

SPokane - Dalles RECORD SMASHED

Three Men, Driving Lozier Car,
Make 365-Mile Journey
in 161-2 Hours.

TACOMA MARK IS COVETED

Trio to Start for Montanara Fests
in Hope of Chopping Few Min-
utes From Time Between Port-
land and Puget Sound City.

Several hours were knocked off the
automobile record from Spokane to
The Dalles last Monday by an adven-
turous party of three men, L. D. Hol-
land, Cliff McDonald and R. Paulsen,
all of Spokane, who left that city at 6
A. M. Monday morning in a 1911 Briar-
cliffe model Lozier, arriving at The
Dalles at 12:30 that night having lost
an hour and a half by losing their way
three times. Various estimates of the
previous best time place it as between
24 and 30 hours.

"We set out with the intention of
putting up a time that would stand for
at least a day or two," said Mr. Paul-
sen, when in Portland last Wednesday,
"and our only disappointment is that
we were not informed of the change of
time in departure of the boat at The
Dalles, and we should there have de-
layed our departure a day, so as to
make a record to Portland and back."
"The speedometer registered 394
miles of which 35 were extra, due to
our losing the way.

Start Made in Rain.
"From the start to Walla Walla rain
fell almost all the way, making the
trip uncomfortable. We followed the
old Oregon trail of 1847, passing Col-
fax, Dayton, Walla Walla, Pendleton,
Echo, the John Day ferry, or MacDon-
ald, as it is now called, and The Dalles.

"The roads as a rule were good all
the way except for a few mudholes, for
which we did not stop up at all. We
just took every thing as it came."
"Between Echo and Pendleton we
averaged 32 miles, hitting it up on the
plains about 50 except at the corners,
and we had no trouble at all with
our tires. They were a new set of Lee
tires, which we got just before start-
ing, and they deserve every credit, as
we did not have a blowout or even a
puncture."

Average of 22 Miles Made.
Some idea of the pace the motorists
traveled can be gained from the fact
that they drove the 365 miles in 161 1/2
hours, allowing one and one-half
hours for the 25 miles covered while
they were lost. This works out at a
trifle over 22 miles an hour.

The three men are going on to the
automobile races at Tacoma and
anxiously inquired what the record was
between the Rose City and the scene
of the Montanara Fests. It is their
purpose to set a new mark for this trip
as well.

Both machine and men bore evidence
of their trip. The auto was splashed
with mud from stem to stern and the
travelers sunburned.

DON'T TOUR TOO FAR IN DAY

Jackson Dealer Says 200 Miles Is
Excessive for Unhardened Driver.

"This is the season of the year when
hundreds of motorists are planning
their summer tours," says Al Hale,
Jackson representative in this terri-
tory. "Many make the common mis-
take of trying to go too far in one day.
For a man who is accustomed to driv-
ing over the country roads and han-
dles a car every day for a certain dis-
tance, 200 miles a day is not a hard
drive, but for the business man who
drives his car only a few miles over
city streets, 200 miles a day is too far.
There is no sense spending a tour by
arriving at the destination each even-
ing tired out and ready to fall into
bed. Have a good time and do not
travel faster than is enjoyable to every
person in the party."
"When you plan on a trip, get started
each day's run early in the morning.
Do not wait until 11 or 12 o'clock to
get started and then be forced to drive
late to make up your distance. If you
plan to get up in the morning early, do
it."

COST OF RUBBER TIRES OUT

Increased Production Results in Re-
duction of 10 Per Cent.

S. A. Falor, manager of the motor-
cycle tire department of the Goodyear
Tire & Rubber Company, Akron, O., an-
nounces a 10 per cent reduction in the
prices of motorcycle tires to dealers,
consumers and jobbers. The new prices
went into effect June 14.
In explaining the reduction in prices,
Mr. Falor said it was not due so much
to the fact that the crude rubber mar-
ket was lower, but that it was due
more to the increased volume of mo-
torcycle tire business which his com-
pany now has.

"Our present output is 1000 tires a
day," continued Mr. Falor. "Within
the next two weeks we expect to be
making 1500 tires a day. This in-
creased production naturally brings
down the cost of tires, and we want to
give the trade benefit of it."

NATIVES OF HAWAII ENJOY AUTO TOURING

Dealer Uses White for Deliveries to Construction Camps on Islands—Two
Machines Climb to Crater.



