

HARD SANDS ARE IDEAL SPEEDWAYS

Beaches of Oregon and Washington Coast Attract Fun-Loving Motorists.

LONG STRETCHES ABOUND

North Beach, Gearhart, Garibaldi and Others Give Smooth Course for Autoists in Winter as Well as in Summer.

Speeding on the hard, damp sand of the Oregon and Washington beaches is one of the comparatively new delights of automobile enthusiasts of the Northwest, and is an exciting sport which bids fair to figure, all the year round, in motorist events. The mildness of the climate, and the fact that the weather is actually less inclement at the seashore than in the inland cities, makes for the popularity of beach motoring and racing events in the winter as well as during the summer, and there probably will be a large representation of cars at all the beaches during the mid-winter holidays.

Most tempting of all the Northwest beach speedways is the beautiful, smooth, unbroken stretch at North Beach, Wash. Here the automobile tide leaves a magnificent highway of firm, damp sand, broader than a city boulevard, and running the full 27 miles from North Beach to Willapa Harbor, without a single turn, or so much as a pebble, to mar the perfect going. So near to perfection, from the pleasure motoring standpoint, is this splendid beach speedway that enthusiasts say there is nothing surprising it to be found anywhere in the world.

Gearhart Has Speedway. At Gearhart Park there is a shorter, but equally exciting speedway of 10 miles, stretching from Columbia Beach to Gearhart, and at Garibaldi Beach there is a six-mile stretch, running from Nehalem Bay to Garibaldi Point, popular with automobile folk.

Tremendous speed is made and kept up by cars along these various highways of damp sand. There is no possible element of danger, save through defective mechanism, and the appeal of the smooth, luxurious going, unbroken by the slightest jarring, is irresistible to the speed-lover. On one hand there is the broad, low expanse of the Pacific Ocean, and on the other, the distance of passing a swift motorist, and a continuous outburst of heaped driftwood. The speedway lies between, and because there are very few nearby objects for the eyes to fix upon, the passengers in the swift-flying cars seldom realize the rate at which they are moving.

Folk who would be horrified at the thought of going more than 25 or 40 miles an hour elsewhere, sit serenely in the tonneau, without complaint or nerve-tension, while the speedometer registers 55, 60, or even 75 miles an hour. It is only when an upstanding snag of driftwood, within a few feet of the speedway, flashes by, or when a picturesque old wreck looms suddenly large and is left behind in the twinkling of an eye, that the occupants of the speeding automobile realize the rate at which they are traveling. Even in such moments, there is little feeling of alarm, even to the most timid, and good-natured races between touring cars, each on pleasure bent, are an every day occurrence.

