

MOTORCYCLE TRIP FULL OF PLEASURE

Woman and Son Experience Thrills Galore on Trip to Exposition City.

VIVID ACCOUNT IS WRITTEN

Falls Are Frequent and One Is Serious, but Good Health Overcomes Minor Accidents and Tour Found Delightful.

The following interesting article was written for The Oregonian by Fenelon Hoover, who last summer also wrote Davidson motorcycle from Portland to San Francisco. His mother, Mrs. Nellie Hoover, rode with him and the article outlines the many experiences of the trip.

"It's a long, long way to California," so sang my mother and I, as light heartily, snatched out of Portland, land on a motorcycle June 13, headed for San Francisco and South California. We had a very good time about what such an adventure would do to us, but our varied experiences far exceeded our wildest expectations. Our machine, one of the strongest, make and all new and shining and thoroughly equipped with every possible appliance for safety, convenience and pleasure. When we got back to Portland about two months later the motorcycle was still all together and in the running, but not new and shining, and she limped into the last garage of the trip gasping for breath and making a noise like a frog in distress.

Oh, the sunshine and the wind. Before the end of the third day's travel we were drenched in sweat. The stiffness of the muscles caused by sitting hour after hour in one position, which made us feel, when we alighted, as if our feet did not reach to the ground, passed away after the first day and every day added to our original stock of health, endurance and color.

Words Not Sufficient.

No mere words can give a true idea of the pleasures, dangers, magnificent scenery, variety of climates, and happiness derived from such a trip. By experience only can it be realized. We traveled over the Pacific Highway where it was open, but sometimes it was necessary to travel 15 or 20 miles out of our way to get around construction work. One place in Colusa County, California, we climbed one continuous, rocky, barren hill for about 50 miles to get around 10 miles of men, horses, sand and machinery. In some of the worst possible places, where it was necessary for all vehicles to travel slowly, jinxey card artists would hail us and tell us what a fine picture they could make of us in less than 10 minutes. Some of these pictures were not only wonderful but also terrible. We depended entirely on hotel accommodations along the way and several times the town that we were looking for seemed to have been misled, causing us to travel very late when we preferred to be sleeping. But when this happened the next day either at a hotel or under a tree, until we felt that we were even with the world again.

Mountain taken on "High." Our first excitingly and piece of road was Cow Creek Canyon, which was a long tale of woe. But we had a great advantage over four-wheeled vehicles, and when we came to where we could again reach to the bottom of the road, it was such a pleasure that we forgot all our troubles immediately. We went all the way up the Siskiyou on the "high" and coasted down the other side. But we stopped a while resting on the top of the mountain on

to 70 miles an hour. For the most part we tried to follow the "Safety First" plan, but there were times when speed and a little recklessness seemed to be a good thing. Following the Sacramento River down the Sierras, we forded streams 38 times. At first one of us would walk around the water on stones or wade through it, but after a time that got monotonous and we both stuck to the wheel and took to the water like ducks. Through one stream we barely had room to pass by an automobile that had taken the deepest place and was stuck fast. We did not wait to see their finish.

It was night in Sacramento City, after passing through the unknown quantity of mountain roads, that we had our most serious accident. The wheels slipped on some leaves wet by a street sprinkler and threw us to the concrete, broke the headlight and the other pedal and made us see stars. This time one of us was knocked out badly enough to be confined to bed for 14 hours. It was the "irony of fate" that we escaped the dangers of the mountain trail and were bowled over by a water wagon.

Desert Real Test.

The real test of endurance was going through the hot deserts of Northern California. For 10 hot and weary miles we were the only living and moving objects, except a flock of vultures sailing around and a chance lizard painting in the heat. Our good little machine after several punctures, blow-outs, and a long list of varied accidents seemed to feel that this was its time and place to be on its good behavior. We just sailed right along. It was too hot to stop for eating or drinking even if we could have found anything to eat and drink. If anything had happened to our wheel while going through that desert, this story could easily have been a tragedy. But "fortune favors the brave," and we got through and finally climbed a long hill and felt the first cool breath of the ocean about 200 miles away. This history would not be complete without our snake story, remarkable only for what did not happen. It was while coasting down the Coast Range we suddenly came upon his snakehide. The end of him that was on our side of the road was out of sight in the grass and bushes that grew along the road. To keep from running over him we suddenly stopped on the other side of the road and there was the other end of him at the edge of the road. It was only by running directly off the road and into a little ditch that we got by without hitting him. I have often wondered what would have happened had we run over him. It is likely that one end and perhaps both ends would have tangled into our wheel. In which case nothing could have prevented a fat and bad mix-up. It seemed strange to us that there were so many snakes and lizards and spiders all through those mountains and so few birds.