THE Irishman's aphorism that "the
rich can ride in chaises, but the
poor can walk" etc., would not
seem to apply in the Hawaiian Islands,
where natives, garbed only in meager
"full dress," may be seen enjoying rides
in automobiles.

SOME SHORT SOLUTIONS GIVEN AUTO PROBLEMS

Every-Day Worries That Confront the Average Owner Received and
Answered for the Benefit of the General Motoring Public.

Copyright, 1913, by W. H. Stewart, Jr.
MOTORING Department, The Oreg-
onian—One of our customers de-
sires to install a new non-vi-
brating coil on his car. We put it on
and connected it just as the old one
was, and never could get a spark from
the magneto, but it ran as well as ever
on the battery. As the customer was in
a hurry and was afraid of his battery,
we put back the old coil and the car
went off just as it came in. Now, why
would it not run on the magneto the
same with either coil? Was the trouble
in the wiring of the coil? When the car
was running fairly well on either
battery or magneto.—X-Y-Z Garage
Company.

If the motor ran fairly well on the
magneto with the old coil and would
not run at all on the magneto with the
new coil, it is safe to presume that the
trouble was in the wiring of the switch
of the new coil. A slight short circuit
by a strand of wire within the switch
would be sufficient to cause the trouble.

Motoring Department, The Oregonian
—The magneto on my car is bolted to
the crank case and to the touch gets
very hot when on the road. Should this
cause any trouble? How much heat
will the magneto stand?—G. Gotshall.
Overheating the magnets will damag-
enize them, but the heat which reaches

the magneto in your case is hardly in-
jurious. If there is sufficient heat to
effect the magnetization of the mag-
nets, this would also affect the lubri-
cation of the bearings of the magneto.
In your case, however, there seems to
be nothing serious. There is not much
danger to the magneto from heat on
the average engine. In motor design it
is customary to avoid the exhaust pipe

Motoring Department, The Oregonian
—I had overhauled my car last
winter, and all the bearings were
tightened at that time. Since then
my motor knocks when idle, but when
running fast this knock is eliminated.
Please let me know what might cause
this knock.—Alfred Oliver.

Motor knock may arise from many
causes. Tightening the bearings will
not eliminate them. Without more
definite information it is impossible to
guide you. From what you state it
would appear that your trouble is
slight. It may be that the timing gears
are considerably worn and the knock
you hear is due to the back lash. When
the motor is running fast of course
this would not be noticed so much. It
may also be due to a side slip of one
of the valve push rods. Such knocks
as this are aggravated or rather more
prominent when the motor is idling.
Then, again, the knock may be caused
by the spark being too far advanced.

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BULLS CLEAR TRACK

Texas Fair Official Has Unique
Plan to Control Crowd.

4000 FEAR FOUR HORNS

President of Paris, Texas, Fair Asso-
ciation Turns Noted Animals
Loose on Runway and Mad
Dash for Fences Ensues.

Two big red Durham bulls played an
important part at an automobile race
meet at Paris, Tex., recently, when the
crowd that turned out to see the speed
machine in action was so large that it
could not be handled by just ordinary
human beings.

The Case racing team, which was on
its way from San Antonio, Tex., along
with several other drivers and cars,
stopped at Paris to take part in a
series of races staged by Dr. M. F.
Maxwell, president of the county fair
association of that place.

When Dr. Maxwell was told that the
ruler governing dirt track racing was
stringent, and that it was necessary to
keep all spectators away from the cur-
ves, he only smiled and said that it
would be easy.

Now, the Paris, Tex., fair grounds
look anything but easy to control, and
when Dr. Maxwell was told that un-
less he had 50 deputies on hand the
races couldn't go on, he smiled some
more.

The day of the races came, and the
crowd came not in hundreds, but in
thousands, until there were 4000 per-
sons who paid admittance. Dr. Max-
well was there to demonstrate that he
could keep his word and that the
turns would be free from spectators.

The day of the races Dr. Maxwell
turned loose two big red Durham bulls
in open fields which surround the two
ends of the track. Never was a race-
track so called as the Paris track
was. Dr. Maxwell's big bulls had rep-
utations for tossing over the nearest
fence those who came near them. And
everyone in the county knew of the
bulls and their ferocious nature. Dr.
Maxwell won two new hats and \$25 on
the side by his unique methods.

DRIVER 84 IS EXPERT

OLD AGE NO DETERRENT TO
MOTOR ENTHUSIAST.