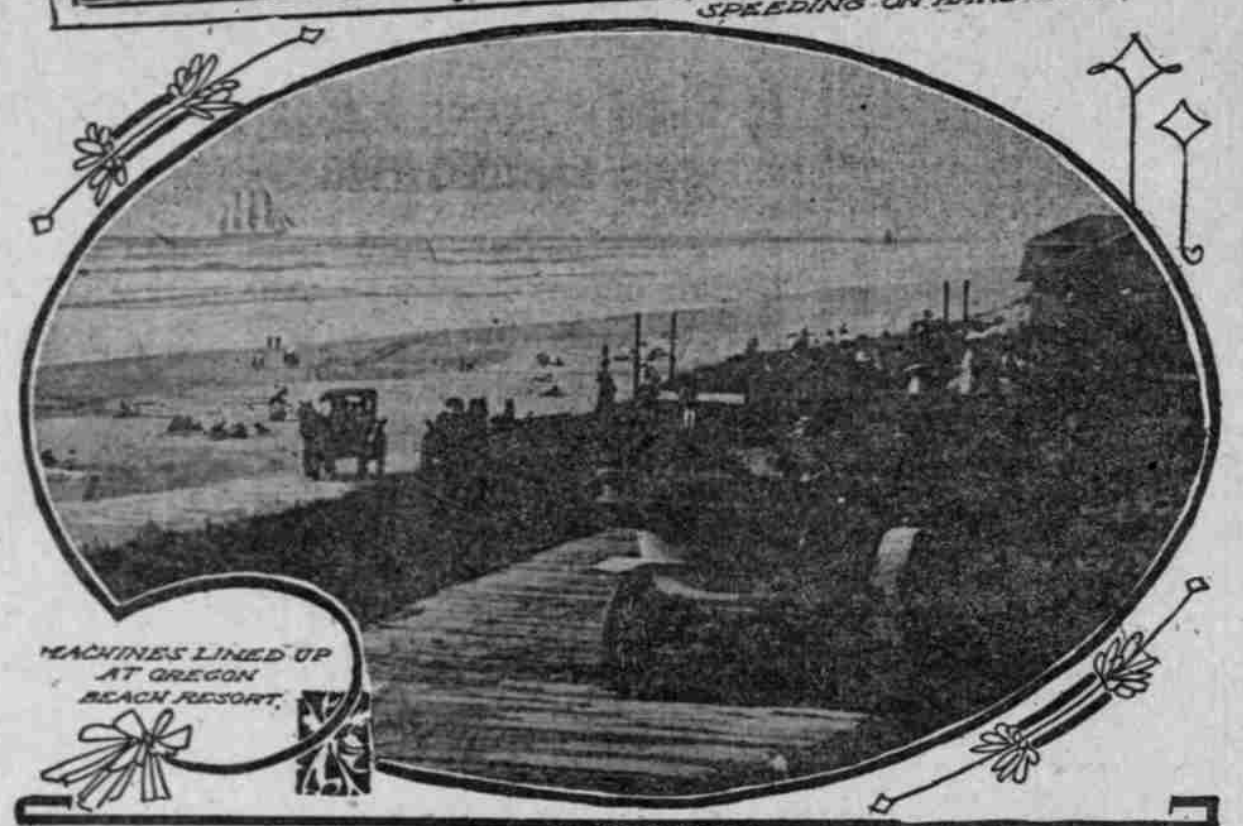
As an objective point, the pleasure seekers usually select that interesting old derelict, the ill-fated steamer "Solana," which went ashore, high and dry on the beach, several years ago. This point is 12 miles distant from Long Beach, and the round trip of 20 miles makes a pleasant little jaunt through the bracing, salt air.

Scenic Points Near. The jagged rocks of North Head, where the fishing is good, is a short three miles southward from Long Beach, and from this point to Willapa Harbor, 37 miles further, are many points of interest, and opportunities for entertaining diversion to vary and add zest to the pleasure of construction, and the near future will probably offer sporting attractions on a larger scale, with amusements of the racing-car type competing on the ideal course afforded by the strand along North Beach.

SPARE TIRES PROVE COSTLY Unique Figures Given to Support Theory of Heavy Expense. Spare tires, which are not included in the equipment of Franklin cars, the manufacturers claiming they are unnecessary to their form of construction, are the basis for a few interesting figures submitted by an engineer of that company. He says: "Assuming that there are in round numbers, 500,000 cars in the United States and that each one carries a spare tire and that the cost of the average spare tire is \$47, the motorist public of this country has \$23,500,000 tied up in this form. "And assuming that the value of a spare tire depreciates about one-half before it is placed in use, there is a dead loss of \$11,750,000. "Again, if the average spare tire weighs 25 pounds, the cars are carrying an unnecessary weight of 12,500,000 pounds. "Further, if the average owner drives 500 hours a year at 20 miles an hour, there is a total yearly waste of 4,375,000 horsepower in carrying the spare tires."

LUMBER MOTOR TRUCK LATEST Vehicle Designed to Handle Timber Received by Portland Agents. Latest among motor truck arrivals in the city is one received by Dullmage & Smith, which was built for the sole purpose of hauling lumber. It is a product of the Rapid Motor Car Co. and combines all the good features of that well-known make, with several special ideas to facilitate the handling of lumber. The body is long and narrow, its total length being 24 feet. From the driver's seat to the rear end it is 12 feet. It is designed to transport 25-foot lumber. One of the novel features attached to the motor truck is the almost automatic device for loading and unloading lumber. It will carry a load of five tons.

