

AUTO FIGHTS SNOW AND WINS TROPHY

Buick First Car to Reach Tahoe Tavern Over Emigrant Gap Road This Year.

TEST CONSIDERED CRUCIAL

Many Difficulties Encountered on Trip Over Summit of Sierra Nevada Mountains Told by Motorist—Cup Conditions Met.

The question of what car was to win the silver trophy cup for 1914, offered by Tahoe Tavern to the first automobile to cross the summit of the Sierra Nevada mountains over the Emigrant Gap state road under its own power, was answered the other day when a 1914 Buick touring car, in charge of Joe Schmidt and Claude McGee, of the Howard Automobile Company, drove up to the door of the popular lake resort.

The Tahoe Tavern cup is one of the most-sought-after trophies in this part of the state. The conditions under which it must be won make it one of the hardest imaginable trials of every part of the car, as well as on the driver.

The rules to be followed in competing for this prize are: The car must be fully equipped; it must make the entire trip over the Emigrant Gap state road on its own wheels and under its own power; no paraphernalia or help of any kind is to be used, except that which is carried in car. The only time the motor is allowed assistance is when the road is blocked by snow or other obstructions. The car must proceed on its own power, however, as soon as it is again on the road.

Tahoe Tavern Cup Won Three Times. Complying with these conditions, the Buick has won the cup for three consecutive years. It has proved that it is just as much at home in a contest over the snow as it is in a mud plug, a long-distance endurance run or on a race course.

A Buick of this model holds the record between San Francisco and Portland and another Buick of this model holds the world's speed record for 100 miles for cars of its class. Two cars of this model tied for first place in the recent 2000-mile run of the Emigrant Gap, with a time of 134 minutes, and an exact duplicate of the Tahoe cup-winner had the honor of being the first car over the road between Truckee and Reno in 1914.

Trip Considered One of Hardest. Mr. McGee, who made the entire trip from San Francisco to the Lake, gives the following interesting account of what is considered one of the hardest trips ever made by automobile: "When Fred Gross and I left San Francisco, we carried in the tonneau of our Buick a complete camping outfit and supplies to last us two weeks, as we realized that the winning of the Tahoe cup this year was to be a much harder proposition than ever before, as the unusually heavy snowfall of last winter and the continued hot weather of this Spring had left the snow in very bad shape.

"The one difficulty, however, that we were unable to anticipate, was the weather we were to encounter after we reached the snow line. We had at least a sample of every kind of weather. The first night's camp was near Soda Station.

Thunder Awakens Men. Just at midnight we were awakened by a heavy peal of thunder and in less than five minutes the rain was coming down in sheets. It was then we congratulated ourselves on having a fully-equipped car. It was then only a minute's work to put the top on the Buick and store our food supply in the tonneau. We returned to our water-proof sleeping bags then, and let it rain.

"The next morning the sun came out hot and this and the rain were so soft that progress was almost an impossibility. After a mile and a half of the hardest kind of work, we found a good road to camp and we waited for more favorable weather. About noon it turned colder and a hailstorm struck us at 2 o'clock. The hail turned to rain later.

"Just to fill our cup of trouble full, Mr. Gross received a telegram that he must return to San Francisco at once on account of illness in his family. I was all alone that night, and the next day, and it took turns raining and snowing, with a little hail and sleet mixed in.

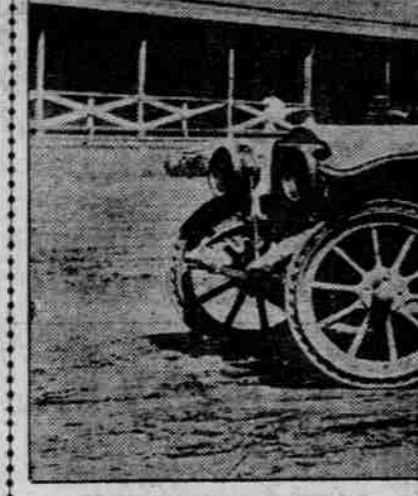
Substitute Arrives for Trip. "Mr. Schmidt came up to take Mr. Gross' place. The next morning after his arrival it was raining harder than ever. As there was no indication of better weather ahead, we decided to try and make Soda Station before night. The continued stormy weather had so softened the snow that there was practically no bottom to it, and to make matters worse, the water running underneath it had made it full of holes which were not visible on the surface. Even now it is mysterious to us how the car ever pulled through, but pull it did.

