

LOCAL CYCLISTS MAY HAVE TO COMPETE WITH OUTSIDE TALENT

Easy Time in New Years Races Need Not Be Expected; Rules, Penalties.

The second annual endurance run to be held New Year's day by the Portland Motorcycle club is attracting much attention among motorcycle owners of the entire northwest. It is rumored that the Portland riders will have to compete with riders from other cities along the Pacific coast that have gained reputations in their particular neighborhoods and that the local riders will not have an easy time capturing all of the prizes.

Below are the rules and penalties under which the 15 hour grind will be staged.

Rules for Contest.
This run will be for a period of 15 hours, the start from Broadway and Pine streets on Thursday at midnight, December 31, 1914.

A schedule of 14 miles per hour from Broadway and Pine streets to Eight-second and Sandy boulevard, and 25 miles per hour from there around the loop to Sandy boulevard (this loop must be made 12 times); 14 miles per hour from Eight-second and Powell Valley to finish, Journal Building, Broadway and Yamhill.

Riders will leave at one minute intervals. Riders will be present at the examination, and if any part of the machine is missing, he can report it to the referee, who will make a note of same, so that the rider will not be penalized for the missing part at the end of the run. No work will be permitted on the machines at checking stations or while they are stored.

The cash prize will be divided among perfect score winners, or in case of same, to the rider with the highest score, and second prize to next highest. Perfect score winners are to have first choice at the merchandise prizes and the next highest score winners in rotation, according to the number of prizes.

Trophy will go to dealer that represents the make of machine that makes the highest average score, to be held by him until the next annual endurance run, and be put up at that time. All perfect score riders' names to be engraved on trophy.

Penalties Prescribed.
Conviction of violation of speed limit. Disqualification.
Cutting corners. Disqualification.
Muffler to be closed at all times. If found or caught open: Disqualification.

The following parts of machines will be sealed: Forks to handlebars to prevent removal of either; mufflers to prevent removal of either; mufflers to prevent removal of either; mufflers to prevent removal of either.

All machines must be fully equipped—mudguards, muffler, footboards and chain drive (if regularly sold with the machine). Luggage carrier, and chain drive must be removed.

A leeway of two minutes early and three minutes late into checking stations, will be allowed.

For being late over time allowance, 1 point for each minute up to 30; for each minute over 30, 2 points. For each minute early, over time allowance, 1 point.

There will be no penalties for broken pedals, cranks or footboards, or for bent parts, with the exception of the following: bent frame, 50 points; bent fork, 25 points.

There will be penalties for loose screws or parts as follows: loose frame, 20 points; loose fork, 10 points; loose leaf type fork spring, 10 points for each leaf; 25 points if complete spring is broken.