HARD, SMOOTH SAND OF OREGON AND WASHINGTON BEACHES MAKES SPEEDING DELIGHTFUL



WINNING CAR IN RECENT RACE AT GEARHART

DEFLATED TIRES COSTLY HEAVY EXPENSE DUE TO CARELESSNESS OF MOTORISTS.

Failure to Keep Watch on Air Pressure Causes Premature Destruction of Rubber.

Traveling on tires that are not sufficiently inflated contributes greatly toward the premature destruction of pneumatic tires and is one of the most prevalent causes of heavy tire expense, say the rubber men. Motorists, as a rule, they declare, give scant attention to the most expensive accessory of the automobile, and it is because of this lack of care that many perfectly good tires are ruined. "Autoists will drive around for days without giving proper attention to the tires," says a Portland tire man, "and the first intimation they have of their improper condition is a muffled sound or jolt caused by one of the wheels running in contact with some hard object on the road. This discloses the fact that the rim is touching the ground. "The envelope is then patched, a new tube fitted and a garter put on for the purpose of increased strength. The driver then proceeds to the nearest garage, where a new envelope is obtained, the damaged one being left behind for repair. "Invariably it is found that the tread is the only part of the envelope that has not been totally destroyed. The beads are found to be broken or torn away. The walls of the envelope are scored and scraped inside and out. The canvas is torn and frayed and has broken away from the rubber. The envelope has lost its shape entirely; its several parts are disintegrated. "The tube, replaced on the road, which was perhaps new, or nearly so, when the journey started, has been scuffed and scored all over, some of the incisions being almost as deep as the thickness of the rubber itself. "All this delay, trouble and expense is the direct result of traveling on a deflated tire, where periodic inspection of the air pressure would have entirely eliminated the damage."

Lyon's Get Depot at Last. SALEM, Or., Oct. 14.—(Special).—The Corvallis & Eastern Railroad has notified the Attorney-General that it will construct a suitable and adequate depot at Lyons immediately. Some time ago the Railroad Commission took this question up on complaint of T. E. Wall and others and proceedings were started. The long-looked-for and much-desired Lyons depot will be realized in a short time, according to a statement made by General Wall, who announces that his company is ready to begin the extension work which will be undertaken as soon as the government gives its consent.

Portland Autoist Traverses Wildest Region of Umpquas P. A. Combs Blazes Trail to Loon Lake—Windfalls Evaded by Digging Passage Underneath—Bear and Venison Steaks Keep Frying Pan Busy. BLAZING new motor trails is a specialty of P. A. Combs, of 490 East Burnside street, who has probably explored more dubious leads and opened up new territory to the automobile enthusiast than any other man in Oregon. A late Combs venture, into the wilds of Douglas County, over paths traversed infrequently even by wagons, was in the nature of a personally-conducted excursion, as Mr. Combs took his family along in his E. M. F. "Thirty" and led the way for G. A. Riggs, who followed in a Chalmers with Mrs. Riggs, her parents and little Miss Riggs. The destination proved to be Loon Lake, in the heart of the Umpqua Mountains, although Mr. Combs kept this fact a secret until he had plotted nearly the party to the rim of that picturesque body of water. "You see I never quite know whether I am bound," explained the trail-blazer, "until I get there. I know that I am on my way, and that is sufficient. If I just keep forging ahead, I am bound to reach a spot that will serve beautifully for a destination. The great sport is in the going, and many times I have spent a whole day in forging ahead 75 feet, lying down at night with the feeling that the day has been well spent. "The trip into the Umpquas occupied the greater part of two weeks, the two cars leaving Portland about the middle of September. An uneventful run was made to Drain, but from that point every minute was full of keen interest and motor problems. The "Thirty," with Combs at the wheel, led the way down Elk Creek Canyon, by way of Elkton, and through the picturesque wild country that lies between there and Scottsburg, Oregon's second oldest town, and the highest navigable point on the Umpqua River. Along this route there were numerous places where abrupt bluffs towered on one side of the road, a precipice and canyon yawned on the other side, there being barely room for the wheels of the car. The roads were rain-washed and none too good, and the water was so shallow and clear that it was necessary. "At Scottsburg the party stopped for rest and refreshment, and visited various points of interest, including Oregon's oldest mercantile establishment, still doing a lively business and handling everything from threshing machines to a paper of pins. "They were ferried across the Umpqua," said Mr. Combs, "on a flimsy raft hardly big enough to get the cars on, one at a time. This was rather an interesting experience, as the Umpqua is a turbulent stream and must be crossed at high tide on account of the jutting rocks that make ferrying impossible at low water. The tide makes a difference of about five feet at this point of the river. From Albany, six miles further on, we set off directly

