

GLEANINGS OF THE AUTO WORLD

38 STATE BODIES NOW INCLUDED IN AM. ASSOCIATION

Meeting of National Auto Association Shows That All Clubs Are Working for Better Highways.

Thirty-eight state bodies are now included in the membership of the American Automobile Association, South Carolina being the important addition made at the semi-annual meeting of the board of directors, held June 4 in New York city, at national headquarters, No. 437 Fifth avenue. Pennsylvania sent notification of an increase of five clubs; Michigan, two; New York, three; while other states reported single gains. The club total is now 381, with a grand total in excess of 41,000 members.

President Robert P. Hooper presided at the session, which gave marked evidence of the vastly increasing scope of the A. A. A., especially in reference to its good roads and touring information activities. The proposition of federal aid in roads building occupied a goodly part of the session, but the reports from various parts of the country made clear the pronounced progress of state aid in many sections. Reference was made to the famous Du Pont highway which will run the entire length of Delaware, thanks to the generosity of General T. Coleman Du Pont, a member of the Delaware Automobile Association. The Automobile club of Maryland, and the Delaware body have cooperated in marking of the road from Washington to Philadelphia.

Good Roads Lecture. Illustration of the diversified highway improvement efforts of A. A. A. clubs was afforded recently by the Benson (Minn.) Automobile club, the members of which conveyed farmers from miles around to the town for a good roads picture lecture and other entertainment. Many of the guests had never before appreciated either the value of the motor-driven vehicle or realized the importance of first class highways.

From Connecticut came news of the adoption of a law which contains no reference to miles per hour restrictions, and, furthermore, the statute grants 30 days to non residents, with the single proviso that they must have registered at home. The Maine Automobile Association announced the passage of a trunk line highway bill which will give the Pine Tree State miles of excellent roads.

Light Law Effective. The New Jersey delegates could not tell of the passage of an up to date reciprocity clause, but they were able to say that an amendment to the lights on all vehicles law now made it truly effective. The newly formed Newark Motor club will work with the Associated Automobile clubs of New Jersey in perfecting a state wide organization, which, it is predicted, will be placed in effect next winter to rid the commonwealth of its obnoxious power of attorney clause.

Pennsylvania, Vermont, Maryland and Virginia all recorded the passage of good roads legislation, while Nebraska predicted a prairie highway before long and Texas also supplied news of future millions to be expended. California is busily engaged in preparing for the expenditure of its \$18,000,000 appropriation, and both the California state bodies, one north and the other south of the Tehachapi range, are entitled to much credit in the premises.

Portland Club Working. The Louisiana Motor Federation has just completed, in the vicinity of New Orleans, the famous Chef Menteur road, while the Portland (Or.) Automobile club is assuming the burden of work requisite to the completion of the celebrated Mount Hood highway.

The Wisconsin and Minnesota state associations have scheduled reliability tours which promise to give impetus to highway improvement. Arizona and New Mexico, celebrating their forthcoming entry into statehood, intend to enter upon a vigorous building of roads. Missouri is preparing for highway advancement, and the Inter-mountain states of Idaho, Wyoming, Utah, Montana and Nevada are thoroughly interested in the subject. Colorado is employing its convicts, and many other states are doing the same, with Georgia leading all in this regard. The American Automobile Association has some extensive plans in connection with good roads work which President Hooper will soon announce.

LITTLE BRUSH WINS COMMERCIAL CONTEST

The first important commercial car contest to be held on the Pacific coast ended on May 26, in Los Angeles, with a victory for the Brush delivery car entered and driven by Y. R. Delalle. In competition against practically all of the light delivery commercial cars that have been introduced in that territory and handicapped by an overload which amounted to almost 50 per cent, Mr. Delalle finished the run with a decided advantage over his competitors.

The contest was described as the hardest run ever encountered by the majority of contestants. The Brush winner was a car of 600 pounds capacity, selling for \$650. This is a type of motor delivery wagon which has made a strong appeal everywhere to merchants and traders who have numerous light packages to be delivered over wide areas.

FRANKLIN TRUCK DOES SERVICE AS PICNIC CAR

Guy Irwin of Los Angeles has blazed the way for what perhaps may prove to be one of the most popular forms of picnicking. Taking a Franklin one ton truck with stake platform body, loading

When in Hillsboro Stop at the Den of Sweets The "Sweetland" of Our Town.

Driver Twice Hero Under Like Conditions



Harry Knight.

