THIS CHALMERS HAD SOME LITTLE LOAD

Ten Folks Ride in Car and Trailer Tows Behind.

TOUR 6000 MILES LONG

Despite Heavy Load Old 1915 Car Reaches Portland With Only One Repair En Route.

How would you like to take a chance on driving across the continent in a car—any car—loaded down ment in a car—any car—loaded down with ten persons of various sizes, and towing behind it a trailer that with camp equipment, luggage and such weighs 2000 pounds? You'd think twice before you tackled it on any terms, wouldn't you?

With his family of nine, assorted with the control of the 2000.

sizes, aboard the car and the 2000-pound trailer behind, John McKay, a New York contractor, reached Portland a week ago in his 1915 Chalmers, after a cross-continent tour of 6000 miles. He made the long trip with

miles. He made the long trip with only one repair.

The Chalmers was a seven-passenger car, but even a seven-passenger car is slightly crowded when it has ten persons aboard. Despite the fact that the car had traveled several times as far before the start of the New York to Portland run, it smade the 6000 miles with its extra load in what Mr. McKay described as "perfect order."

Mr. McKay recently constructed and Mckay recently constructed the big aviation field on Long Island. Being interested in the west, he determined to bring his family to the coast for the trip, at least. His destination is Yakima, Wash, and he may locate there permanently, for he

likes the country, he said.

The party left New York on June 28. They traveled westward by Lincoln highway to Denver, thence taking the Santa Fe trail to Los Angeles. From that city they followed the Pacific highway to Portland, from

4 HOURS 6 MINUTES.

Average for Whole 193 Miles 47.7 Miles Per Hour, Which

Is Going. A remarkable showing for sustained

speed was made Wednesday, August 27, by an Elgin Victory Scout model in a test run from Chicago to Indian-apolis. The distance of 193 miles was covered in four hours and six minutes, an average of 47.7 miles an hour, and 56 minutes less than the running schedule of the fastest express train between these two cities. This run breaks all records between Chicago and Indianapolis for a stock car with full load. Lieut. J. G. Jamison, recently of the

American aviation service, piloted the car-a standard four-passenger sport model. Mr. Jamison says the road in some places was full of holes and deep ruts, while at other points the Elgin six had to plow through loose dirt eight to ten inches deep on stretches where the road graders had ords. This achievement is a wonderful from upkeep and running." gigst begun work. However, a speed tribute to the cars and no less a tri of 50 miles an hour and better was umph for the tires.

was added to the radiator during the entire trip. Elgin officials are highly pleased with this performance, as proving not only the car's ability as to sustained speed and economy, but also its even balance and smooth running efficiency.

This unprecedented tire performance, with 19 tires going through the entire race without any attention whatever, is illustrative of the progress.

for the information of the Eigin engineers. In the early days races needs. Mr. Jamison was accompanied by E. Ryder of the Eigin experimental department, William K. Gibbs, formerly associated with Motor Age, and Chester Faust of The Chicago Ameribination of the tire lore that drivers of the test.

WHY YOU PUSH OUT CLUTCH sists the meteoric speeds of which present racing cars are capable.

Purpose When Starting Is to Take tion to furnishing the best tire record of the season, also produced two graphite to the glycerine.

| Don't run in ruts, car tracks or against curbing. Load Off the Engine.

A good many people ask this ques-tion. "What's the use of pushing out the clutch when you start your motor, as long as the shift lever is in neutral and there is practically no load on the engine?" The question sounds like a logical one, but as a matter of fact, it is based on a wrong supposition. There is really a considerable load on the engine just on account of the shaft and gears that must be turned. Just try this test if you want to see how much this load amounts to: Turn your engine over by hand some morning with the clutch in. Then have Then have or fasten it down with blocks and try it again. If you turn the engine over rapidly you'll see that there is quite a difference, and the load is much greater when the engine spins at the rate the startingmotor turns it. It pays to keep in mind the fact that thickened oil has a very definite

braking action, and this action is very greatly lessened when you push down on your clutch pedal.

Keep Weight Down.

Every time a pound of weight is

IN CONSTANT SERVICE FOR SEVEN YEARS, THIS 1912 VELIE IS STILL HUSKY ENOUGH TO HAUL 1000 POUNDS OF MOSS TO MARKET.



The car belongs to H. W. Knauss, of Lents, Or., who is so proud of its performance that he urged the camera man to be sure to mention its record. He gathered this load of moss in the Cascade mountains while on a vacation trip, and saved truck or team hire by bringing it to town on the old Velic. The car climbed the hills from Bull Run lake with its heavy load on intermediate gear, which is going some. The moss was sold to undertakers

in Factory Production.