The Cadillac 1912 "Has It All"

Electric Self Starting Device—Positive in Action at Any Position of the Piston—Electric Lights Throughout—More Power—17-inch Brake Drums—36-inch Wheels—Nickel Finish

SPECIFICATIONS IN BRIEF

MOTOR—Four-cylinder, four-cycle, cylinders cast singly, 4 1/4-inch bore by 4 1/4-inch piston stroke. Five-bearing crankshaft. Five-bearing HOSE-POWER—Nominal, 40 H.P. Actual horse-power greatly in excess of that rating, due to Cadillac design. Cadillac principles and Cadillac construction. COOLING—Water, copper jacketed cylinders. Gear driven centrifugal pump; radiator tubular and plate type. IGNITION—See description under Electrical System. LUBRICATION—Automatic splash system, oil supply of maximum efficiency, water jacketed. Air adjusted from driver's seat. CLUTCH—One type, large leather faced with special spring ring in flywheel. TRANSMISSION—Sliding gear, selective type, three speeds forward and reverse. Chrome nickel steel gears, running on five annular ball bearings; bearings oil tight. CONTROL—Hand gear-change lever at driver's right, inside the car. Service brake, foot lever. Emergency brake, hand lever at driver's right, outside. Clutch, foot lever. Throttle accelerator, foot lever. Spark and throttle levers at steering wheel. Carburetor air adjustment, hand lever under steering wheel. DRIVE—Direct shaft to bevel gears of special cut teeth to afford maximum strength. Drive shaft runs on Timken bearings. AXLES—Rear, Timken full floating type, special alloy steel live axle shaft; Timken roller bearing. Front axle, drop forged I beam section with drop forged yokes, spring perches, tie rod ends and steering spindles.

Front wheels fitted with Timken bearings. BRAKES—One internal and one external brake direct on wheels, 17-inch by 2 1/2-inch drums. Exceptionally easy in operation. Both equipped with equalizers. STEERING GEAR—Cadillac patented worm and worm gear, sector type, adjustable, with ball thrust 1 1/4-inch steering post. 15-inch steering wheel, with walnut rim; aluminum spider. WHEEL BASE—116 inches. TIRES—16-inch by 4-inch Hartford or Morgan & Wright. SPRINGS—Front, semi-elliptical. Rear, three-quarter platform. FINISH—Cadillac blue throughout, including wheels, light striping, nickel trimmings. STANDARD EQUIPMENT—Dynamo with 80 A. H. battery for automatic starter, electric lights and ignition. Also Delco distributor system. Lamps especially designed for Cadillac cars, black enamel with nickel trimmings; two headlights; two side lights, tail light. Hans gasoline pump on dash; horn; full foot rail in tonneau; half foot rail in front; robe rail; tire irons; set of tools, including pump and tire repair kit; cocoa mat in all tonneaus except closed cars. Speedometer, Standard, improved with 4-inch face and electric light.

STYLES AND PRICES—

| | | |
|---------------------------------------|-------|------------|
| Touring car | | \$1,800.00 |
| Coach | | 1,800.00 |
| Runabout | | 1,800.00 |
| Limousine | | 2,200.00 |
| Limousine, Berlin type, aluminum body | | 2,500.00 |

Prices F. O. B. Detroit, including standard equipment.

OUR ALLOTMENT IS LIMITED You owe it to Yourself to see this car

COVEY MOTOR CAR CO.

