

AUTOMOBILE DEPARTMENT

AUTOMOBILES, TRUCKS, ACCESSORIES,

TRAILERS AND TRACTORS



TIPS ON TIRES

When tires are loaded beyond their normal carrying capacity the fabric is more or less strained. Besides, "hinging" action is developed and heat is generated at the edges of the tread.

Oversize tires were primarily designed for exceptional and hard service, but have come into more general favor because of extra strength, easier riding and longer mileage. The resiliency of larger tires reduces the traction slippage on the rear wheels and lessens vibration to the mechanism of the car.

Readjust Speedometer

When oversize tires are placed on front wheels which were originally equipped with regular size tires, the diameter over all will be increased about one inch, and the speedometer should be readjusted, otherwise the mileage recorded will be less than that actually covered.

Nor can any harm be derived from the adoption of the proper oversize tires. There is not enough added weight to affect transmission or difference in the power.

The application, care and usage of tires are necessary things to consider, but it is essential to the best service that the correct size and type of tire be adopted in the first place.

Weigh Each Wheel

Car construction, power, lateral and traction strains upon the tires must be kept in mind when determining the diameter and cross sections of tire equipment, but the weight of the tire is probably the most important factor. This can be found almost anywhere by running the front half of the car on platform scales and noting the result.

The weight carried on each tire will be one-half the total. This operation can be performed in the case of the rear wheels, and the same thing holds true. The middle of the wheel base will be the weight dividing point between the front and the rear halves of the car. The approach to the scales should be level. If reasonable care is exercised the total of the two operations—that is, the recorded weight of the front and rear parts of the machine—should be within 25 or 50 pounds of the weight on the car when all of it is upon the scales.

TRAFFIC FACTORY PLANS DOUBLED PRODUCTION



Traffic Truck That Advertises the Line

That the Traffic factory will double its production in 1920 is the news conveyed by General Sales Manager W. M. Hartford of the Shields Livengood Motor company. Sales all over the United States have forced this great expansion, and the state of Washington has been a big factor in forming this

decision. The original contract for Traffic trucks signed by Mr. Hartford has been more than doubled, and orders are still pouring in from all over the territory.

President C. H. Shields of the Shields Livengood Motor company, who has spent this last week at the Traffic factory in St. Louis, and is now at the Lexington plant at Connersville, Indiana. His itinerary

includes visits to the National factory at Indianapolis and the Liberty plant at Detroit. The main object of his trip is to insure additional quotas of automobiles for the territory his firm controls, and it is to be expected that his journey will result in many carloads of motor cars for Shields Livengood Motor company.

CENTER OF THE ROAD

This used to be a political battle cry, and the modern truck driver could well take it over as one of his driving commandments. Especially on a high crowned road the truck should be kept as nearly in the center as possible, as driving on the right tends to throw too great a proportion of the weight of the load on the right hand spring, often with disastrous results.

Let's go eat at Boldt's—uptown, 1414 3d Ave.; downtown, 913 2d Ave.

Going to Put Your Car Away This Winter? Then Read This

Very frequently there are motor car owners who travel to another climate during the winter, or who prefer using closed cars during the cold months, or who, for some reason or other, wish to store their touring models until spring. For such owners the service department of the Liberty Motor Car Company has prepared the following instructions which will be found, perhaps, more thorough than any of the kind ever before issued. The Shields Livengood Motor company, Liberty distributors, have furnished this data to The Star for the benefit of its readers.

"The prime object to have in mind is protection against cold and dampness, two factors which can do more injury to your car than 20,000 miles of driving.

"The first and obvious thing to do is to look over your garage and see if it is weather proof. If it could be hermetically sealed it would be ideal, but as this is impractical, do the next best and see that all cracks and openings are closed up. Doors fit properly and generally prepare it so that your car will be snug and warm as possible. Now as to the preparation of the car itself:

"1. Wash and thoroughly clean the car and jack it up from under the frame. Do this by placing four wooden trestles under the frame, the best points of support being close up against the two front shackle bolt brackets of the front springs. Supporting the chassis in this manner relieves all weight from the springs and wheels.

