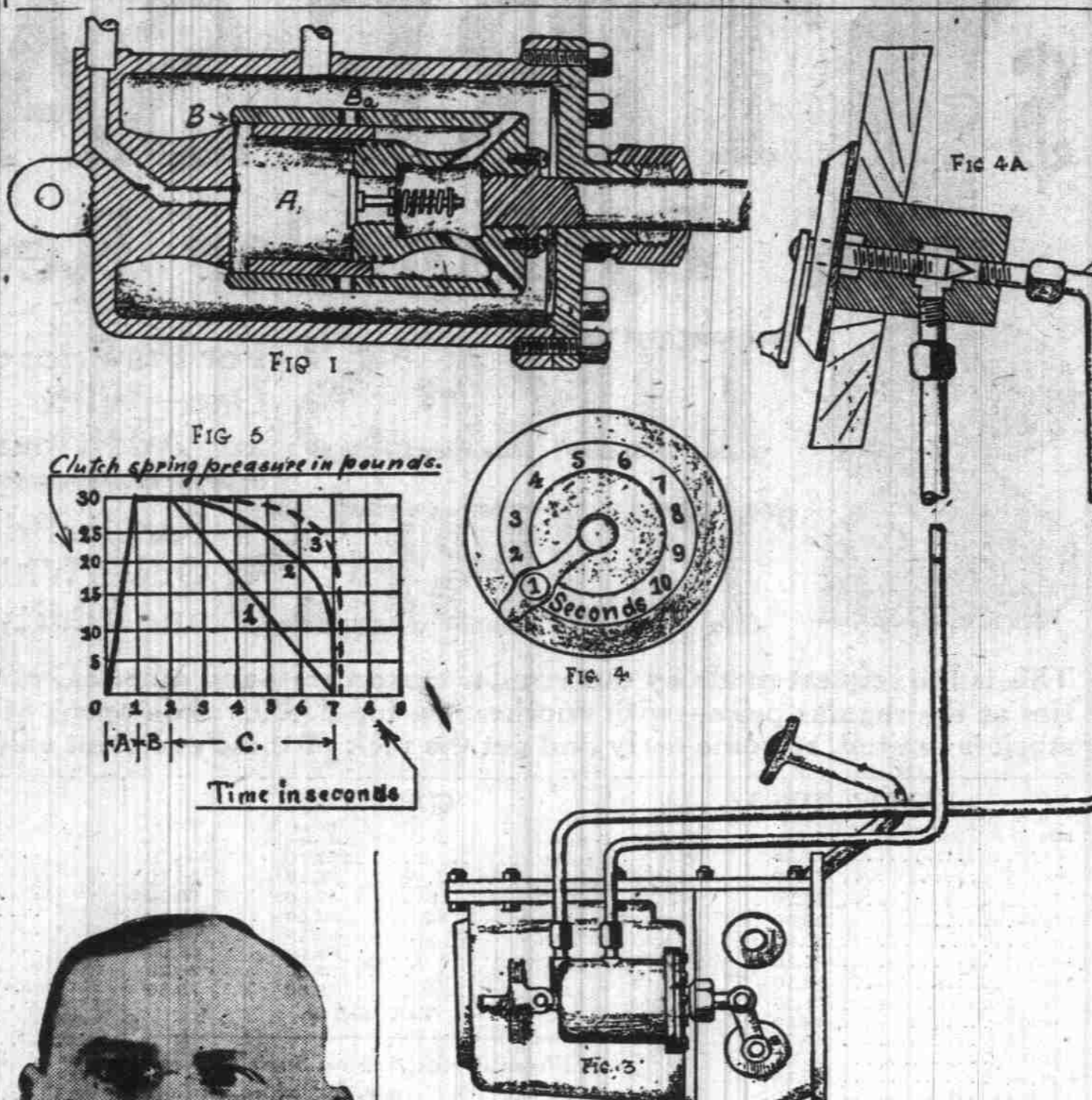
The second purpose is to prevent accidents. It is to a certain extent a safety device and when installed on motor cars will prevent motor cars stalling at grade crossings. Statistics covering a period of two years of the Southern Pacific lines relate that from 783 accidents, 175 were of automobiles stalled on the track because they killed the engines by too sudden application of the clutch.

The third purpose is to simplify the motor car handling and especially the clutch engagement by the feminine car drivers. The ease of handling will be one of the outstanding features of the future motor car, especially one equipped with this automatic clutch engagement, which feature will appeal to every woman driver who is driving her own motor car.