A. B. Hambleton Makes Notable
Trips and Gets Along Nicely
Without Chauffeur's Aid.

Not many men of 89 years have the
inclination to drive motorcars, to say
nothing of the alertness and active re-
quirements of this modern pastime.
There is one, however, A. B. Hambleton,
who lives at Shaker Heights,
Cleveland, O., who is 84 years old, yet
drives his touring car with the utmost
ease. In fact, Mr. Hambleton, a long-
distance tourist of note, and he intends
to pilot his new car on a tour to New
York and Cape Cod in July.

Mr. Hambleton has been driving
motorcars for eight years, and in that
period he has made a number of jour-
neys that would be notable even if
made by a hidden tourist. A little
run to New York and back is a mere
incident in his motoring career, while
he regards a run to Buffalo with no
other than the routine of a motoring
outing. He takes care of his
own car for the amusement of it.

Before purchasing a White, Mr. Ham-
bleton employed a chauffeur, but he
does not need one now. When he
starts East on July 1 there will be no
chauffeur in the car. In his eight
years of motoring he has had only one
accident, which occurred while crank-
ing, and resulted in a broken wrist. In
purchasing a new car his choice of a
White was influenced largely by his
definite information that it is impos-
sible to get a better car. The new car
is a mechanical masterpiece, as Mr.
Hambleton was instrumental in
building up the Old Iron Works, now
the American Shipbuilding Company,
which concern built engines among
other things. Mr. Hambleton has re-
quired, and he finds great enjoyment in
motoring.

GOOD DRIVE NOW OPEN

STREETS TO OAKS AMUSEMENT
PARK ARE ALL PAVED.

Autolists Find Stretch Closed Last
Year Reopened With Hard Sur-
face, Making Run Joyous One.

With the completion of the hard
paving on Milwaukie street there is
opened once more one of the most
pleasant short drives in the neighbor-
hood of Portland. Excepting only
four blocks of oiled macadam, there
is hard surface paving all the way
from Hawthorne Bridge to the Oaks
Amusement park.

Until last year the Oaks' run was a
familiar one to many motorists and
it was no uncommon sight to see from
half a dozen to two-score machines
parked on the amusement park's
drives.

During last Summer roads into Sell-
wood were torn up, and the fact that
the Sellwood Ferry closed at 8 o'clock
made it impracticable for an evening
run to the park.

Capital roads lead to the ferry on the
West Side, but the East Side route
is now far superior.

From Hawthorne Bridge the autolists
should run due east on Hawthorne
avenue, turning south with the car
tracks on East Eleventh street.
Eleventh street should be followed to
Sellwood street. Across the Southern
Pacific tracks and almost into Sell-
wood is the best route to be followed,
turning off at Maiden avenue, a few
blocks north of Sellwood. The Maiden
den should be followed west across

WESTINGHOUSE ELECTRIC STARTER



United
Auto Co.
ALDER STREET AT SIXTEENTH
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the car tracks on East Thirteenth
to East Eleventh. This far the way
is completely hard surfaced, but there
are four blocks of oiled macadam be-
tween East Eleventh and Spokane ave-
nue, which leads directly to the Oaks
entrance. Spokane avenue, but re-
cently completed, is also hard sur-
faced.

Returning from the Oaks the auto-
mobile should remember to turn off
from Spokane avenue on East Eleventh,
otherwise the street becomes execrable
before Milwaukie street is reached.
John P. Courday, manager of the
Oaks, has had erected at the various
turns plain and legible signs which
direct the autolists to the park. These
signs if watched make travel com-
paratively easy.

There is an abundance of room in
the Oaks for the parking of automo-
biles. On the West Side run the last
ferry leaves the West Side about 7:30
P. M., and the last trip from Sellwood
is at 7:50 P. M.

MOTORCYCLE COMFORT HERE

New Spring Equipment on "Indian"
Eliminates Vibration.

"Pullman comfort on the highway
no longer is confined to automobiles,"
asserts C. F. Wright, of Ballou &
Wright, the local Indian motorcycle
dealers, "for the cradle spring frame
of the 1913 Indian renders it the most
luxurious riding motorcycle ever of-
fered to the public. It is easily the
greatest improvement offered motor-
cyclists in recent years, for it eliminates
the one great objection which the pub-
lic has held against the motorcycle
heretofore—that they 'shook the riders
to pieces.'"