Towns Not Inviting.

Twice the little towns we were trying to reach looked so sordid and dirty that we passed on through and found a clean grassy place with trees, and one of us rested on the grass with our trusty revolver near at hand while the other would speed back to town and forage for supplies for the inner man. These were happy times. Vulcanizing, oil and gas, hotel bills and two new tires on our return to Portland made the trip rather more expensive than by rail or water, but there was as much difference between our trip and the orthodox trip to San Francisco as between going on an enjoyable picnic and going to work in the morning. We traveled all together about 2000 miles and reached home in perfect health, a little lighter in weight, considerably darker in complexion and with a knowledge of the country through which we traveled that could have been obtained in no other way.

Ump Made in Seven Days.

"We arrived in San Francisco about 5 o'clock Sunday evening, June 20, seven days from the time we started. After the intense heat of the desert, where, by the way, we had discarded piece by piece, every possible article of clothing, the cold winds and fog of San Francisco made our teeth chatter. We ran over the cobble stones to the top of the highest hill in sight to get the lay of the city and exposition grounds, then down again to Filmore and California streets, where we located for our pleasurable stay in San Francisco. Overland plant.

CLUTCH IS SENSITIVE

New Chandler Regulated So It Closes Delicate Watch.

TIRE AND FLOOR LIKE VISE

Machine Is Slowly Advanced Until Case of Valuable Timepiece Is Snapped Shut Without Causing Any Damage.

It really isn't necessary, of course, to use an automobile to close the lid on an extra fine-grade watch, but it is often quite handy to have a car with a clutch that will permit its driver to switch the machine backward and forward a tiny fraction of an inch at a time.

Just to prove how easy it is to handle the new Chandler models in this manner, A. H. Knaus, manager of the Portland branch of the Gerlinger Motor Car Company, last week staged a little demonstration in the Chandler headquarters at East Third and Oregon streets, that would have made you gasp if your finest little watch had been employed in the test.

With Mr. Knaus kneeling on the floor in front of the car to give directions and L. V. Rawlings at the wheel, a delicate gold watch was opened and placed directly in front of the right front tire. When the order was given to go ahead the lid was closed as neatly and quietly as though an anxious schoolboy had closed it after stealing a look at it in the classroom on a bright Spring day. The crystal is still there to testify to the sensitiveness of the Chandler clutch, which is made of the dry disc sort.

Slow Pace Mark Is Made.

While performing the feat Mr. Rawlings was as cool as a veteran judge and remarked that he had many times proved the quality of the clutch by holding the car down to such a slow pace that it traveled only five inches within the course of a full minute. "The Chandler Company is following the policy of mingling ability with economy, which all will agree is quite important in these days of gasoline shortages," said Manager Knaus after the gold watch had been pocketed again. "The owners of the 29 Chandler cars now running in Portland tell me they average about 18 miles of travel to the gallon of gasoline consumed. "The dominant feature of the Chandler six—if there is a dominant feature—is, of course, its motor.

"But the Chandler is not simply a motor with a car built around it. Complete harmony is the result of the complete harmony of every detail of construction, the perfect unity of the whole car. The fine motor is matched by an equally fine chassis.

"The axles, the frame, the springs, the transmission, the steering gear and the other important details of construction yield to no suggestion for betterment. "Its quality is of such evident character that it appeals not only to the eye because of its beauty, to the senses because of its luxury, quietness and flexibility, but also to the keen judgment of the careful, discerning buyer seeking fine quality linked with honest price.

"The Chandler line is complete. It includes all those models of open and closed cars actively in demand."

Overland Shipments Almost Trebled.

According to a report submitted by the sales department the other day, overland shipments for the 12 months ending April 30, 1916, were 137,655 automobiles, an increase of 174 per cent. During April, 1916, 12,781 cars were shipped, the largest monthly shipment ever made by the Willys-Overland plant.