The mechanism of the clutch is well advanced, especially the multiple disc clutch, which is nearly perfect, and there is very little left for the individual inventor to work upon. But the clutch engaging was left to the driver himself, and his ability to master the proper engagement. This new invention will engage the clutch automatically, and the engagement can be timed in seconds, so that each car owner, by his experience and the condition of the clutch, can set his own time of the clutch engagement, and it will be of particular value for beginners, as it can be set by the car operator to engage the clutch at any desired speed and thus rendering accidents due to inadvertent releasing of the clutch lever practically impossible.

The mechanism of this device, though remarkably accurate is, nevertheless, practically fool-proof, and the ease with which it can be operated is pleasing.

DEVICE TO REGULATE THROW-IN OF CLUTCH



Plan describing invention of J. G. Koppel, whose likeness is shown at left

Device invented by J. G. Koppel, a Portland man, which will automatically throw in clutch gradually and prevent gripping and jerking and consequent strain on motor, gears and differential caused by unskillful driving. The picture at the bottom shows the relative size of the apparatus in relation to the gear box. Above this is shown the clutch pedal. Pressing the clutch pedal (throwing car out of gear) pulls the piston in the cylinder shown at the extreme top (which is the same on a larger scale as the one at the bottom) forward creating a vacuum chamber. Into this is drawn three cubic ounces of oil through a poppet valve held in place by a low tension spring, shown in the center of the cylinder. On the return of the pedal to normal, (throwing in the clutch), the mechanism taken control. Through the needle valve (in the upper right hand corner) which is attached to the dial shown in the center, oil is forced by the pressure of the clutch springs from and to the cylinder by means of the pipes shown leading to the bottom drawing. The dial in the center regulates the time it takes for the oil to pass the needle valve—one to ten seconds. The chart at the right shows the way the clutch is released by the Koppel device, the second line shows the way the average man driver releases, and the third (dotted) the way the average woman releases. This mechanism has nothing whatsoever to do with the throw-out of the clutch, that is disengaging the engine and the driving shaft.

Southeastern Oregon
Lakewash, Or., May 14.—Roads throughout Lake county are excellent with the exception of the stretch from Klamath Falls which is improving rapidly. Two miles south of Klamath Falls a road is being traveled from Klamath Falls to Lakeview and at the present time it can be made in eight hours. The county during the past 10 to 12 hours was necessary to travel from Klamath Falls to Lakeview and at the present time it can be made in eight hours. The county during the past 10 to 12 hours was necessary to travel from Klamath Falls to Lakeview and at the present time it can be made in eight hours.

Southwestern Oregon
Marshfield—Roads in Coos county are in bad shape later in the season this year than is usual on account of the continued rains. With the exception of the new highway between Marshfield and Coquille, which was recently opened, most other roads are simply not fit for automobile travel. The Seven Devils road down the coast from Marshfield to Bandon is still in very bad shape, and it is next to impossible for a car to get through. It will require several weeks of clear weather to make the road fit for travel. When it is in shape a jitney line will operate between the Coos bay cities and Bandon.

Coast Country
Corvallis, Or., May 14.—The road to Newport is in bad condition especially in the vicinity of Summit and Blodgett. It is reported that so far this spring no one has made the trip by auto. With a few more clear days the road will be ready for travel.

Eastern Oregon
Bend—Roads radiating from Bend in all directions were generally improved by the recent rain, which settled the dust and softened the ruts. The Burns road particularly was helped, by the downpour. A reverse effect was noted between Fort Rock and Lakeview, where the road had not dried out completely this spring. A few mud holes resulted from the rain, and general heavy going. Cars cannot travel between Coquille and Bandon, and will probably not be able to for several weeks. This road extends along the Coquille river and some extensive repair work is being done, but the weather has made the progress of the road work slow.

VANGUARD OF AUTO TOURISTS ON WAY

Park-to-Park Motorists Already Making Plans to Come West; Information Asked.

The first "crop" of park-to-park tourists is on its way. Fifty persons have written to the executive offices of the National Park-to-Park Highway association in Denver for a guide and other road information.

One thousand inquiries have been received within 40 days by the association, which has sent each inquirer a road guide leaflet mentioning this and other towns on the highway. Mileage between places is given in a simple and unusual manner.

Whether the tourist will "linger a little longer" than he anticipated depends on how effectively the side trips interest him. The British Columbia interest is brought to his attention beforehand.

Gus Holms, secretary-manager of the association, in preparing the inquiry lists, asks to send its available literature, thereby interesting the prospective road traveler and his family to stay awhile in communities that make the most sincere appeal for their temporary residence.

The inquiries come from virtually all parts of the East, South and Middle West, and the local commercial organizations are asked to send its available literature or otherwise communicate with the prospective travelers.

to the convenience of fishermen. Three miles of the Lost Lake road have also been graded.

