

CLEANINGS OF THE AUTO WORLD

AUTO AGENCIES SEEK MORE ROOM

Covey Moves to Lower Row—Auburn People May Build Garage.

Three changes in the appearance of automobile row and also lower automobile row were announced this week. Howard M. Covey will take over the part of the Western building now occupied by the Tourist-Locomobile agency and the Auburn agency, while these two agencies will take up quarters in automobile row on Alder street. They moved to the new quarters yesterday.

The Tourist and Locomobile agencies, handled by Roy C. Wilson and Fred Gumbert, are to have the new garage just completed on the north side of Alder street, between Sixteenth and Seventeenth. They have been looking for such a garage for some time, as they were unable to take care of the cars sold from their old quarters and wanted a larger room. Their new garage will be one of the largest in the city as it will have a floor space of 150 by 70 feet.

KEATS TO SELL SOME 700 CARS

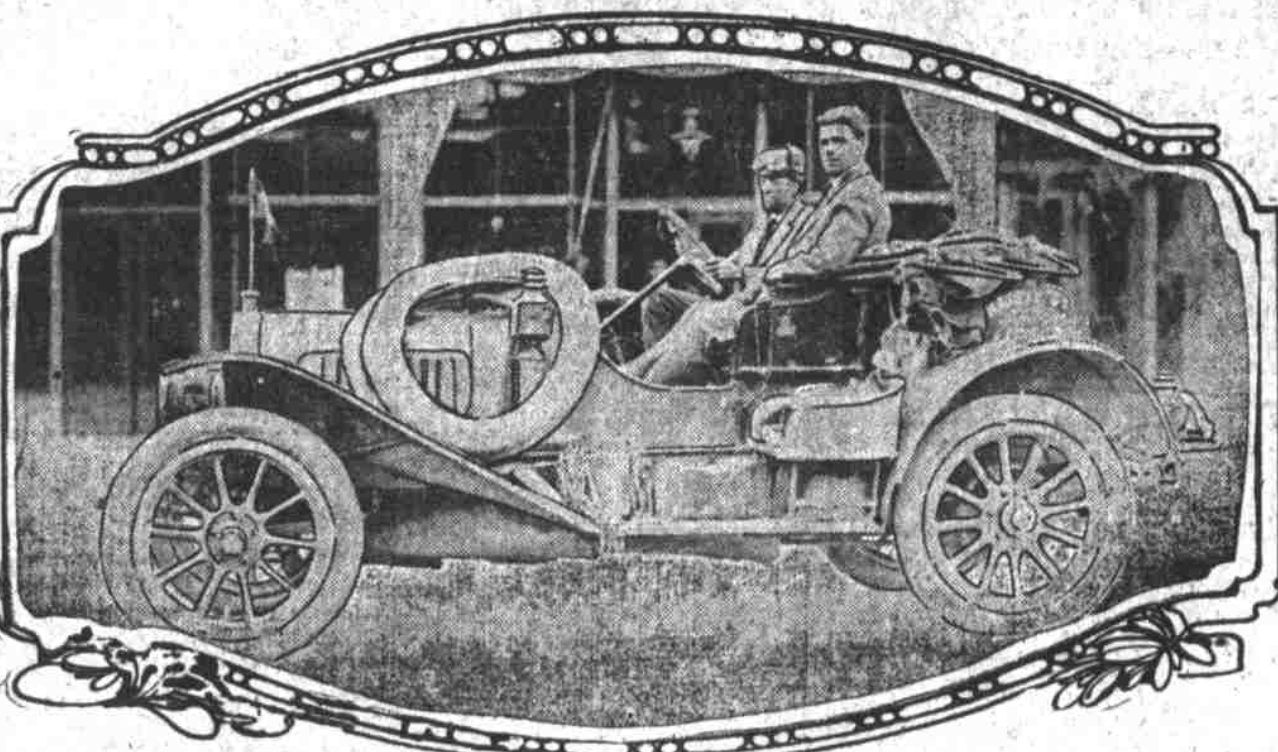
Hudson and Chalmers Have Big Orders—Small Towns Furnish Good Trade.

Harry L. Keats, owner of the H. L. Keats Auto company, returned from an extended trip through the east Thursday. He brought back with him as a result of his trip, the agency for the Hudson motor car as well as orders for deliveries for the other lines of cars that he handles.