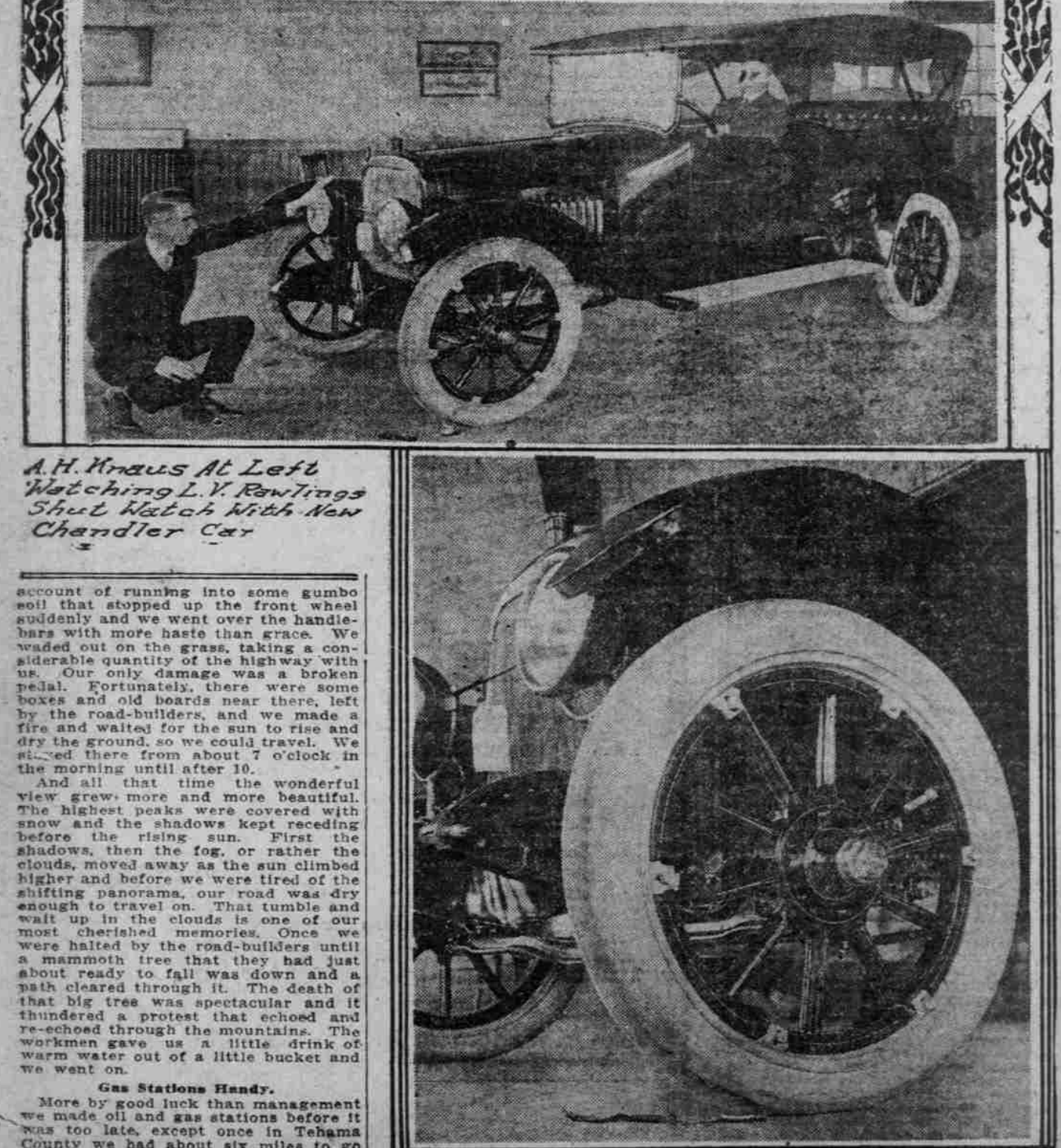
If you want to experiment— If you want to try out some new theory of motor construction— You won't be interested in the Chandler

BUT if you want a motor that has in it three years of making good. If you want the motor that turned the whole automobile industry away from high-priced sixes and wasteful heavy fours, If you want the strong, sturdy chassis that showed men the folly of needless weight, If you want the solid aluminum motor base, and Bosch magneto ignition, and the silent spiral

Seven-Passenger Touring Car - \$1295 Four-Passenger Roadster - \$1295 F. O. B. Cleveland

Prompt Orders Secure Prompt Deliveries Gerlinger Motor Car Co. East Third and Oregon Streets Telephone Private Exchange East 7222 CHANDLER MOTOR CAR CO., CLEVELAND, OHIO

CLUTCH ON NEW CHANDLER CAR IS SO SENSITIVE THAT IT CLOSES FINE WATCH WITHOUT DAMAGING IT.