With a daily production of 50 trucks a day the Traffic Motor Truck corporation barely keeps up with the

demand for its 4000-pound capacity truck, declares August Jungs of the Rex Motor company, distributor for the Traffic truck and Jones Six car.

The factory production was between

year ago, but it was found necessary

to enlarge the plant, thus raising the

The Traffic Motor Truck corpora-on manufactures trucks of only one

design and capacity, that of the 4000

pound capacity. It was built and designed for the man who figures maintenance expenses and low ope-

rating cost is one of the Traffic's fea-

that careful consideration and in-spection was made by the engineers before they were put into the truck's chassis. The prospective truck owner cannot afford to miss the opportunity

Taken From Cars.

Glycerine for Slipping Clutch.

the propeller.

Every Traffic specification shows

THIS PACE WAS THRILLER thrills that brought the 40,000 spectators to their feet. Coming down from the top of the turn leading into

TWO CHEVROLETS ENGAGE IN NECK-AND-NECK CONTEST.

Louis Out of It When Car Gets on Fire at Sheepshead, and His Brother Wins.

CHICAGO TO INDIANAPOLIS IN have the first four men in a big 150 mile race finished with perfect rec

MONEY ROLLS IN.

OLYMPIA, Wash., Oct. 4.— The new automobile law of Washington, which was passed for the express purpose of raising plenty of funds for the construction of highways, is ac-com lishing what was contem-

The receipts thus far are 214 times as large as for any responding previous period, total collection for January 1 to August 1, 1919, amounting to \$2,065,863.78 as against \$808,-699.50 for the corresponding pe-

riod of 1918.

Another half million will probably be produced before the end of the year, so that collec-tions for the blennium, accord-ing to Secretary of State I. M. Howell, will approach the unprecedented figure of \$5,000,000.

maintained over a large part of the distance, and Mr. Jamison says the car held to the read like a duck to water, running smoothly and without the swaying and side-throw which is noticeable in many cars when going at high speed.

The gasoline ecenomy, in view of the high speed maintained throughgut, was remarkable, averaging 17% finished in sixth place, with three of mailes to the gallon of gas. No water was added to the radiator during the

The run was made as a test of en-durance and economy at high speed, to withstand the terrific speeds of the for the information of the Eigin engi-race tracks. In the early days races latter two acting as officials have accumulated and the research work of Goodyear tire engineers has evolved a tire that successfully re-

the main straightaway, Ralph Mul-ford's Duesenburg went out of con-trol through the breaking of his steer-

trol through the breaking of his steering gear, the car shooting into the
inner concrete wall and bounding up
the bank into the outer wall, coming
to a full stop again at the foot of the
banked track. With the two Chevrolets coming but a few feet behind Mulford, the enormous crowd set itself to
witness a tragedy, but the Chevrolets got past while Mulford was
bouncing from the inner wall and TRUCK TRANSPORT.

New York Highway Commissioner Invites War Department Support to New Programme.

In his letter to the war department the commissioner says: "I have noticed that a great many states are now beginning to enact motor truck legislation, and, as usual, the laws are not uniform. This, of course, is going to hamper not only the manufacture of motor trucks, but will tend toward confusion generally in motor

CARLOADS OF CARS.

ors of the National Automobile Chamber of Commerce in New York the traffic committee re-

Railroads have been able to of railroads with a view to keeping up this automobile car

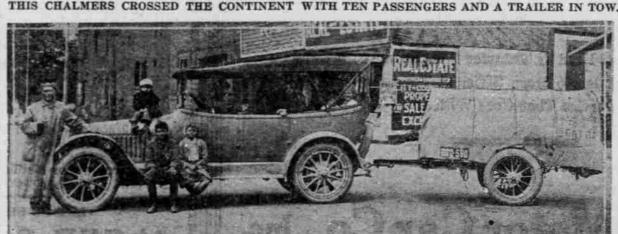
of having the Traffic demonstrated to him, for in the end it means a sav-ing of many hundred dollars, not only in the first cost, that of buying the truck, but the expenses that come AUTO ENGINES USED ON BOATS Craft Is Designed for Motive Power

Engines removed from small automobiles have frequently been used as boat motors, but now an enterpris-ing boat builder has completed a boat especially designed for that kind of motive power. The hull, 25 feet long and 5½ feet beam, is strictly flatbottomed and draws but a few inches of water. Like many other motor boats it has a channel built into the bottom, running in from the stern. in which the propeller operates, in which the propeller operates, wholly above the bottom line of the boat and protected from weeds: it also is provided with a double rudder,

trailers hauled by a single tractor.

