

# AUTOMOBILE NEWS AND NOTES OF INTEREST

New President of Pacific Motors, Inc., and Man Named Wholesale Distributor for the Elgin Six in Oregon.



NEW PRESIDENT OF PACIFIC MOTORS, INC., AND MAN NAMED AS WHOLESALE DISTRIBUTOR FOR THE ELGIN SIX IN OREGON. E. M. Mark (Left), of Seattle, Who Has Been Elected President of Pacific Motors, Inc., Pacific Coast Elgin Distributors, and Lee L. Gilbert, of Portland and Salem, Distributor for This State.

## United States Factory Turns Out Few "Seconds"

The almost complete absence in the tire markets of United States "seconds" has brought from that company the explanation that long steps forward in the scientific construction of its tires have resulted in such a perfection of output that for a long period the number of slightly imperfect tires coming from the company's factories has averaged less than one in a thousand.

What few "seconds" appear are snatched up eagerly, and as a consequence only perfect tires appear in the open market. The scientific methods employed in the manufacture of tires have two purposes—to make sure that the materials are perfect in quality, and to make sure that every detail of workmanship is absolutely perfect. As a consequence, when a tire finally goes into a mould the various parts fit together with an exactness that guarantees a flawless, good looking product.

One out of every twelve employees in the factories is an inspector whose duty it is to find flaws, and whose pay increases as the number of imperfections discovered increases. On the more important operations, one out of each eight employees is an inspector.

In the whole course of manufacture nothing is taken for granted. For instance, although all the cotton fabrics which form the foundation of the tires are made of the finest materials and the thoroughly inspected before leaving the cotton factories, yet when these fabrics reach the tire plants, they are subjected to new examinations, so searching, that innumerable small flaws are brought to light. The skilled inspectors go over every inch of the fabric and rigid tests are made that bring out any possible weakness.

Some of the things the fabric inspectors look for are thick and thin places caused by starting and stopping the loom; mixing filling, due to carelessness in winding bobbins; double picks, one yard run on top of another; beat-up marks, caused by crimp in warp threads; wrong ply, less single threads than the

## Hints for the Motorist

By Albert L. Clough Editor Motor Service, Review of Reviews

### Some Causes Of Clutch Abuse.

HERE ARE MANY makes of cars fitted with clutches of such smooth action and with engines of such even pulling power that it is perfectly possible to start them from rest directly upon high gear, and demonstrators quite often exhibit this "stunt" to intending purchasers. Although the instruction books of such cars usually state that these cars should always be started on low gear and each forward speed engaged successively, there are some operators who disregard this advice and, in so doing, abuse their clutches, unnecessarily, strain all the transmission parts and waste fuel, especially if they are inept in the use of the clutch. The only condition under which a car should be started on other than low gear is when it is standing upon a grade, down which it will begin to move, by gravity, when the brakes are released. It is then permissible to engage a higher gear first. Occasional starting on the higher gears, on other than down grades, is not likely to produce perceptible evil results but, when it is made a practice of, it certainly does and is a common cause of the failure of clutches. Far more common than starting on the higher gears is the practice of declutching, when on high gear, allowing a car almost to stop and then letting in the clutch and accelerating the car, without changing to a lower gear. A large proportion of operators do this and sometimes even attempt it on heavy going or on up grades. It is always a cause of clutch wear, for much slippage of the clutch surfaces is usually permitted and it is especially so when the tractive conditions are anything but the easiest. Motorists often fail to realize what a large amount of power is required to accelerate a car and that, when the process is accompanied by clutch slipping, a large part of the engine power available, is much worse than wasted in heating and wearing out the clutch surfaces. It is much better to shift to second gear than to try to "pick up" speed on high, when a car is barely moving. Fuel, wear-and-tear and time are all conserved thereby and this is especially true of cars with high gear ratios, fierce clutches and engines without overlapping power impulses.

### ENGINE ODOES TROUBLE PASSENGERS.



P. P. H. writes: I am troubled with odor from the engine inside the car since I have begun to drive with the top up and side curtains attached. Can you suggest how this can be prevented?

Answer: You should see that the outside of the engine is free of oil and grease, that the carburetor does not leak and that the exhaust piping is perfectly tight. A muffler cut-out should not be used. Care should be taken that the floor boards fit tightly and that the slots in them, through which the pedals pass be no larger than necessary. It is possible to make a pad of linoleum or sheet rubber, which fits tightly around a pedal and slides with it over the floorboard when the pedal is moved, thus preventing the slot from being uncovered.