"2. Remove all tires from the rims and completely exhaust air from the inner tubes and rub them down well with soapstone, sprinkle

with French chalk, fold them up perfectly flat, care being taken not to crease them, and place in inner-tube bags. The tires should be laid down flat. Store both tires and tubes in a dark place.

"3. Clean and shellac all rims.

"4. Drain off water from the radiator and cylinder block. Flush out the radiator with hose. To insure that all water has been emptied from cylinder block and water pipes, start up motor and run slowly for a few minutes. This will convert any water into steam which might have collected in the water jackets. Replace any plugs removed to drain off the water and close drain cocks.

"5. Empty gas tank and drain carburetor.

"6. Disconnect electrical cables at battery and remove the battery. Smear ends of cable with vaseline. Fill with distilled water and store in a dry place where there is no danger of freezing. (Battery should be taken to a charging station and recharged every two months in order to best preserve it.)

"7. Release clutch by propping open with strip of wood between clutch pedal and floor board.

"8. Wipe all machined parts of motor and transmission, clutch and steering gear with oil-soaked rag. Cover motor completely with canvas, burlap or an old rug, and replace bonnet.

"9. Oil all steering joints and connections and wrap up with rag.

"10. Fill shackle bolt oil cups with oil and wrap up with rag. Fill and screw down all grease cups.

"11. Pry open spring leaves and inject graphite and bandage with rag or canvas.

"12. Put the top up and cover the whole car with a dust sheet which will completely cover the car on all sides and attach tape or cords to the ends and tie together underneath the car.

"Also write the following reminders on a tag and tie to the steering wheel, so that you will be sure to do these things when you want to again drive your car in the spring:

"1. Fill radiator with water.

"2. See that drain cocks are closed.

"3. Empty oil pump and refill with fresh oil.

"4. Thoroughly oil and grease as per oiling chart.

"5. Refill battery with distilled water and charge.

"6. Flush out carburetor with gas.

"If the above features are carefully carried out you can lock the door of your garage and have the assurance that when the time comes to use your car again it will look and drive as well as the day you put it away."

LOCAL MEN OPEN GREASE STATION

This morning, at 8 o'clock, a new industry was added to the busy district known as Auto Row, when C. F. White and G. J. Madigan opened a lubricating service station under the firm name of White and Madigan, at 314 East Pike st., near Bellevue.

Both the boys in the new enterprise are well known in the motor world of Seattle, White having spent four years in the business here, outside of the time served with Uncle Sam; and Madigan having been active in local automotive circles for eight years, five of which were spent as salesman for Chandler & Lyon, handling their lines of oils and greases.

The two partners announce that they will specialize only on lubrication, and their convenient location, which includes a drive-out to a wide alley at the rear of their shop, is greatly in their favor.

CLARK-BAKER CO.,
3806 Ferdinand. Rainier 56

MYERS & BAIRD,
601 Fourth Ave. Elliott 750

CENTRAL AGENCY, INC.,
Broadway and Pike St. East 320

HIGGINS & MATTHEWS,
315 Nickerson St. Queen Anne 74

ALFRED G. AYERST, INC.,
1830 Broadway. East 126

L. M. CLINE MOTOR CO.,
1102 E. Forty-fifth. Kenwood 31



Continental Head Joins New \$2,000,000 Motors Company



Albert H. Zimmerman, one of the best-known motor executives in the country, who for 14 years has directed the destinies of the Continental Motor Co., of Detroit, has severed his connection with that corporation and has associated himself with the new \$2,000,000 Supreme Motors Co., of Warren, O., in the capacity of vice president, treasurer and general manager.

The announcement of President A. W. Green, of Supreme Motors, of the acquisition of Mr. Zimmerman makes automobile history, and is expected to create an unusual stir in the motor world, because of Mr. Zimmerman's long and successful connection with the Continental and wide acquaintance with the trade.

Mr. Green announced also that Mr. Zimmerman has purchased a large interest in the new Supreme Motors Co. The Supreme Motors plant is equipped to the last word with modern machinery, and, under Mr. Zimmerman's management, will have a capacity of 300 motors a day to serve the pleasure car and truck trade.