"This ingenious solution of the com-
fort problem for the motorcyclist is
nothing less than automobile spring
suspension applied to the rear of the
motorcycle in such manner that prac-
tically no vibration reaches the rider.
Being of absolutely original construc-
tion, it is covered by broad patents. It
has elicited much favorable comment
both from motorcyclists of all classes
and the general public, for its sim-
plicity and efficiency are clearly ap-
parent even to the unversed in me-
chanics."

"The springs have a forward anchor-
age on a horseshoe-shaped cluster in-
tegral with the frame, and are shackled
at the rear to hinged stays. Therefore,
the entire rear end of the motorcycle,
which carries the rider, is free to move
independently of the frame, and prac-
tically all road shocks are absorbed be-
fore they reach the operator."

"Now the Indian has the unique dis-
tinction of being the first and only
motorcycle to be sprung like a car, and
the springing is carried to a logical
culmination in the new style saddle,
which also has leaf springs. The whole
suspension system marks a radical de-
parture from the antiquated spiral
springing system handed down from
bicycle days, and is the first system
known to present-day motorcycle build-
ers in the art of building comfort into
their machines."

Motorcycle Notes

W. C. White, of San Jose, Cal., has
just completed a 1650-mile motorcycle
trip into Mexico. During the entire
trip his engine gave no trouble, what-
ever, and a single puncture was his
only tire trouble.

In the two years of its existence the
Indianapolis, Ind., Motorcycle Club has
outgrown its present quarters, and is
considering the erection of a country
clubhouse.

A number of motorcyclists of East-
ern Washington expect to make the
trip through the Cascade Mountains to
Seattle at the time of the Golden Pol-
ish.

A motorcycle squad was one of the
leading features of a parade in which
12,000 employees of New York City re-
cently participated.

The first motorcycle used in the Sac-
ramento, California, fire department
has such good satisfaction that the
department contemplates the pur-
chase of several additional machines
this Summer.

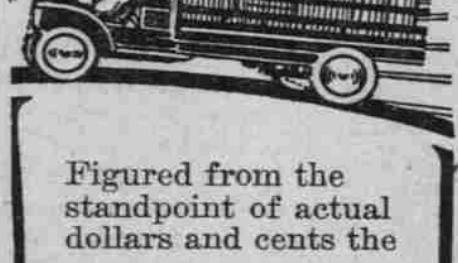
W. T. Little, of Akron, O., plans to
take a 3000-mile motorcycle trip
through the East this Summer. Mr.
Little has a sidecar attachment on his
machine, and by a special arrangement
he can drive the outfit from the side
car.

June 15 the biggest run of the season
was staged by the Butte, Mont. Motor-
cycle Club. The course was to Deer
Lodge and return, and about 75 riders
participated in the event.

Charles Swartzbaugh and John Cager,
of Toledo, O., have started on a mo-
torcycle trip which will include all of
the principal countries of Europe.

It is expected that no less than 300
motorcyclists will participate in the
Fourth of July parade at Canton, O.

Carrying 300 pounds of baggage in
addition to his own weight, J. Lampig,
of Olathe, Colo., is making a motor-
cycle trip to Central Kansas.



White Motor Truck

actually shows a net
profit at the end of
each month. Let us
prove this.

The White Company
E. W. Hill, Mgr., 69 Broadway,
In the Business District for
Your Convenience.

Every day is "Independence
Day" to him who owns a Ford.
Liberty from confinement to a
narrowing environment—and
that at small cost—is one of the
many boons which the sturdy,
powerful Ford has brought to un-
told thousands. Why not to you?

More Mileage and easy riding Diamond Tire Advantages that cost you no more

Diamond (No Clinch) Tires

made of
More
Mileage
Vitalized
Rubber
with

Perfect 3-Point Rim Contact

that holds with a vise-like
rim grip, absolutely pre-
venting the tire from
breaking above the rim,
insuring perfect rim fit and
eliminating all rim trou-
bles. Also the

No-Pinch Safety Flap

for inner tube protection.
So this time buy Diamond Vitalized
Rubber Tires—you can get them to
fit your rims from

Diamond Dealers Everywhere

Regal A Quality Car At Economy Cost

All over the United States the proven superiority of Regal Under-
slung cars has been recognized. For \$1125 you can obtain more
motor car values in a Regal than in other cars at twice the price.

You want a car that is absolutely safe, and that will not skid or
"turn turtle"—that rides easy, is dependable and long-lived—that is
cheap in first cost, that is always an economical car.