Joseph—Roads in Wallowa county are in good condition, but the roads leading into the county are still really improving. Wallowa Canyon road is now being improved. Work has begun on the state highway between Enterprise and Joseph. There are two roads between Enterprise and Joseph, one of which has no difficulty in getting about. Fish are biting well. The season opens at the amusement park, Wallowa lake, early in June.

Burns—Burns-Bend—all good. Burns-Crane—Burns to Lawen, 16 miles, fine and all macadamized. Burns-Lakeview—all good. Burns-Canyon City—open but bad. Mud and rough roads over the mountains.

Inland Empire
Walla Walla, Wash., May 14.—Improvements in the roads of the Inland Empire at two strategic points and the probable opening of the Snoqualmie Pass this week are the road developments in this section during the last seven days, according to the road report of the Tri-State Automobile club. The report announces a clear passage from Pendleton to La Grande over the Blue Mountains with a fair road save for about two miles which is muddy. The improvement in the condition of the road stretch consisting of the six miles south from Delaney. This has been bad because of construction work but it is announced that the work has been completed and the entire piece of new macadam road opened up for traffic this week.

The paving of the last four miles of the highway between Pendleton and Walla Walla is rapidly being completed and it is expected that the early summer tourist traffic will find the entire stretch hard surfaced. The paving is now under way on this stretch from Blue Mountain to Weston. Autoists are now being advised to travel via a dirt road up the Dry Creek hill and thence straight south into Weston.

Both the Lyons Ferry and Central Ferry routes to Spokane are reported in good condition with numbers of the dirt stretches to points off the main highways in fair to good condition and improving daily with the fine weather which has struck the section.

The road report in detail follows:
Walla Walla to Spokane via Lyons

Ferry—Good either by way of Dixie and Waiilatpu to the ferry, or by way of the Berryman road through Prescott. The dirt roads are in good condition from Waiilatpu to Washington, Wash. Tacoma to Cheney via Riverview, good macadam road. Cheney to Spokane, paved. Walla Walla to Spokane via Central Ferry—Paved to Pasco. Yakima to Ellensburg through Waiilatpu and Dayton to Delaney. Delaney to Pomeroy, fair dirt road. Pomeroy to Lewiston, good dirt road.

Lewiston to Cullasac and Grandeville, good. Lewiston to Lapwai, fair, partly paved. Lewiston to Moscow, good via Sand road.

Lewiston to Juliaetta-Kendrick via Troy, fair, partly paved. Lewiston to Lake Walla, good. Lewiston to Asotin and Anatone, good. Lewiston to Spokane, good.

Walla Walla to Seattle—Road in good condition to Yakima, either by way of Hoover Ferry to Pasco, Yakima to Ellensburg, rough. Ellensburg to Easton, good. Easton to Seattle, closed. Pass bridge over the British Columbia bridge between Pasco and Burbank, open; toll 50 cents and 5 cents for each person beside the driver.

Walla Walla to Portland via the Northbank highway—Good macadam road to Mabton and White Salmon via Goldendale, good dirt road, White Salmon to Portland, fair.

Walla Walla to Portland via the Columbia highway—Walla Walla to Pendleton, paved except four miles. Pendleton to Deschutes river via Umatilla and Echo, good gravel road. Deschutes river to The Dalles, use old road, which is in fair condition. The Dalles to Mosier, old road over hill preferable owing to construction work; this route is in good condition. Mosier to Hood River, good. Hood River to Portland, paved.

The Dalles to Klamath Falls via Crescent, good. Bend to Burns via Millican, good. Bend to Lakeview via Fort Rock, good to Paisley and from there on, poor. Walla Walla to Astoria, poor. Old Oregon Trail—Walla Walla to Pendleton paved except four miles. Pendleton to La Grande over the Blue Mountains, road in fair condition. La Grande to Durkee, good. Durkee to Huntington, poor. Detour owing to construction work.

Huntington to Salt Lake, good. Walla Walla to Eocastello via Burley, good. Twin Falls to Wells, Nevada via Rogerson, good.

Spokane (Canadian points via Bonners Ferry and Kingsgate open, rough in places, but all cars getting through. Salt Lake south and east, road trying rapidly. Weather appears settled. No recent rains.

Washington—Idaho—Montana
Canada.

Spokane, Wash.—All highways leading out of Spokane are reported by the Inland Empire Automobile association as open and being daily traveled by motorists.

This includes the eastbound route via Sandpoint, Idaho, and Thompson Falls, Montana to the British Columbia and Alberta route via Bonners Ferry, Idaho, and Kings Gate, B. C. The roads are not considered fast, but just termed good.

The Spokane Saturday morning bridge via Walla Walla and Pasco is reported heavy in traffic.

Traffic throughout the Inland Empire is being aided with the opening of the Snoqualmie pass this week it is expected to boom the Spokane-Seattle and Tacoma traffic.