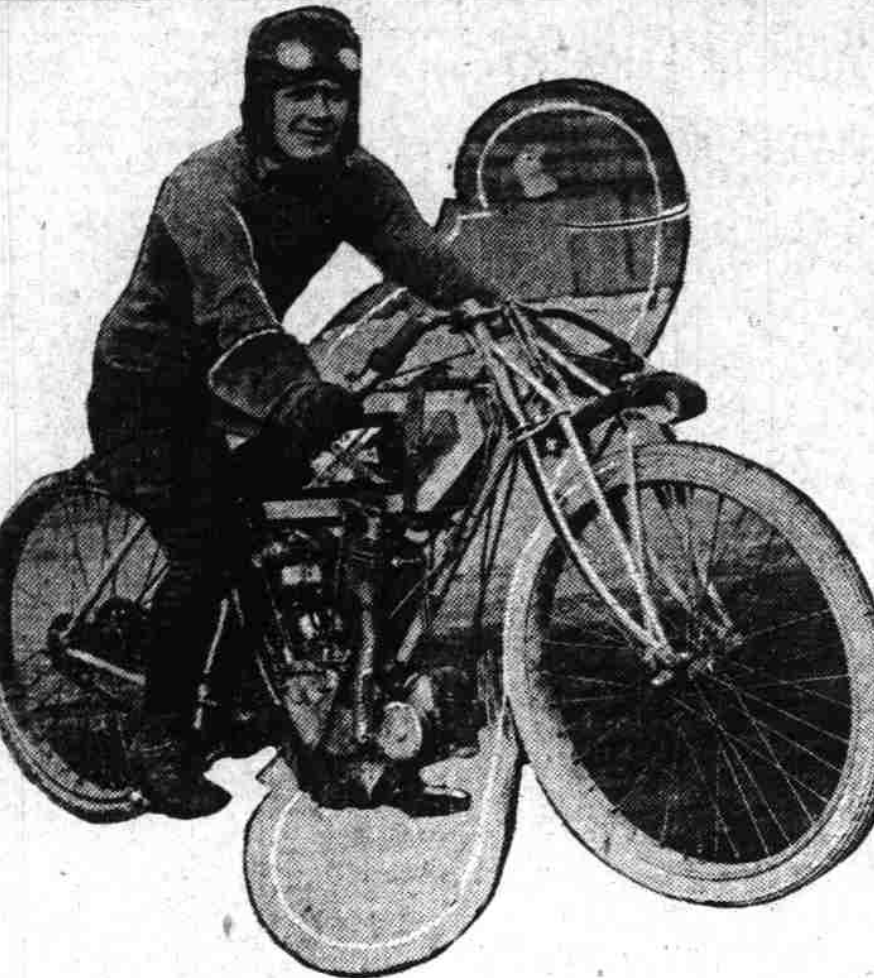
Broken coil springs in forks are broken type, 35 points. These penalties will be applied to broken springs in fork frames of both types. For broken frame stem, 35 points; broken mud guard brace, 10 points; missing nut or bolt from mud guard unit, 1 point each.

All controls must be in full working order, 15 points being deducted for each out of order. Broken or missing exhaust pipes, 15 points; broken or missing gland nut on same, 10 points. For each nut or bolt missing from motor unit, 2 points. Broken oil or gas pipes, 20 points. Cracked or broken frame, 100 points; cracked or broken forks, 50 points; broken clutch and brake controls, 10 points; leaking gas or oil tank, 20 points. Miscellaneous nuts, bolts or screws not mentioned above, 2 points each. For each broken spoke, 2 points.

Two cylinder motors must be firing on both cylinders; failure to do so, 40 points. (Spark plug and carburetor trouble, excepted, this applying only to mechanical breakages.)

For changing complete units (sealed

ONE OF CRACK RIDERS WHO WILL ENTER RACES



Roy G. Thompson and "Excelsior" machine.

parts), instant disqualification. Two-speed gears must be in intact working order; failure to perform properly, points will be deducted as follows: Low or high gear stripped, 75 points; failure of shifting mechanism to work, 50 points.

PARTY GOES THROUGH SIXTEEN STATES IN CROSS COUNTRY TRIP

Southern Route Taken in Going from Vancouver, B. C. to North Carolina.

On April 28 Mr. and Mrs. W. M. Snipes and son Ralph, left Vancouver, B. C. passing through Seattle to Portland where they have two daughters living. Mrs. W. H. Ham of 236 East Forty-ninth street, and Mrs. H. J. Durand of 1101 1/2 Belmont street, and then to Salem to visit friends there.

After a period of four weeks they left Portland, May 26, on their long journey across the continent. Their course took them through western Oregon and California to Sacramento and San Francisco. From the Bay city they traveled via Los Angeles across the Great American desert.

The Grand Canyon in Arizona, Santa Fe, Albuquerque, Topeka, Kansas City, St. Louis, Springfield, Indianapolis and Louisville were visited in turn. While in Kentucky they took in the famous Mammoth caves. Then they went down to Nashville and Chattanooga, to Atlanta and Greenville and from there to Charlotte, N. C., where they struck their native state.

While in North Carolina they spent several months visiting relatives and friends, at Winston-Salem, N. C., their old home, and at Statesville, Greensboro and Reidsville where Mr. Snipes' place of business and property is.