Indianapolis, Ind., June 17.—When the multitude of spectators on Memorial Day at the 500 mile race saw a human form drop from the mechanical seat of Jagersburger's Case car, roll under the rear wheels and then get up dazed only to be confronted with the sight of onrushing speed demons, no one knew that youthful Harry Knight, who was to be the savior of the young mechanic's life was going to repeat what had occurred once before in his brief racing career.

For this same Knight on the day before the Fairmount Park races in Philadelphia last year was confronted with a situation identical to that which developed at the greatest automobile race in the country held here Memorial Day in Philadelphia during the trials, the driver of the Mercer car in rounding a turn, threw a mechanic out of his seat into the path of young Knight's car. Knight saved this man's life by turning his car from the race course through a fence clear into a field.

Ready to Make Time. At Indianapolis, driving one of the prettiest races that has been witnessed in many a time, having gone 250 miles, 250 of which were without a tire change, making a record for such an event and then holding by a good margin a position near the top, Knight was coming down the stretch in his powerful Westcott racing car at the rate of 86 miles an hour.

This hero, despite his 21 years and short experience in racing circles, was just getting warmed up to the possibilities that he had in the barking Westcott with the biggest motor that the Rutenbur Engine works had ever built. He was coming down the grand-

stand stretch. Knight had told his youthful mechanic, John T. Glover, to "open the air," he intended to see what was in the car. "For," as he explains it "I had not as yet really opened the Westcott." Jagersburger's Case car broke a steering knuckle. The car had just left the pit area for a miraculous escape from injury. C. L. Anderson, Jagersburger's mechanic, leaped from the car, he says, in an effort to try to get to the back wheels to stop the car now beyond control of his driver.

Saw Death Near. Knight saw the car pull from the pit. He remembered that he had passed two cars on the back stretch. Glover had just told him they were close behind him. Knight saw a cloud of smoke, then dust. He knew something was wrong. When 20 feet from Anderson he saw the human form on the track. A head bobbing in the air first caught Knight's vision. He at once knew there was nothing for him to do but to sacrifice the greatest chance of his racing career in an effort to save human life. To think with Knight was to act. He locked the rear wheels of his car for a skid to the pits.

Knight said that the Fairmount Park incident loomed into his mind and his only thought was to successfully strike the pits without injuring anyone. It has now developed that both Knight and Glover were sailing from the race track to the pits, both with prayers on their lips. Neither expected to leave the course alive.

The Westcott car swerved from the course, struck Herb Lytle's Apperson and wrecked a Fiat. Knight's car was a mass of junk.

Both the return journey and the trip out were made without trouble. This form of outing proved so popular that motor truck picnics may become numerous.

Improving Streets. (Special Dispatch to The Journal.) The Dalles, Or., June 17.—Extensive street improvements are being made here in the residence districts. Streets which are unused on account of rocks will be opened and graded.

The truck is equipped with pneumatic tires, a wood chassis frame and an easy riding spring suspension which permits speed without jolting. The drive is about 15 miles and was made in one hour and a half. Lunch was spread on the broad veranda of the mountain house of John Franklin Perry, whose

guests the party were. The house overlooks the valley and plain. In the afternoon ferns and wild flowers were gathered on the mountain rim after which the party started for home.

More Doctors and Mercantile Establishments in Portland Using Maxwells Than Any Other One Make of Automobile.

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DIAMOND TIRE HAS GONE 9776 MILES

It is in Good Condition Still—Lack of Inflation Causes Tire Troubles.

The Diamond Rubber company has on exhibition in its window a 36x4 1/2 Diamond tire which has gone 9776 miles on a Pierce-Arrow semi-limousine car which was driven by C. H. Little. The tire still looks good for many more

miles, notwithstanding the fact that it has had several trips into the country and seen some pretty rough service. The above mileage goes to prove what tire service can be had from Diamond tires when same are kept sufficiently inflated and driven intelligently.

Seventy-five per cent of the tire troubles are due entirely to insufficient inflation. The tire, to give service, should be kept pumped to its full capacity, and in order to do this, it is necessary to put air in at least every three days. This is not a difficult matter to do, as all tire concerns and most garages are equipped with compressed air so that the tires can be inflated with practically no exertion on the part of the owner or driver. To get best results from a tire, it should be kept up to a pressure corresponding to the cross section in inches multiplied by 18. Thus, a four inch tire would take 72 pounds and a three and one half inch tire, 63 pounds.

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