The recommendations as to weight per inch of tire and overall width made by the New York state commissioner are the same as those in force in Massachusetts.

Don't run in ruts, car tracks or



1915 MODEL REACHES HERE AFTER 6000-MILE JOURNEY IN APPLE-PIE ORDER. taken off a truck chassis," says H. B.

Bennett, vice-president of the Commerce Motor Car company, "It adds as pound to the load-carrying capacity of the car towed a trailer that, with luggage and camp equipment, weighed 2000 pounds. Yet, despite a pound to the load-carrying capacity its load of ten folks, large and small, and the trailer on behind, the only trouble on the entire 6000-mile trip was of the truck."

FREAK REGULATIONS HAMPER

Brother Wins.

Brother Wins.

Brother Wins.

Brother Wins.

Brother Wins.

Brother Wins.

After a thrilling duel between the two Chevrolets brothers, which terminates going to Seattle and Yakima.

The single repair on the trip was for a broken front spring leaf. Aside from this three was no engine troughle or mechanical difficulty of any was for a broken front spring leaf. Aside from this three was no engine troughle or mechanical difficulty of any was for a broken front spring leaf. Aside from this three was no engine troughle on the 110th mile with Louis Chevrolet's car going up in flames the record of the second for 150 miles at the Shorty. September 20. His time for the distance was 1 hour 22 minutes, 34.2 seconds, 150, to pay a compliment to the car.

"We passed many cars on the road that were not so fortunate," gaid of 150 miles and hour look the lead that were not so fortunate, said and the second of 150 miles and hour look the lead that were not so fortunate, said and the second that were not so fortunate, said and the second that were not so fortunate, said and the second that were not so fortunate, said and the second that were not so fortunate, said and the second that were not so fortunate, said second took the lead that were not so fortunate, said of 150 miles and hour look the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that were not so fortunate, said second took the lead that the work of the were not so fortunate, said second took the lead to the were

toward confusion generally in motor truck traffic. I believe the law

At the meeting of the directported carload shipments of au-tomobiles for the month of July to be 24.897 as compared with 13.741 in July, 1918.

Incomplete reports for August indicate carload shipments of 21,000 as compared with 13,868 in August last year. In addition there was a large number of driveaways and shipments by

furnish sufficient cars and the traffic department is in close touch with the regional director

should limit motor trucks in three directions—width, height and maximum load per inch of bearing surface of tire. In my opinion, no truck should be allowed on our highways

one blade at each side of the channel, sloner are the same as those in force forming practically a flexible extension of the current of water from states. They have been agreed upon in Massachusetts and several other states. They have been agreed upon by the motor truck industry as rea-sonable and sufficient for protection of properly constructed highways, and Glycerine of the best quality ap- that has been prepared for introduc-



The Gary Trucks Did It

They stood every one of the severe tests put to them by the Portland Fire Department in a recent test, winning over all competitors and the city purchased six Gary Trucks to replace horse-drawn apparatus. This should be enough to convince the skeptical as well as the conservative purchaser.

The Ten Test Gary Trucks

Carry a full year's factory guarantee. Every part of them is a known part carrying the war-famed Buda motor. The Tuthill Titanic Spring which is banded, not bolted, and is guaranteed for the life of the truck against breakage in the center. The axles and bearings are Timken throughout. We use a multiple disc clutch. Our line is complete, making five sizes from the one-ton light delivery speed boat to the five-ton tractor type for heavy duty. Our prices are the lowest and our terms are the most reasonable. We would be pleased to have you call at our office to have a truck chat.

GARY COAST AGENCY, Inc.

was 60 yards, which evidently is the

Australian way of figuring margins.
In the final heat the Lexington obtained the lead at the start and held

its position throughout, winning from its nearest competitor by 200 yards. The time for the initial heat was 3

minutes 32 4-5 seconds; that for the

final heat, 27 minutes 32 seconds.

A second Lexington entered in the

cirder track without any banking, and consequently it was loose going at the corners," it states, adding:

"That there were no accidents is a testimonial largely to good driving." The article upbraids the manage-

ment of the races, however, for per-

mitting spectators to encroach upon the track during the events, thus en-

dangering not only their own lives but those of the drivers, and warns

that if racing is to continue a greater effor must be made to control the

CAR BOUGHT IN 1910 STILL GO-

ING IN DAILY SERVICE.

Sturdy Auto Already Has 100,000-

Mile Record, and Looks to Be

Good for Much More.