Washington at 21st Street
Main 6244 PORTLAND, ORE. A 6218

deal of road work and maneuvering over again, as high winds had blown down more trees across the path; we usually dug a road under these wind-falls, as the easiest way out of the difficulty, the tree trunks being from three to five or six feet in diameter. On the homeward stretch we drove 100 miles in the rain, as it began pouring just beyond the Corvallis, and did not let up until we had our cars in the garage at Portland."

COUNTRY ROADS LAUDED

TOURIST HAS GOOD WORD FOR NORTHWEST HIGHWAY. Motorist Declares Most of Opposition Is Due to Too Little Touring Away From City.

Novice tourists are loud in decrying the general bad road conditions through Oregon and Washington, and after trips through either state persist in declaring the country highways to be terrible. Those who are knocking Oregon or Washington country byways are advised to take a trip through some of the middle Western states, especially Wisconsin. The people there realize what a benefit they are to strangers passing through the country and respect them. The news from Albany, however, indicates that there are some people in this state who are so embittered against motorists that they are doing everything to tear down their work. Just because the signs were

every effort will be made to see that the offenders are severely punished. "It seems a shame that Oregon harbors people of such petty character," said Mr. Riley, in commenting on the news. "All through Washington, and British Columbia, too, there is not a single defacement to be found on the signs. The people there realize what a benefit they are to strangers passing through the country and respect them. The news from Albany, however, indicates that there are some people in this state who are so embittered against motorists that they are doing everything to tear down their work. Just because the signs were

placed by autoists doesn't mean that we are the only ones to benefit by them. On the contrary, the wagon driver or anyone else unfamiliar with the territory derives good from the signs. "I will leave no stone unturned to discover who is responsible for the vandalism. When the culprits are apprehended the treatment will be brief, but emphatic. An example will be made right now. We will teach certain people that the Pacific highway signs must be left alone." In future the Empress Eugenie will spend most of her time in England.

No-Rim-Cut Tires

With Double-Thick, Non-Skid Treads

10% Oversize

Winter Tires

With Double-Thick Treads—Deep-Cut Blocks—Countless Edges and Angles

The most efficient non-skid device ever employed. A separate tread, immensely wear-resisting, vulcanized to the regular tread. The latest addition to Goodyear No-Rim-Cut tires.

The Ideal Tire The No-Rim-Cut tire, our patented type, has become the most popular tire in existence. The control of this tire, in the past two years, has increased our tire sales by 500 per cent. Over 700,000 have been sold to date. And the food-like demand now compels a capacity of 3,800 per day. All because this is the one practical tire which can't rim-cut. And because it is made 10 per cent oversize, adding 25 per cent to the average mileage. This patented tire, which costs nothing extra, is saving motor car owners many millions per year.

The Added Tread Since 1908 our experts have worked to add to this tire a perfect Non-Skid tread. The final result is now pictured here. Forty formulas were tested for resistance to wear in selecting the one for this tread. Our Tire Book—based on 12 years of tire making—is filled with facts you should know. Ask us to mail it to you.

GOODYEAR

No-Rim-Cut Tires

With or Without Non-Skid Treads

The Goodyear Tire & Rubber Company, Akron, Ohio
Portland Branch, 62 Seventh Street

Some equally entertaining fish stories are related by the motor enthusiast, who says Loon Lake is the paradise of the angler. This lake is three miles in length, averages a quarter of a mile in width, and soundings show it to be about 40 feet deep. It lies in the bowl of an extinct crater, and, except for two tiny streams that serve as inlet and outlet, is completely surrounded by rim-rock. "The families living in this vicinity," continued Mr. Combs, "are widely scattered, and the children walk many miles to school. A little 7-year-old daughter of the family living near the lake's rim was rowed full length of the lake every morning by her father, and from there she walked four miles to reach the schoolhouse. This seems almost incredible, but it is true. The nearest postoffice is Ash, several miles below the lake. We found the postmistress washing clothes in the post-office. "On the return trip we had a great

HIGHWAY SIGNS DESTROYED Miscreants Wreck Pacific Highway Posts Near Albany. Word has been received by Frank B. Riley, vice-president of the Pacific Highway Association, of the malicious destruction of several Pacific highway signs between Albany and Jefferson. According to advices received by Mr. Riley there can be no doubt but that the work is that of miscreants, and