You have only one choice—a Regal Underslug.
You can judge our success and that of the car when we say that
Regals actually encircle the globe. Our remarkable growth is history
in the automobile industry.

If you become a Regal owner, you will have the benefit of the
comprehensive and thorough service offered by us. We are always
prepared without delay to supply you with necessary parts.

Write, phone or call, and a Regal will be sent to your home or
office. A ride in a Regal is our best argument.

PETERSON & SLERET Portland Dealers.

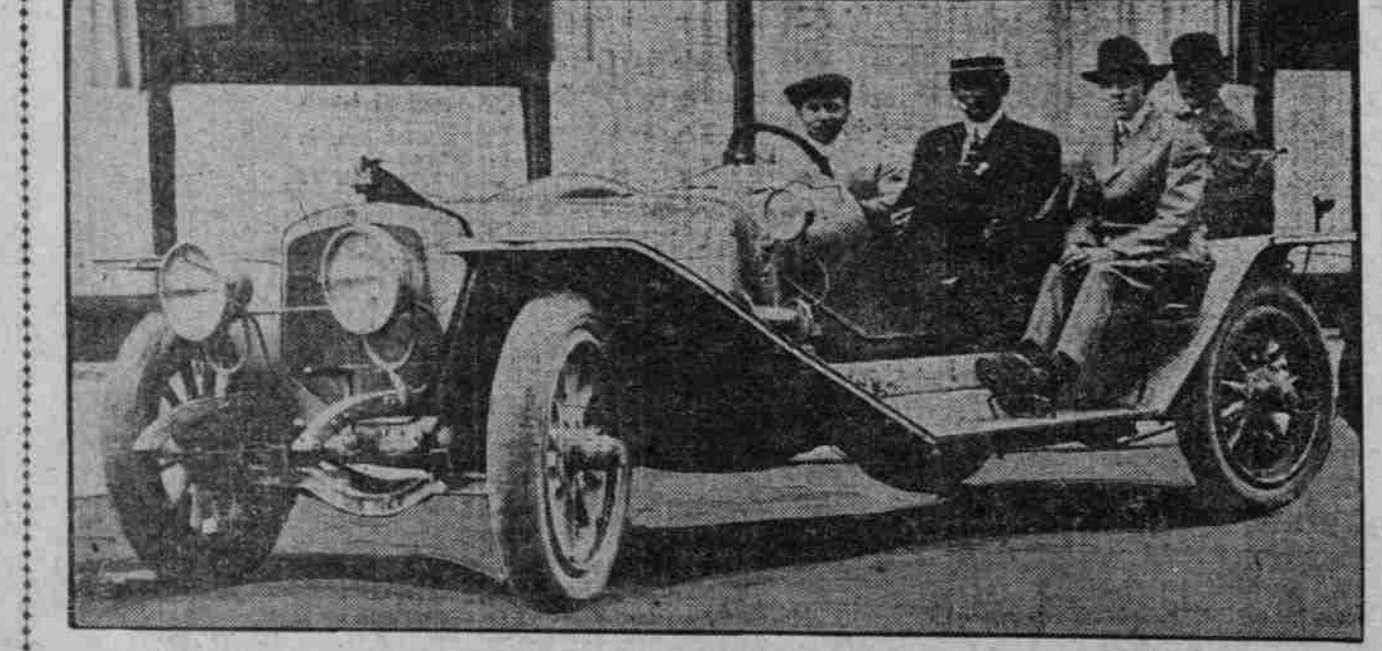
Phones—East 648, B-2177. Hawthorne Ave. at East Eighth St.
Everything in supplies and repairs. Frank O. Renstrom
Co., San Francisco, distributors.



Regal Model "T" Underslug Touring Car, \$1125
Delivered in Portland

Here's the test: 300,000 Fords now in ser-
vice. Runabout \$25; Touring Car \$600-
Town Car \$800—E. O. B. Detroit, with all
equipment. Get catalogue and all partic-
ulars from Ford Motor Company, 61 Union
avenue, corner East Davis street, Portland.

MOTORISTS SET UP NEW FAST RECORD FOR TRIP FROM SPOKANE TO THE DALLES.



LEFT TO RIGHT—L. D. HOLLAND, R. PAULSEN, CLIFF McDONALD, ALL OF SPOKANE, WITH C. B. WAGNER, OF PORTLAND (IN TONNEAU).