

CAMPBELL & FRENTZELL CO. HAS LEXINGTON MINUTE MAN SIX

The newest of Pendleton auto firms, that of Campbell & Frentzell Motor Co. introduces in this city and throughout the county the Lexington Minute Man Six, manufactured by the Lexington Motor Company, Connersville, Indiana, one of the oldest and best established companies.

L. H. Campbell, who is senior member of the company, has chosen the supervision of the mechanical department of the business because of his experience as a mechanical engineer.

HUDSON SUPER-SIX HAS INDIVIDUALITY

"The Hudson Super-Six always noted for its individuality, will provide the motoring public, this year with some notable surprises in new body creations of greater beauty and utility than ever before," said A. M. Ferguson of the Oregon Motor Garage local distributors.

"The daintiness and luxury of the runabout landau, the smartness of the four-passenger coupe, the utility and comfort of the limousine and the touring sedan will be shown to be of advantage beside the richly finished, cozy and speedy-looking four and seven-passenger phaetons.

"Its mechanical perfection having been thoroughly demonstrated during the past three years by more than 65,000 owners, the chassis is unchanged except for slight refinements which add comfort and convenience in driving. Hudson, the largest builder of fine cars in the world, is also the largest builder of inclosed body types, and, in fact, was a pioneer in this development which has made the automobile even a greater necessity and convenience in winter than it is in summer.

Speeding Is Very Harmful To Tires, Declares Expert

A word of caution against running truck tires at excessive speed is given by L. A. Mention, manager of the Simpson Tire Service Co.

"There is no form of truck tire abuse which is more expensive than speeding," he says. "If a man sets out to ruin a set of truck tires, he could not find a quicker way than to run the truck, heavily loaded, at excessive speed. This is a sure way to destroy tires, and yet it is constantly done.

"In the first place, there is the danger that the centrifugal force in a swift moving tire will tear the soft rubber from its base and generate a

heat that will cause the rubber to deteriorate. No matter how great the cushioning qualities of the rubber, the tire does not have time to accommodate itself to the irregularities of the road, and the destructive jolting caused will be very costly. An expensive truck can very soon be jarred out of commission by speeding.

"The effect is the same as running over rough roads, for speeding magnifies every irregularity. The tires absorb the shocks when the truck is operated at the recommended rate of speed, but increasing the speed greatly increases the force of the shocks."

Frequent Inspection Of Motor Essential

"The steering system of the motor truck, says J. E. Elkins, of the Oregon Motor Garage, should be thoroughly inspected at least once every month, from post to wheels, and lubrication should be attended to every day. The joints at the ends of the drag links should be cleaned, adjusted and packed one a month. The oil cups at the ends of the tie rod and on the steering knuckle should be filled every day. The post case should be refilled with grease. A general overhauling of the system should be made at least every six months. The truck owner must learn the lesson that enough time must be allowed to perform these necessary maintenance operations or the whole service will suffer.

Clutch Suggestions Worth Following Up

"Do not disengage the clutch says J. W. McCormack of the Pendleton Auto Co. when braking the car on slippery streets." The differential acts as an excellent equalizer for the brakes if the weight of the engine is left on the drive shaft. Prove for your own satisfaction the great advantage of keeping the clutch engaged by throwing the brake on hard on a wet pavement with the clutch set and the car moving rapidly, and doing the same thing with the clutch remaining in engagement."

ALLEN-KNIGHT CO. HAS MOST COMPLETE ACCESSORY LINES

The Allen-Knight Company, 450 Main street, Pendleton, enjoys the distinction of having the most complete line of automobile accessories in the state of Oregon, outside of Portland. Starting in business under the present management of J. E. Allen and J. B. Knight, two years ago. These two well known automobile boosters have added to their stock until today they can boast of an up to date automobile store which compares most favorably with any in the northwest.

In keeping with the progress of the firm many new lines have been added during the past year. The Federal tire is featured by the Allen-Knight Company who have just unloaded their spring stock consisting of \$15,000 worth of tires. In addition to the Federal, the company have added the Portage tire which is sold with a guarantee basis of 3,000 miles.