From Minnesota to Spokane in nine days is the record set by a party of three from Elmore, Minn., making the trip in a roadster chummy. They had to drive in the snow for 200 miles a day a good record considering road conditions at this season of the year. Their last day's run was 247 miles and the poorest only 129 miles from Elmore via Sioux Falls to Rapid City and into Wyoming via Custer trail to Billings, Mont.

From Thompson Falls, Mont., to Sandpoint, Idaho, they had to line over the grades, two of them holding to a rope fastened to the bumpers to keep the car from sliding off the grade.

The Spokane municipal tourist camp at High Bridge, just west of the city, will be officially opened on Sunday, May 15, and will remain until September, according to announcement by the park superintendent.

Beginning today, the good roads office at West 511 Main avenue, will be open on Saturday afternoons and Sundays, it was announced by Frank Guilbert, secretary of the Inland Empire Automobile association.

To make the camp more accessible to tourists entering Spokane on the Inland Empire and Sunset highways, Park Superintendent John Duncan will petition the city council to provide a dirt road way leading to the camp from the two highways.

"At the present time the only inlet to the camp is by way of the Riverside

grade," said Superintendent Duncan. "Many who come via these other highways must enter the business section before reaching the camp, while a new road would let them enter directly from the main highways."

Mr. Duncan stated that a new rest house had been built. More than four acres of new grass have been planted and water spigots have been located 80 feet apart. Twelve outdoor camp stoves have been set up and free wood will be provided, Mr. Duncan said. Electric lights have been installed and a telephone connection had been made, he stated.

"Tourists will be allowed to stay in the camp three days," Mr. Duncan said. "After that they must secure a permit from the caretaker. We have made this time limit so that we may be sure that a certain class of the motoring public is not using the camp as a 'good thing.'"

Mr. Guilbert stated that the Inland Empire Automobile association will have a representative at the camp at least two hours every day to furnish road information. Road maps will be furnished by the caretaker.

The Inland Empire Automobile association advises that the Snoqualmie pass is open.

Southern Washington
Vancouver, Wash.—Pacific highway—paved 14 miles to Pioneer. Construction

under way from Pioneer to La Center. Detour from La Center to Pioneer Ridgefield road on the old mail road, thence to Pioneer. Road from La Center to Woodland in fair condition.

North Bank highway—paved 15 miles to Camas, except Biddle cut-off of one mile, seven miles from Vancouver. To Washougal good, and from Washougal to Skamania county line, fair.

Battle Ground road—paved 16 miles to Battle Ground from Vancouver. From Battle Ground to Yacolt, very poor. Chains necessary. From Yacolt to Lewis county, fair.

Jaggy road—fair. Mill Plain road—fair.

Nash Motors Give Dividend of \$1.75

Dividend of \$1.75 a share was declared on preferred stock of the Nash Motors company last week at a meeting of the board of directors held in Kenosha. The dividend is quarterly and was payable May 2 to stockholders of record April 25. On the recommendation of C. W. Nash the board of directors authorized some important extensions to the company's present plants.

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Pacific Highway—North
Ridgefield, Wash.—Pacific highway, four miles east of Ridgefield (paved 14 miles from Vancouver to Pioneer); construction of highway between Pioneer and La Center under way, grading of long hill just south of La Center commenced, one-half of the road width to be paved first; detour expected any time via old mail road from La Center to Pioneer-Ridgefield road, then to Piqener.

Pacific Highway—South
Salem—The Jefferson way south of Salem was closed this week preparatory to paving operations and traffic over the Pacific highway will hereafter be routed over the Ankeny hill, the former route of the highway which offers good going for the motorist.

No other changes in routings on the Pacific highway are noted at the office of the state highway engineer here, the only remaining unpaved portion of the highway, will be opened at the next meeting of the highway commission in Portland and the road from Portland to Salem should present a continuous ribbon of pavement by the end of the summer.

Eugene—The Pacific highway is open as far as Roseburg, and in Lane county

is in good shape except near Cottage Grove, where a few miles are being paved. Tourists can pass through paving-project stretch before 8 o'clock in the morning, during the noon hour, and after 5:30 o'clock at night; and at 10 o'clock in the morning and 8 o'clock in the afternoon when the road is opened for the few cars that may be waiting to go through at that time.

The McKenna highway is open to Belknap springs, but rough above Blue River, where construction crews are at work. Fine from Eugene to Blue River. The Willamette highway is open to Oakridge but rough near Dexter and Lowell on account of road work. No heavy cars or trucks can pass over bad detour there. Road to Coburg bridge fine. Eugene-Florence road to coast impassable. Open only to six miles west of Junction City, Canyonville. The Pacific highway south of Canyonville is still in fine con-

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| 33x4 1/2 Non-Skid | \$46.00 |
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