### EMERGENCY GASOLINE SUPPLY

O. D. writes: I notice that some cars have an arrangement that,

when the gasoline supply is running low, gives the driver notice of this condition while there is still enough fuel in the tank to run the car 20 or 30 miles. My car has nothing of this kind and I have been caught more than once with an empty tank. Can I have one put on?



Answer: We think you can. There is on the market a so-called fuel-reserving valve, which can probably be substituted for the fitting through which gasoline flows from your tank. This is a two-way valve arrangement, one valve controlling the flow of fuel through a pipe which extends upward a little way into the liquid in the tank and the other valve controlling the flow through a pipe nearly flush with the bottom of the tank. The car is ordinarily run with the former valve open and the latter valve closed, but when all the gasoline that will come through the former valve has been used, it is possible to obtain an emergency supply by opening the other valve.

standard construction; and oil spots. After the fabric is coated with rubber, new inspections take place. Especial pains are taken to make sure that these coated strips of fabric are neither too thick nor too thin, for the slightest variation from the standard means imperfection in the completed tire. So careful is this work, that a deviation of a thousandth of an inch from the fixed specifications results in rejection.

Visitors to the factories usually linger long at the scales where the long strip of rubber which is to become the tire thread, is weighed. This rubber strip arrives at the scales after a long journey through the various processes necessary to the treatment of rubber, and finally arrives at the scales perfect in every detail, except that its weight must be verified. The crude rubber has been washed and milled and the chemical ingredients have been worked into it, and the strips, according to requirement in length, width and thickness, are cut.

The weighing inspector stands at his scales all day long with the scales at the correct weight and as each new piece goes on the scale, and the arm comes to an exact balance, the onlooker is forced to open-mouthed amazement at the uncanny exactness of the methods which produce such unvarying results. These careful methods of construction are making themselves felt in the mileage records of the tires. The absence of bad spots in the tires assures a satisfactory service if they are properly handled by the autist.

## Maxwell Trucks Are Taking Prominent Part

Taking a prominent part in what has been termed "The Largest single operation in highways transport history" four Maxwell trucks, owned and operated by Smith's Transfer and Storage Co., of Washington, D. C., made a most enviable record for efficiency and roadability. The work consisted of moving the furniture and office equipment of the U. S. Emergency Fleet Corporation from the national capital to the new home of this great shipbuilding agency in Philadelphia.

According to the owners story, the four Maxwells formed a part of a 14-truck fleet which left Washington early one morning recently. Of the other trucks, there were some which cost four times as much as the Maxwell's but despite this and the more important fact that the Maxwell trucks were more heavily overloaded than any of the others, they were the only trucks in the caravan to reach Philadelphia without mishap and were also the first into Philadelphia and the first to make Washington on the return trip.

The operation being such a large one the owners had determined to make an accurate record of the trip and keep strict account of the expense incurred by each truck. This was done and the completed chart showed that the Maxwell trucks had used less gasoline and oil than had a touring car driven by Arthur Smith over the same route at the same time, as a pilot car to the truck train.

So pleased were the officers of the transfer company with the work of the Maxwell trucks that, for an expected increase in the size of their fleet, they have already specified Maxwells, their experience of the past few months, they say, proving to their complete satisfaction, that the Maxwell truck has proven to have every good quality.

# Not a New Model But a Proven Model

"More Miles per Gallon" "More Miles on Tires"

## Maxwell Motor Cars

- 5-Passenger Car - \$ 825
- Roadster - - - - - 825
- 5-Passenger, with All-Weather Top - 935
- 5-Pass. Sedan - - - - - 1275
- 6-Pass. Town Car - 1275

All prices F. O. B. Detroit. Write for complete regular equipment with Sedan and Town Car.



For five years this Maxwell motor car has remained standard in practically its present form.

That's four years longer than some of its would-be rivals have stayed in business.

And it is longer than any other comparable model has endured.

Of course we have changed body lines and other external details from time to time, for the Maxwell clientele is fastidious as well as frugal.

Maxwell buyers demand style and finish, and all those other qualities that make all the difference to the owner who would be proud of the looks as well as pleased with the performance of his car.