Allen-Knight are introducing this year the oil and greases of the Swan-

Finch Oil Company of New York, who have been operating in the Knickerbocker state since 1855. The names of "Motul," greases and "Copese," copyright names of the Swan-Finch people, are probably better known to the motorist than the company.

A complete line of Tuthill springs for all makes of cars were placed in stock this year and ignition parts and carbon brushes for every make of automobile are features of the store. Recently it was decided to add a line of sporting goods and while in Portland last week Mr. Allen made arrangements with the Reach athletic goods people to handle their line in Pendleton. The shelving upstairs has been re-arranged to make room for the goods which should arrive in the near future.

Mr. Allen and Mr. Knight formed the present partnership on the opening day of the first annual Pendleton auto show, February 15, 1917.

No New Fangled Inventions On Cars This Year

The greatest feature of the "automobile year 1919" is the absolute lack of new fangled inventions for motor cars—the retention of all that is good in the cars of yesterday and the elimination of those things that were found bad without the introduction of a lot of untired mechanical features.

Many a good car has gone into the discard in years past because some engineer of the company used an untired mechanical device of some kind and this thing failed to work, says H. C. Krehbiel of the Pendleton Motor Sales Co.

The fact is due, of course, to the war which for the time put a quietus on the irresponsible discoverers of mechanical fallacies.

This season the buyer will be able to select his new car with reasonable assurance that it will perform. In former years there were so many alluring features, mechanical, electrical, and carburetion innovations, so plausible they were apt to fool the mechanically inclined layman, that at the end of show week buyers found themselves more undecided and confused than when they first entered the big exhibition hall.

OLD THINGS ABOUT EARLY HISTORY OF AUTO IN AMERICA

In 1899, automobiles were excluded from the public parks of Boston from 10:30 in the morning until 5 o'clock in the evening.

In September, 1895, there were on file in Washington over 500 applications for patents on automobiles. Three hundred different types of motor vehicles had been built or were

in process of construction at that date.

The first automobile club was started in Chicago in 1895.

The first public garage of record, where motor cars could be stored, repaired or rented, was opened in Boston, Mass., early in the spring of 1899.

In Chicago drivers of motor vehicles were first licensed in 1899, the fee being \$3 for the first year and \$1 for renewals.

In 1900, there were 50 automobiles owned and operated in San Francisco.

In April, 1900, a large automobile company announced that it was manufacturing automobiles at the rate of almost two a day.

The late William McKinley had the distinction of being the first president of the United States to use an automobile.

On March 17, 1900, 39 persons had been licensed to drive automobiles in Chicago, including one woman, who was the first of her sex to secure a license to drive a motor vehicle in that city.

In the early days a chauffeur was called a conductor.—Chevrolet Review.

Ford Sedan Makes People Take Note

One of the cars which is expected to be exhibited at the Pendleton Auto show by the Simpson Auto company is the Ford sedan with a genuine Ford starter built in by the Ford Motor Company. This car created a great sensation at the Portland show last month and should prove a winner at the local show.

The new feature on the Ford furnishes power for the starter and lights only. This eliminates the crankings of the Ford and has been introduced with great success.



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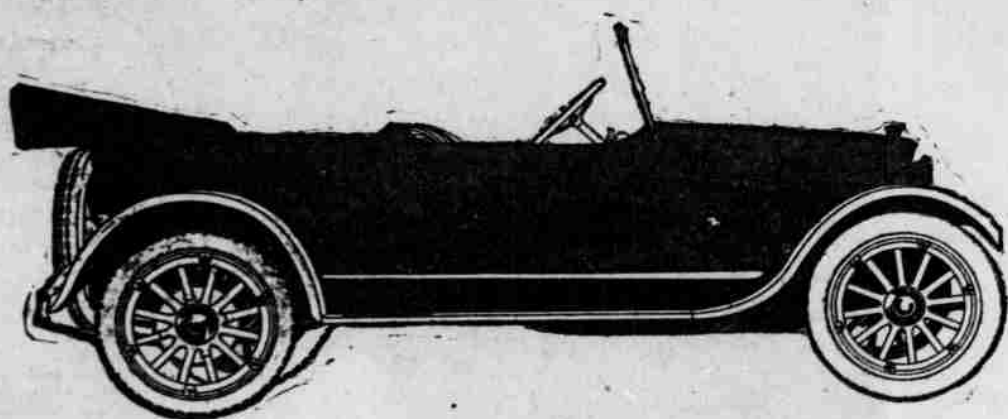
Full Line of Stewart Products. There is some of this equipment used on nearly every American car manufactured.