"Sometimes we would back up and take a run at a drift, and maybe make six inches headway. Other times, in making a run at a bad place, the front wheels would drop out of sight in a hole undermined by water. It was then a case of throwing the car in reverse and pull the front end out of the hole, but the worst of all was when the back wheels would drop into one of these water holes.

luck and the weather had changed, and sure enough it had. The morning was clear and cold with a light crust on the snow. This gave the chains something to grip, and the Buick climbed the big drifts between the hotel and the Summit without difficulty.

The crossing through the snow-sheds at the summit was blocked with 20 feet of snow, and in order to get onto the road on the north side of the sheds, it was necessary to cross directly over the top of them. This crossing was made at a point known to railroad men as the eastern end of tunnel 7. At this place the snowsheds join a round granite knob. By driving the car up a steep, narrow ledge it is possible to get within 15 feet of the top of the wooden sheds, but this last 12 feet is the hard part. The roof of the shed is built on a one-to-two pitch, and the chains on the rear tires almost work in two the heavy planks which form the roof.

Descent Is Perpendicular. "The descent from the top of the shed to the road a quarter of a mile below was almost perpendicular, but by exerting a due amount of attention it was negotiated without trouble. It will never again be necessary to cross the top of the sheds, as the Southern Pacific Company and the State Engineer are now building a crossing under the railroad tracks. This crossing is located in such a po-



MOTOR TRUCK FINDS YET ANOTHER FIELD TO INVADE.

E. W. Hill, manager of the White Company's branch in Portland, in speaking of one peculiar field which the motor truck has found for itself, said: "If George Washington, the founder of our Army, could pay the United States a visit today, he would be hard put to recognize the country in which he proudly and unambiguously given the title of 'Pater Patriae,' but he would experience even greater difficulty in recognizing the service to which he successfully devoted the greater part of his life.

"The advance and multiplication of modern inventions has nowhere wrought greater alterations than in the Army; and these great changes in no one thing find better exemplification than in the accompanying photograph of a White 14-ton truck that is owned and operated by the aerial division of the United States Army.

"The White, which has to date made more than 35,000 miles without needing a repair part, is used as a transport truck in conveying the Army aeroplanes with their supplies to and from the hangar. Thus it will be seen that, while the heavier-than-air machines in no way replace or trench upon the activities of the motor truck in its chosen field insofar as they themselves are concerned, aeroplanes have succeeded in making motor trucks accessories both before and after the fact."

dition that it will be free from snow until before the summit is open.

"When we finally got back on the highway above Donner Lake we thought our troubles were over, but one more disappointment was in store for us. This last trial was in the shape of a snowdrift about 100 feet long. When we arrived at the lower end of it the Buick faced an almost sheer drop of 25 feet.

"A consultation was held and Schmidt decided that he could drive down the face of the drift. This he did without accident, but it is safe to say that an automobile was never intentionally driven down a steeper place. This was our last experience with the snow.