The Hudson people make no secret of the fact now that their car is but a reduced size Chalmers-Detroit car. It is patterned along the same line as their "30" and "40" cars and will be equally as well made. With an order for 200 Hudsons, 200 Chalmers-Detroit "30" cars and 100 Chalmers-Detroit "40" cars the Keats company plans on distributing 500 cars of this make alone in the northwest.

"Conditions this year seem very much the same as they did last year at this time," said Mr. Keats. "I expect to see as many as 2000 cars distributed in Portland and vicinity during the coming

Autoists Make Exciting Trip Across the Continent



Having traveled 9100 miles in 42 days, Mr. and Mrs. I. H. Morse of Lowell, Mass., and their chauffeur, Omer Detscheneux, passed through Portland Sunday enroute for Seattle. They had a trip almost as full of exciting incidents as were the journeys made across the plains by prairie schooner in the early days of the west. They will spend a week or more in Seattle and then start overland again for their home in Lowell. They were in a Pope-Hartford runabout car.

Building their own bridges, experiencing the usual tire difficulties and getting stuck in the mud in the middle west time and again, Mr. and Mrs. Morse think they have had an experience well worth the money. They have for a month and 12 days been in the open air, enjoying themselves as they never have before, and for real converts to automobilism touring one

should listen to them tell of their trip. Much of the fun of the trip, however, has come from the little trouble which their car has caused them. Two broken springs, the result of hitting sunken culverts too fast were the extent of their trouble and machine repair bill. They have had some of the worst roads as their share of the journey of any automobile tourist and the machine has taken them all.

Once Mr. Morse had to walk 17 miles to secure mules to pull the car out of the quicksand.

During all but four miles of the trip through the east to Denver, Col., it rained. In Iowa and Nebraska they experienced a diversity of weather seldom equalled. There were cloudbursts, washouts and mud holes galore and the slowest time of the whole journey was made through this territory. After leaving Denver, however, they encountered

the best of weather and have had no trouble whatever since. One can hardly realize the difficulties which they encountered. Twice Morse and Detscheneux built their own bridges across streams before they could pass and go less than seven streams were forded.

With all this, however, the car stood up manfully and the two broken springs were the extent of the trouble it gave.

The trip was made from Lowell, which they left May 19, by way of the Berkshire hills, Albany, Buffalo, Ohio, northern Pennsylvania, Chicago, Iowa, Nebraska, Denver, Death Valley, Los Angeles, San Francisco and Portland. They stopped two weeks in Los Angeles. They will leave Seattle next week for home, taking the northern route back. Their car weighed equipped, 4750 pounds, the real weight of the car being when stripped 2870.

PORTLAND MAN INVENTS A RIM

L. E. Younie Makes Affair Amateur Can Change in Short Time.

L. E. Younie, a Portland man and a member of the firm of O'Gorman & Younie, is the inventor of a new demountable rim for automobile wheels which bids fair to be a big help to the automobile world. He has laid plans for the manufacture of them in Portland on a small scale at first and expects to sell them at a figure from 15 to 20 per cent lower than the price now quoted on such demountable rims.

Not only is the figure at which the rim can be sold less, but Mr. Younie declares for the rim that it can be adjusted by an amateur driver in less than a minute's time. It consists of two parts and is held on by three screws, which tighten very simply and two lugs. This is much of an advantage in itself in that most demountable rims require from 5 to 10 screws.

At the races held here last June, several of the racing teams using another demountable rim made changes in what was given out as 30 seconds. These men were skilled in the changing of tires and Mr. Younie thinks that with his demountable rim they should be able to make the same change in as short a time as 20 seconds.

Mr. Younie is the last man one would usually expect to see an inventor. Most

inventors usually leave one the impression of a press agent or some other such fast talking artist but Mr. Younie is a quiet, unassuming man, and until pressed was very backward about telling of his invention. Once started, however, he fully explained the value of the rim without growing too optimistic.

"I fully expect to be manufacturing my new rim extensively in a short time," said he, "and, in fact, have already taken a contract to fit the taxicabs of the Oregon Taxicab company with them at once. These rims will be made by the Portland Iron Works and in as few as a quarter of an hour they now will be able to sell at a figure from 15 to 20 per cent less than the demountable rims now being sold by other companies."