A. H. Knaus At Left Watching L. V. Rawlings Shut Watch With New Chandler Car

account of running into some gumbo soil that stopped up the front wheel suddenly and we went over the handlebars with more haste than grace. We waded out on the grass, taking considerable quantity of the highway with us. Our only damage was a broken wheel. Fortunately, there were some boxes and old boards near there, left by the road-builders, and we made a fire and waited for the sun to rise and dry the ground, so we could travel. We started there from about 7 o'clock in the morning until after 10. And all that time the wonderful view grew more and more beautiful. The highest peaks were covered with snow and the shadows kept receding before the rising sun. The clouds, the shadows, then the fog, or rather the clouds, moved away as the sun climbed higher and before we were tired of the shifting panorama, our road was dry enough to travel on. That tumble and wait up in the clouds is one of our most cherished memories. Once we were halted by the road-builders until a mammoth tree that they had just about ready to fall was down and a path cleared through it. The death of that big tree was spectacular and it thundered a protest that echoed and re-echoed through the mountains. The workmen gave us a little drink of warm water out of a little bucket and we went on.

Gas Stations Handy. More by good luck than management we made oil and gas stations before it was too late, except once in Tehama County we had about six miles to go and nothing to go on. But it happened to be a very good road and we got up such a speed that the momentum carried us into town. This was about the only time that we let the machine out

TIRE CARE IS URGED

Dirt on Garage Floors Cited as Source of Danger.

MANY DON'T'S MENTIONED

F. W. Thatcher Tells How Better Service May Be Procured and Recommendation Also Is Made to Attend to Repairs.

BY F. W. THATCHER, (Portland Manager Firestone Tire & Rubber Company. Twelfth chapter of a general series on tire care and usage.)

It is pretty generally known that gasoline, grease, oil and other fatty substances are solvents of rubber. Oiled parkways and roads are not particularly harmful, especially after the oil has soaked into the roadway.

If garage floors are not kept clean and the tires stand in a pool of oil, the tread softens and the traction strain in service stretches the rubber in a wavy outline, eventually causing it to separate from the fabric body underneath.

Probably the most damage is experienced from grease in differential housings working out into the brake drums and then to the side walls of the tires. This may result from loose bearings, too much grease or from using grease not suitable for differentials.

Gasoline Removes Grease.

Grease and oil can be easily removed by a saturated with gasoline. Gasoline, although a solvent, evaporates quickly and, if applied in small quantities, will not, therefore, cause any injury when used as a cleaning agent. Ordinary injuries to the rubber cover do not prevent successful repairs, but not often can the work be well done when materials have been affected by oil or grease. If either soaks into the fabric, the repair work invariably will blister during vulcanization.

It is recommended that when either the tread or side walls show a softening effect from oil or grease, the tire be reversed on the wheel; that is, the damaged side wall changed to the outside. This will usually protect the tread and the change will also rest the tread and fabric of the tire by reversing the direction of the traffic strains.

Be careful that a sharp turn of front wheels does not result in tread being rubbed by spring shackles or other sharp projecting objects. If a bumper or guard is applied to front of car, be sure that the ends permit enough clearance for the front tires so that the

same will not be gouged when making a sharp turn.

Fenders Source of Danger.

When the car is loaded heavily, there is danger of the tire treads being bumped or gouged by fender when passing over rough places in the street or road. Fenders bent from accident may be entirely too close to the tires and cause a great deal of injury, particularly if there are any sharp extending bolts underneath the fender. An inspection under fenders sometimes discloses bolts worn smooth and bright, due to continued buffing and rubbing by tires.

If a change be made from regular to oversize tires, make sure that there will be sufficient clearance between tires and mud guards when car is loaded to capacity—this is, however, provided for by most car manufacturers.

The treads of rear tires are sometimes cut and snagged when they slip and spin in mud or on icy pavements. It is advisable to have the damage repaired before moisture and dirt work under the rubber cover and affect the fabric.

MAXWELL CAR IN TEST ABROAD

Machine Tries Out New Fuel and Gives Strang Performance.

That the remarkable mileage piled up by Maxwell cars is by no means confined to the American field is proven by experiments conducted in foreign countries. The results of economy tests conducted near London, England, have just been sent on to the offices of the Maxwell Motor Company at Detroit. Several makes of cars were used in testing out a new fuel mixture introduced by a firm in Belfast, Ireland, and the performance of a stock Maxwell touring car was so notable that the conservative motor trade journal of London, the Autocar, commented on it as follows:

"In this article we are concerned primarily with the behavior of Economy fuel, but we feel it only fair to give word of praise to the behavior of the Maxwell, which, brand new as it was, ran exceedingly well throughout the tests, and showed altogether remarkable acceleration and hill-climbing ability."