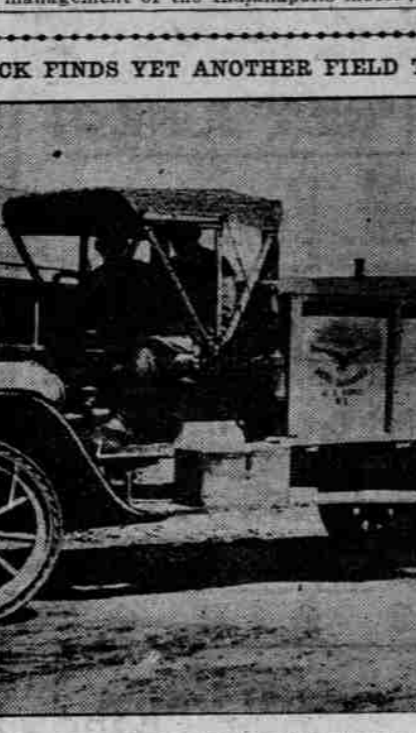
SPEED MODELS AIM

Stock Cars to Be Chased Off Speedways Hereafter.

PISTON PRESSURE IS CUT

Designs for Next Year Calculated to Win Back Title on Tracks Lost to European Makes at Indianapolis Race Meet.

INDIANAPOLIS, June 20.—(Special.)—Five hundred miles, at 100 miles an hour, without a stop or the change on one gallon of oil, and 25 gallons of gasoline, is the difficult target the management of the Indianapolis motor



WHITE TRUCK FOR THE AERO SQUADRON, UNITED STATES ARMY.

Every principal highway leading out of Dallas is oiled for a distance of over five miles.

The main road between Dallas and Salem has been oiled for nearly the whole distance, as well as the road between Independence and Salem. The road leading north out of Dallas toward McKinville is oiled nearly to the Yamhill County line. This oiling is proving a great success and is keeping the roads in good condition.

SHERIFF PREFERS 'CHALMERS' Tillamook Official and Former Agent Drives New Car Home. Sheriff Crenshaw, of Tillamook County, passed last week in Portland, looking over the automobile market. "In 1909-10 and '11," he said, "I was the Chalmers agent at Tillamook. While it was satisfactory at that time, I didn't know but that some of the other makes had overtaken and surpassed them, so I have taken my time this week in making a thorough investigation of the Portland automobile market."

LONDON TIMES GIVES DATA Writer Still Unwilling to Concede Superiority of American Makes, Yet It Marks Beginning of Friendly Rivalry.

The London (England) Times, acknowledged the premier newspaper, in an article published recently commends the modern construction of motor cars "brought from the United States," choosing the Oakland as representative of American cars.

The article is in reality a resume of American tendencies as compared with English and European designs and that the writer was still unwilling to concede American superiority is evidenced by the heading of the article, which reads "British Influence on American Cars."

ENGLISH SEE MERIT

American Cars Recognized by British Experts.

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BY E. E. GERLINGER. That there is merit in American cars has at last come to be recognized by the English. It has come with reluctance and their natural prejudice, it is true, yet, nevertheless, it should mark the beginning of a more friendly rivalry and a better reception of American cars abroad.

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Indorsing the Oakland's long stroke motor, the article continues, "the gearing is not excessively reduced and, a very radical departure, the whole chassis is slung as low as most European machines. In the monobloc engine there is one excellent feature which is almost purely American. The cylinder heads are detachable, an arrangement which permits of easy and thorough decarbonization. The general scheme is sensibly planned, the carburetor, in particular, being placed in a position unusually accessible for an American engine."

Details Are Watched. "In the running of the car the first and most important virtue to be noticed (and one which lifts this chassis well out of the ruck of trans-Atlantic machines) is the vibrationless action of the engine. Every possible test was applied to search out lurking crankshaft vibration period, but at no speed at which the car could be driven, from 10 to 45 miles an hour, was there the slightest approach to that very evil and common faulting. It is certainly one of the smoothest running engines I have driven without consideration of price. It is very well balanced. It picked up smartly and accelerated very rapidly on all gears. The engine makes very little noise at any speed and the car is an excellent hill climber."

The fact that American manufacturers first introduced dependable electric starting, lighting and ignition systems is overlooked and the commentary on the Delco equipment is characteristic—"The Delco starting, lighting and ignition system is used, and on trial proved to be perfectly adequate."