Younie has been in the gas engine manufacturing business ever since he was a boy and has been in the automobile business ever since it was started in America. He is a machinist of ability and it was this ability that led to the discovery of the new rim. He had been worrying considerably over the fact that the rim which he was selling could not be fitted to the wheels here. One morning he came to his partner, O'Gorman, with a pleased and confident smile and the simple assertion, "I've got it."

"Got what?" asked O'Gorman. "I've got a demountable rim that will be simpler, cheaper and easier to change than any other rim, and best of all I can manufacture it to fit any tire," was the answer and the inventor is confident that he can make good his assertions. It has been placed in the hands of T. J. Geisler, patent lawyer, for securing a patent and he expects to be manufacturing within a few weeks.

If the American association enters big league circles next season Indianapolis can join the Tri-Country league and Johnny Kling's semi-pro organization can take care of Kansas City.

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BIG RACE MEET FOR CALIFORNIA

High Powered Cars Speed on Old Tanforan Track September 5.

San Francisco, Cal., Aug. 1.—An automobile race for high grade, high power cars, that will test the speed and durability of the cars and the nerve and daring of the drivers to the utmost, will be run at Tanforan race track, San Francisco, Sunday, September 5. It will be an event such as the people of the Pacific coast have never seen before. It will set the pace for automobile racing on the Pacific coast, just as the Vanderbilt cup races have done on the Atlantic coast.

Arrangements for the race, which have been under way for several months, have all been completed. It will be run under the auspices of the California Motor Racing association, recently organized by a number of well known San Francisco business men, owners of high grade, high power cars, who are desirous of introducing track racing on the Pacific coast, and incidentally, to give the people of this section of the country an opportunity of witnessing speed contests between high power cars, such as are run in the east and in Europe.

The forthcoming event will be in the nature of a classic and will be run annually. It will be a race for stock cars selling for \$4000 and over, and the distance will be 300 miles. The event has been christened the "Golden West Grand Prize Motor Race," and a magnificent \$2500 trophy donated by the Hotel St. Francis of this city, will be the prize to be contested for, which will become the permanent property of the contestant winning it three times, successively or otherwise, with the same make of car.

Trophy Handsome Affair.
The trophy which is being made by Hammersmith & Co. of this city, will be one of the most unique, handsome and costly that has ever been manufactured in this city. It will soon be on exhibition at the Hotel St. Francis.

Tanforan was selected as the place in which to run the race, because of its magnificent track and accessibility to the city. It is a mile track and every foot of it is in full view of the commodious grandstands. As the people of the Pacific coast have never been given an opportunity to witness a track race between high power automobiles over such a long distance, and as the contest takes place on Sunday, it ought to prove a popular attraction and draw

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a tremendous crowd to Tanforan on September 5.
Work is preparing the track for the race will be begun at once, and no expense will be spared to put it in perfect condition. The track will be banked so as to permit of the greatest speed that the contesting cars are capable of making, with a minimum of danger to drivers and spectators.

Entry blanks for the great race will be ready in a few days. Already assurances have been given of the entry of a number of the best known high power cars on the coast, and there is a probability of a number of the greatest cars of the east being sent here to contest for the magnificent trophy. In that event, several of the eastern track racing drivers will be seen here in competition with the best drivers of the west.

Although the governing of the gasoline engine is fairly satisfactory, much room yet remains for improvement. At very light loads, throttle governing is apt to be somewhat unstable and impulse changes occur in the cylinder independent of the movement of the throttle or governing lever. To produce the best possible governing, the first thing required is certainty of the proportion of combustible mixture, and speeds and with all lands. This puts the whole thing up to the carburetor.

It is not often that a piston cracks, but it has happened and will do so again, therefore, should want of compression occur, and all the valves, etc., are present, remove the cylinder. Then scrape the deposit off the top of the piston and a crack may be found, the mystery being at once explained.