We repair all makes of Storage Batteries, Starting, Lighting and Ignition Systems

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See the New Models at the Show



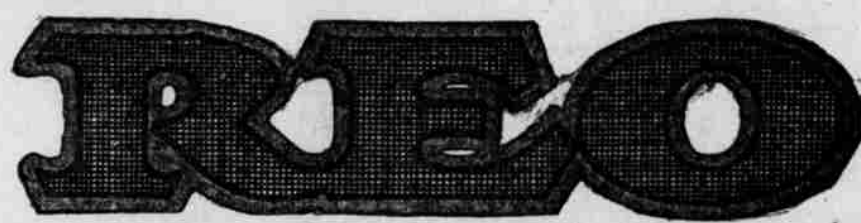
The New Reo Light Four

The Gold Standard of Values

THIS new Reo model is the epitome of Reo experience—and that, as every motorist knows, is the longest, most extensive experience in motor car building.

Reo built good automobiles long before many of those now in the business had started, and Reo automobiles have always been good automobiles—rugged, dependable and famed from the beginning for low upkeep.

We commend to your careful study, while at the Show, this new Reo model, that you may be convinced it conforms to your ideas of what an automobile should be.

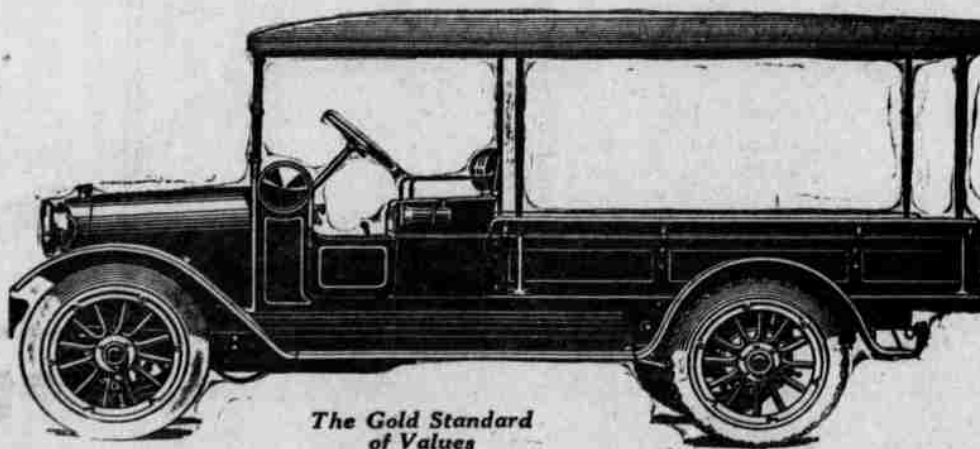


Speed Wagon—Pneumatic Tires, Electric Lights and Starter
Speed Range Up to 35 Miles per Hour

WHEN dependability and economy are paramount considerations, the Reo Speed Wagon is invariably the final selection.

That there are now several fleets in this city alone is proof of this statement. We will give the names on request.

The show will afford an opportune occasion to learn of its many desirable features. The knowledge will be valuable.



The Gold Standard of Values

INDEPENDENT

Clyde McKay and Morris West, Props
V. E. Snavely, Sales Manager

DISTRIBUTORS

GARAGE

Court and Thompson Streets

Phone 633