BIG MOTOR SHIPMENT DUE

Special Train With Right of Way Is Being Rushed Here.

There is scheduled to arrive about June 1 the largest single order of motor equipment ever shipped to the Coast. This shipment is coming through on record time and consists of 15 10-passenger White busses, 10 7-passenger White touring cars and five White trucks. A special train carries the equipment and has right of way over all freights. The railroads are rushing the train through, according to E. S. Hurd, manager of the White Company, Portland, Or., who says:

"This shipment marks the first co-signment of the Diamond Park Service Company White equipment, who hold a 20-year contract direct from the Department of the Interior, Washington, D. C., on hotels, lodges, camps and automobile service in the Yosemite National Park.

AUTO RACE JULY 16

Rose City Speedway Events Are Arranged.

OTHER MEETS PROPOSED

Opening Competition Will Be Held at Alan Mile Track at Spokane on July 4—\$1500 in Prizes Are Promised for List.

Final arrangements have been closed between Robert A. Hiller, of the Northwest Auto Racing Association, and Fred T. Merrill, manager of the Rose City Speedway, to hold an auto race meet at the local track on July 16.

The opening meet will be held at Spokane at the Alan mile track on July 4, and a special car will bring the racing machines direct to Portland, while other auto races at Tacoma on July 4 also will be shipped here for the Portland meet and still others that are to race at the Tacoma Speedway on August 5 will have full time for the Portland meet before shipping to Tacoma.

Mr. Hiller writes The Oregonian as follows: "We will hang up \$1500 in prizes for the Portland meet and the programs will conform with the general public sentiment of shorter races for auto race meets, and at least five events will be on the programme. In former meets held in Portland they have been conducted along the cooperative plan among the drivers, but this year no driver will have any interest whatever in the meet other than to collect the money he may win. There will be four moneys in each event, and we have advertised our program all over America to attract drivers to the Pacific Northwest, and expect as a result to give the public some excellent auto races."

"One-day meets are our plans for the mile tracks of this section, Seattle, Spokane, Tacoma and North Yakima. We have some racing cars and we hope to see Portland get in line with a few good cars. Men of means in the various cities of the Northwest are taking an interest in auto racing and the result will be some excellent sport. There is not a better mile dirt track for auto racing in America than the Rose City Speedway."

Fred T. Merrill states that he will leave nothing undone to have the track in the best possible condition for speed. Hiller is anxious to have Portland represented with one or more racing cars of class, and believes some of the Automobile dealers and representative business men of the city would soon find it worth while to get behind the movement to have this city properly represented in the racing circuit. Spokane will have at least four cars to

race over the circuit, Seattle already has four Tacoma three and North Yakima one, while several cars are expected from California and a possible representation from the East.

DODGE TO TRY GRAND CANYON

Pathfinding Trip Across Desert Also Is Being Made.

"Death Valley Dodge," the Dodge Bros. motor car that has hung up a record for surpassing performances on the Pacific Coast, is now to be sent on a trip that daring motorists have many times contemplated but never attempted. With O. K. Parker, one of the most daring drivers in the world, at the wheel, the sturdy little car is to attempt a trip to the bottom of the Grand Canyon of the Colorado. Mr. Parker is now driving "Death Valley Dodge" across the desert from Los Angeles to the brink of the Grand Canyon. Incidental to the main object of the trip he is trying to find a short route between the points and expects to cut 60 miles off the distance.

"Gas" Test Proves Overland.

A novel test, demonstrating the efficiency of an Overland model 75, was made at Keokuk, Ia., recently, when an Overland traveled 24.5 miles on one gallon of gasoline. On this test the car made 88 stops. The test was made by a baker's delivery wagon, and the car was driven on its regular route. The test was made by the driver for the bakery company, accompanied by one of the men from the Overland garage in that city.

Telephone poles of glass molded over a heavy wire net are being made in Europe. These poles are rarely broken, will neither rot nor rust and are impregnable to insects.

Gasoline 18¢ per Gallon. Tires 3500-mile guarantee. All sizes. 25% less than others. Supplies, Day and Night Service. H. L. Keats Garage Department Broadway at Burnside. Both Phones. Chalmers Distributors Read our classified ads. on used cars.