Mr. Zimmerman's career in the motor trade is one of the romances of the modern business world. He is only 36 years old. Yet for years he has headed the largest motor busi-

PRESENTS NEW IDEAS

Bringing up the rear guard of the Chandler line of new models for the present season, the new Chandler Seaside Automobile Sales company's show room on East Pike st.

Exceeding in beauty that of all other limousines of the Chandler line the new creation is said to set a high standard in closed car construction of this type. The car is said to embrace all the old features and many new ones that a fine limousine should have. Among the features which are designed to appeal to owners who require a car of this type are its interior appointments. These include a mahogany paneling; an automobile, mahogany smoking and toilet case; dome reading and step lights, and nicked coat hooks.

"This describes in only a small measure the beauty and appeal of this particular Chandler model," says President H. P. Grant, of the company.

"The body is mounted upon the Chandler chassis, which features all of the present models, which, in the case of the limousine as well as the five other models, assures considerably more than ample power with a full passenger load under all road conditions.

"The body is entirely metal covered, with square-cornered doors and windows. The lower windshield panel is curved to follow the high, rounded cowl. Windows are of heavy plate automatic lift. The interior upholstery is of a fine silk plush, while that of the exterior compartment is of a heavy, long-grain genuine leather."

1902 MODELS STILL GOING

"Every now and then, in years gone by, some Franklin owner has reported that one or more early model cars are still in use in his territory.

"We accordingly conceived the idea of making a national canvass of all early model owners. The canvass has been completed, and what do you think we found?" asks the president of the Franklin-Wicks company, Franklin distributors.

"At least four of the famous 13 Franklins built in 1902 are still defying the junk man.

"As many of the Franklin output of 1902 are still carrying occupants hither and thither in various parts of America.

"And the percentage of 1904 models that are still plying the highways is even greater than previous years.

"But the canvass revealed facts even more significant. Practically every owner of an early model paused to pay some compliment to the pioneer air-cooled car—a car that has always been incomparable in every way."

AVOID TIGHT CHAINS

In applying tire chains never use a tool to claw them so tight that they cannot creep. If the cross grip cannot move to a new position on the tread every time it touches the ground it soon cuts deeply into the rubber, and then fabric, seriously weakening the strength of the casing.

NEW YORK, LONDON TRAFFIC ABOUT EQUAL

Motor traffic in London, England, and New York is compared in connection with records kept in both cities as to the number of vehicles passing the 17 most important and busiest corners in a period of 10 hours, New York, and 12 hours, London. Results show that in both cities about the same number of automobiles passed. The record for New York was 274,305 for a period of 10 hours, and about the same number for London for the period of 12 hours. The report shows that in London 28,735 passed Piccadilly, while in New York 29,210 passed at Columbus Circle.

STOP! LOOK! Investigate!

—Our—
REBUILT TRUCKS
—And—
BUICK PASSENGER CARS

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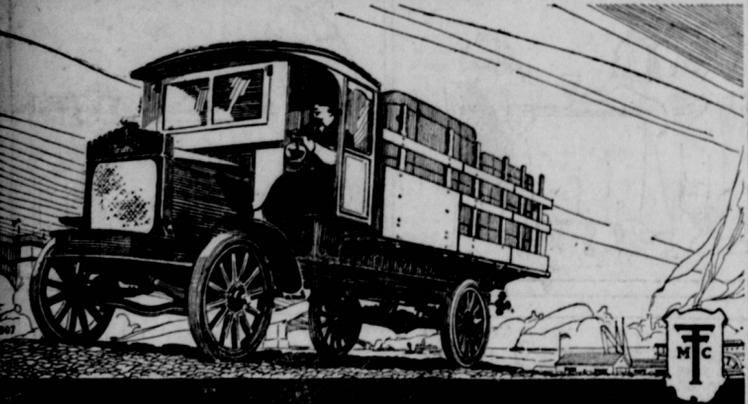
Eldridge Company
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Traffic Motor Truck Corporation, St. Louis, Mo., largest exclusive builders of 4,000 lb. capacity trucks in the world.