GOSSIP OF INTEREST TO TURF FOLLOWERS

Horse Review.
Lady Jones, winner of the 2:08 trot at Kalamazoo, and Mary Kent, winner of the 2:20 pace, are granddaughters of McKinney.
Three of the money winners in the 2:05 trot at Kalamazoo were bred in California. That is going some, to be sure.
Libertyville is out of the Great Western circuit.
Ester Bells, the daughter of Expresso (3), 2:13 1/2, now has a record of 2:11 1/4. Expressive was bred by the late Senator Stanford.
Sherlock Holmes, 2:08, seems to be pretty near the whole thing in the free-for-all paces in the Dakotas and Manitoba.
Baron McKinney, 2:10 1/4, is the first of the eastern get of McKinney, 2:11 1/4, to threaten sensationalism.

Observation Car Through Willamette Valley.

The Southern Pacific is now running an observation parlor car covering the daylight ride through the Willamette valley between Portland and Cottage Grove.
This car leaves Portland, southbound, on train 18, at 8:15 a. m., returning, leaves Cottage Grove, northbound, on train 18, at 4:50 p. m.
George Gardner and Walter Whitehead, a negro of Duluth, are slated for a bout at Calumet, Mich., August 17.

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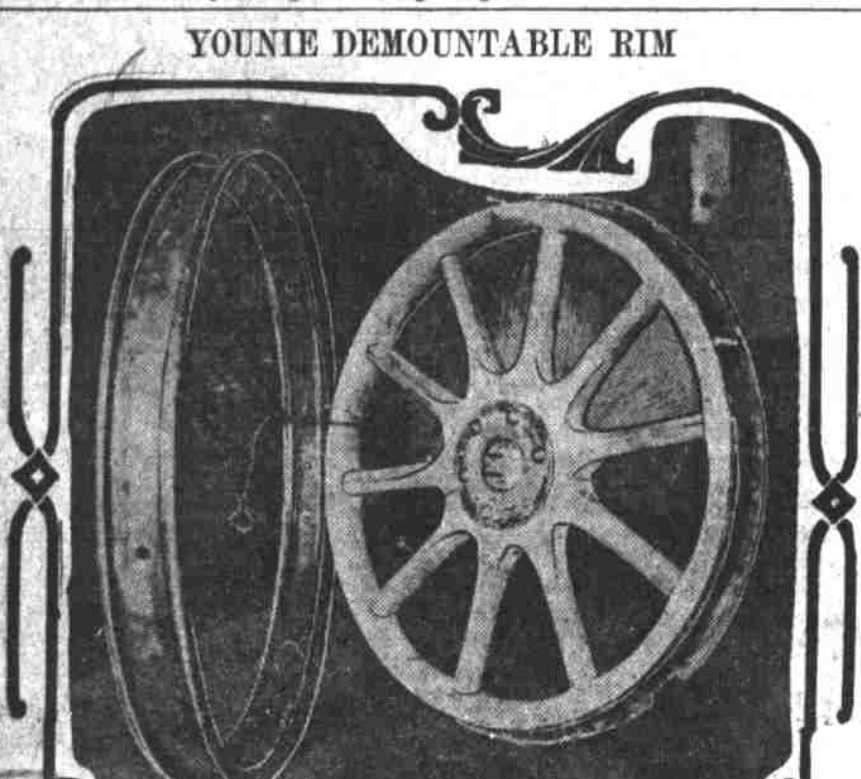
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Praises for 18-H. P. Model "G" Franklin Car

(Extract From Letter Written by Russell E. Sewall, After Returning From Seattle Trip):

"I want to say at this time that too much praise cannot be given the FRANKLIN car. I drove my new Model G. FRANKLIN and it made the round trip without a single stop for repair or tire trouble. I have now covered 2800 miles with it and the tires, barring a few little scratches, seem to be as good as new.

"There were six of us, besides considerable luggage, in the car to Seattle, which is quite a load for a little car. The grades are long and steep and in many places are very rocky. At one place, just this side of Kelso, at what is known as Carrol's Point, the road is particularly bad, the supervisors are constructing a new grade.

"Instead of beginning at a point which would not interfere with the use of the old road while completing, they start by cutting away the old road, making a steep bank of about 45 degrees, and it would seem impossible for any car to climb it. We took the children out and started up on the low gear. It made the climb beautifully and we felt more than proud of it.

"The first day of the trip we made 140 miles, consuming six gallons of gasoline, making the run for less than one cent a mile.

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