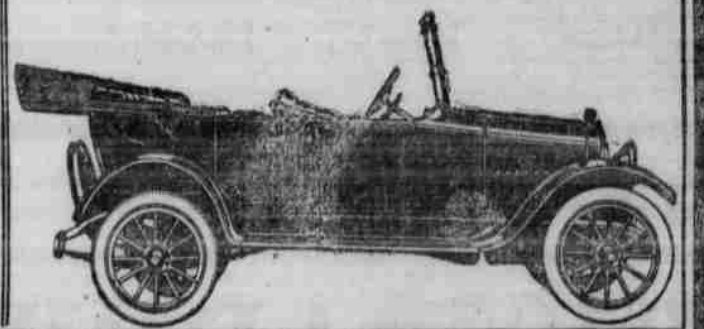
But mechanically the changes in all those years have been in refinements of details only.

We have never had to apologize for a single detail—never found it necessary to change any unit—in the original Maxwell.

And you know, that had there been a single weak link—one detail that was faulty in the slightest—keen competition would have forced a change of such.

When, after looking them all over, you select a Maxwell motor car for yours, you have the satisfaction of knowing that more than a quarter of a million other careful buyers endorse your judgment and your good taste.

Better decide while the present price holds—there's no telling when it may have to advance again.



## VALLEY MOTOR COMPANY

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Our business is built on SERVICE. It costs you no more to buy from us, 10 miles in the country than it does in our store.

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UNITED STATES AND PENNSYLVANIA VACUUM CUP TIRES.

## 2--Service Cars--2

PHONE 66

PHONE 66

### AUTOMOBILE NEWS.

Pete Lester, a roving prospector of the modern school, brought a nice bunch of "samples" on his last trip off the desert to San Bernardino. When he reached into the tonneau of his Chevrolet to pull out a sack of ore floats two large and lively rattlesnakes dropped to the running board. San Bernardino county is "dry," so Lester says he is unable to account for the two wriggling motor enthusiasts he hauled for many miles.

Roads into the Rainier National Park are good from Tacoma to Paradise Valley, according to the report of E. S. Bullitt, submitted to the Chevrolet Touring Bureau for distribution to motorists. Scores of machines are making the trip each week, and a very small number fell to make the tour in ease and comfort.

Motorists looking for the easiest route to Crater Lake are advised by the Chevrolet Touring Bureau to branch off the State highway nine miles south of Hornbrook, California, at Ager, in preference to the roads that lead out of Ashland and Grants Pass, Oregon. The latter go over some of the steepest grades in the west, while the ups and downs on the first named route are comparatively easy.

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\* When you use the Journal \*  
\* Class Ads you can depend on \*  
\* results. Phone 81. \*  
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### Lee Gilbert Receives

#### Letter of Thanks

Lee Gilbert, agent for the Elgin Six some time ago received a letter from the chairman of the democratic state central committee that he prizes as he believes there was a reason why the Elgin Six was selected as the car in which to drive the vice president of the United States over the Columbia highway. The letter reads: "Permit me on behalf of the democratic party to express my sincere thanks for the courtesy extended to Vice President Marshall while in the city recently by your company in the loan of Elgin cars for a trip over the highway. The democratic state committee however, deeply appreciates the assistance rendered by your company in helping us to entertain Mr. Marshall while here".

#### AURORA MEN CALLED.

The Clackamas county men scheduled to proceed to Camp Lewis about July 22, according to information given out at Oregon City are the following from this section: John Alvin Ritter, Aurora; Oliver H. Heinz, Aurora; Sam Egli, Hubbard; Ernest E. Kelling, Aurora; Amasa A. Hostetler, Hubbard; Louis Charles Gelbrich, Aurora. To fill the places of the men who failed last month, William Damm and Sylvester of Aurora are designated.—Observer.

### MEMORIAL FOR DEETZ.

A large audience heard the memorial sermons preached by Rev. A. P. Troyer and Rev. E. Z. Yoder at the Zion church last Sunday in honor of Jonas M. Deetz. Many people attended from outside the church to honor the memory of this young soldier who made the supreme sacrifice on the battlefields of France. A number of people went from Aurora. The Aurora community service flag with its gold star for the first fallen soldier from here was displayed.

Rev. Yoder advised his hearers to support the government loyally, to buy war savings stamps and Liberty Bonds—to give the government all, declaring the Lord would care for those that did so.—Aurora Observer.

Women who are losing weight and energy—who look pale and feel languid—need the healthful effects of

## Beecham's Pills

Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 10c., 25c.

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