AITKEN IS SENT TO EUROPE National Wants Driver to See Race and Factories on Trip. John Aitken, a member of the experimental department of the National Motor Vehicle Company, of Indianapolis, is being sent to Europe by his firm to visit the foreign automobile factories and to witness the Grand Prix race.

Aitken has every year bathed in the limelight at the time of the speedway races. For many years he was a driver in races for the National Company, and then managed the National's race teams, most noteworthy being the 1912 500-mile race at the National road race. Last year Aitken managed the Peugeot team at the Speedway and brought Jules Goux home an easy winner. This year he managed the Peugeot team again.

AMERICAN CARS RECOGNIZED BY BRITISH EXPERTS

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says that a car will be placed at his disposal with an English-speaking chauffeur. He says that he will visit the various automobile factories and will attend the Grand Prix race. It is said that Aitken will manage the Peugeot team in the Grand Prix. It is known also that when the Frenchmen were here they invited Aitken to drive one of their machines in this before embarking in business again.

UNIFORM TRUCKS URGED

STANDARDIZATION OF DESIGN IS HELD AT NEW YORK MEETING.

Equitable Service to Users and Closer Adherence to Standard Warranty. Are Two Points Emphasized.

NEW YORK, June 20.—(Special.)—At a meeting of the commercial vehicle committee of the National Automobile Chamber of Commerce, held last Tuesday in New York, a number of matters of importance to motor truck makers, dealers and users were discussed. Foremost among these was standardization of truck design and the danger of proceeding too fast in this direction at the present time.

WISCONSIN MAN BUYS AUTO

Charles Steinbach purchased a Studebaker car early last week. Who's next?—North Chilton correspondence, Chilton (Wis.) Times.

In advancing the art of course, the speedway proposes to its material as well as moral share. To render high speed work more safe, the surface of the track will be widened 15 feet on the inside and retaining walls built. Additional comfort will be provided for drivers and mechanics by a clubhouse inside the grounds, with a swimming pool and every other imaginable convenience. In short, if the gasoline efficiency of the present era is not raised wonderfully during the next few seasons, it will not be the speedway's fault.

Stock Cars to Be Banned. This movement, naturally, will see the finish of the "barn built" car, which has been so prominent in American racing of late. With the finest engineering skill and the best of materials required to win success, it is not thought likely that the heterogeneous, assembled freak will have a chance.

OILED ROADS FIND FAVOR Dallas Movement Meets With Success and Highways Benefit. DALLAS, Or., June 20.—(Special.)—The movement started by the Dallas Commercial Club during the early Spring to have the roads around Dallas oiled has met with good success.

THOSE INTERESTED IN MOTOR TRUCKS SHOULD SECURE THIS BOOK

Those Interested in Motor Trucks Should Secure This Book

AXAX TIRES MEET HEAVY TEST Contest Shows Use Derived From Proper Care of Goods. Illustrating the saving in tire expense and the largely increased mileage which can be obtained by proper use and careful driving, the result of the Axax \$500 high-mileage contest for chauffeurs teaches a lesson from which owners of automobiles can derive great benefit.

MOTOR TRUCKS OF AMERICA
VOL. 2 1914
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Service Free to Owners Only

Howard Service to Buick owners has become a factor with the automobile buying public of Portland. We now propose to extend this service, so far as possible, to every Buick owner in the Pacific Northwest. To that end we have promoted Edgar C. Albee to the position of Service Expert.

Mr. Albee has been in our employ for four years, working exclusively on Buick cars, and we believe him a qualified expert on Buick cars, together with the Delco generating, starting and lighting system. He will endeavor to call on every Buick owner in the Pacific Northwest, and will gladly render any aid or service toward the improved operation, care and maintenance of all Buick cars. Any advice or effort by Mr. Albee will be absolutely gratuitous. We trust Buick owners and prospective automobile buyers will appreciate this extension of the Howard Service, and beg to remain, Yours very truly,
Howard Automobile Company
Mel G. Johnson, Manager Fourteenth and Davis Streets
Phones: Main 4555, A 2550