Oakland ability to deliver transpor

tation over a long period of years is demonstrated by the Model 24, of the

vintage of 1910, which is owned by E Kretchmer, of Webster Grove, Mo.

This venerable vehicle has run close to 100,000 miles and is still in good condition and giving dally service. Persons who have ridden in it say that it gives promise of several years more of running before it lands in the "bone yard."

The discovery of this car has

The discovery of this car has started the Oakland factory officials on a hunt for the first models of their

car ever built. They have evidence that the first Oakland is now in op-eration in Norway. It certainly has traveled a long way, whether its speedometer shows the distance or

The factory is now anxious to know where models 2, 3, 4 and up to the first hundred are—whether they have

cond heat of

eager crowds.

600 TRUCK LOADS IN BARGE TRANSPORT CONTRACT.

Entire Department of New Bedford Cotton Plant Carried to Pawtucket by Motor.

One of the largest motor trucking contracts that has ever been recorded in New England has recently been completed by a Fall River trucking concern, which successfully moved from New Bedford to Pawtucket the entire equipment of the cotton variable. entire equipment of the cotton yarn finishing, conditioning, mercerizing and dyeing department of the Sharp Manufacturing company. The contract involved the transportation of 600 truck loads of machinery and other equipments over the road, and five-ton trucks were employed.

At first the company attempted to take down, load and unload the mill

quipment with its own employes,

but soon found that it was cheaper to hire the experienced riggers and loaders of the trucking contractor. The Sharp company recently bought a plant in Pawtucket and planned to concentrate its finishing and condiof tire. In my opinion, no truck should be allowed on our highways which is more than 8 feet in width and 13 feet in height."

He also advocates a maximum gross weight of vehicle and load not exceeding 800 pounds per inch of tire, as the crushing strength of concrete pavements averages 3600 pounds per square inch. That gives a factor of safety of nearly four, which is enough to take care of stresses due to impact to take care of stresses due to impact of heavy moving vehicles. He does not anticipate any trouble with regard to length of trains composed of tractors and trailers, as he believes that grades of more than five per cent limit them at present to one or two trailers hauled by a single tractor.

The recommendations as to weight

AUSTRALIA LIKES

20,000 AT AUTO RACE MEET HELD IN SYDNEY.

American Cars Take Four Events in Six, With Lexington Winner of the Main Honor.

Automobile racing is the latest Americanized sport to gain popular-ity in Australia. Twenty thousand persons witnessed a race meet recently at Sydney, Aus., according to newspaper reports from that city. The events were held over a new cinder oval measuring nine furlongs, or one and one-eighth miles. American-built cars won four of the six events in competition with several prominent European makes.

A Lexington minute-man-six, man-ufactured by the Lexington Motor company of Connersville, Ind., cared away the honors in the principa

passed to the happy hunting grounds of faithful autos or whether they are still giving service to mankind. Radiator Leaks. Radiator leaks are often very hard locate, especially when they are little ones. In these circumstances empty the radiator completely and blow smoke into it through a jewel-er's blow-pipe. This will discover

A. V. Turner of Sydney, the American entry captured the initial heat of a able you to reach places where common soldering cannot be carried out.

The winning margin, according to the Sydney Sunday Sun, the location of the leak. A little soft about three inches wide and eight inches long. This makes a convenient size for ready reference in the city and fits in the pocket.

Don't neglect necessary adjustments A convenient method of preparing and repairs until ft is too late and ocket maps for use on a tour is to you are laid up by the readside.

PERFORMANCE COUNTS

AROUND THE WORLD BY MACK TRUCK

Capt. A. E. Ritchey commanded Co. E, 5th Engineers, U. S. A., that crossed the continent with the first Motor Transport Convoy using Mack

Capt. Ritchey Says:

The Mack Bull Dogs got mixed up in something like 60-odd bridges and a great many culverts. In one day we broke up something like 16 regular bridges, and when I say we I mean the engineers who had the five Macks, and yet on the entire trip we broke but one front spring. In all my experience with motor trucks I have never seen equipment stand up under the hard use, and I might say necessary abuse, that these Macks did from North Platte to the Coast. There is not a member of the whole company but who has acquired a sort of sentimental fondness for the old Bull Dogs by reason of what they did and the way they did it.

We were all overloaded and whenever there was anything hard to do the Macks got the job. We helped everybody and received very little help ourselves. In fact we did not need it.

Give me the kind of roads that trucks should run over and I would consider it a real pleasure taking a fleet of Bull Dogs around the world.

International Mack Corp.