Mr. and Mrs. Snipes had a wonderful trip and can talk for hours of their experiences on the way home. Three of the most interesting things they secured on their tour were a dog named Teddy, petrified wood from the Petrified Forest and about 200 pictures taken in the 16 states through which they passed.

The car was on the road a period of about 60 or 65 days and covered a distance of about 6000 miles. The car besides the necessary baggage contained a tent for camping out at night. The party occasionally did this stunt though most stops were made at

hotels. They had to use the tent in crossing the Great American desert, for it is a stretch of 200 miles and not a living being on it.

Americans Give Red Cross Cars

Machines Are Equipped as Military Ambulances and Are in Daily Service in Flanders.

Five Packard cars equipped as military ambulances are in daily service between the firing line in Flanders and the Red Cross establishments which serve as intermediate relief stations between the field hospitals and the military bases.

The cars are operated under the immediate control of the military authorities and are succoring the wounded of both sides. They were donated for Red Cross purposes by the Packard company of Paris. The manager of this company is R. N. Goode, who arrived in Detroit this week from the French capital.

"Paris is reacting more normally than London from the first great strain of the war," said Mr. Goode. "There is a total absence of dire predictions and of municipal apprehension. The Zeppelin bogies is a stranger there, not because the people are made of sterner stuff or that they do not fully estimate the skill of the Kaiser's air men, but because they are Frenchmen and less cautious perhaps than their stolid cousins."

"All of the French drivers from the Packard branch are in the service. Jules Faron, one of my best men, was killed by German rifle fire while acting as chauffeur for a British officer along the line of battle."

The first eight cylinder Cadillac to be used in private use in Oregon was delivered to J. D. Farrell, president of the O-W. R. & N. railroad, last week, by the Covey Motor Car Co. This delivery marks the introduction to Oregon of a new good roads booster of the highest type.

Mr. Farrell had been waiting for his machine some time. It was his intention to take a long tour through California as soon as the machine was received, but it is now understood that the trip has been postponed until some time after the first of the year.

The average individual's knowledge of storage batteries and their care is very limited and he is, therefore, usually unreliable as to the condition of the battery as well as on the battery maker. As a rule, he considers a lighting and starting system as a unit and classes the storage battery with the mechanical parts of the system, i. e. the starting motor, generator, etc. He does not consider that the storage battery is an electro-chemical apparatus in which the active parts gradually wear down, and that its life must necessarily be shorter than that of the mechanical parts. The storage battery may properly

be classed with tires, which the motorist understands thoroughly. He knows the pneumatic tire is necessary for safety and easy riding and accepts its frailties as a matter of course. He knows the tire is liable to damage by punctures, cuts and stone bruises. He knows it will wear out within a limited time, but he has learned by education and experience to cheerfully accept tire troubles, and is agreeably surprised if they are few. By doing certain things, he knows that a large part of his tire trouble may be avoided. The same is true of storage batteries.

Batteries and Tires Compared.
With a desire to fully impress upon the motorist the necessity of giving his storage battery a reasonable amount of attention, just as he does his tires, and to indicate the points of similarity in the treatment of them, we call particular attention to the following comparisons:

Tires must be kept filled with air. Batteries must be kept filled with water and electric current. If a tire is run with 50 pounds of air pressure when it should have 80 pounds there will be a complaint from the tire some day "the tire lets go." The tire man says it is "rim cut" and ruined long before its time because of the owner's negligence.

If a battery is used month after month without being kept properly filled or ever more than three-quarters full, it is liable to "go" just as the tire is. It also causes broken jars in the battery. Trouble of this kind will cause the battery to "go" in a very short time. If the battery is not kept properly filled, it will not do. A broken jar is equivalent to a puncture or blowout.

Deteriorates From Start.
A tire begins to "wear out" immediately after it is made. Every motorist knows that rubber becomes brittle and loses its life whether used or not. Old stock is considered "seconds." A battery also begins to "wear out" as soon as made, whether in use or not. Deterioration in an unused battery is, however, much less than in one that has been used for three months if kept properly filled and charged. When it needs only small repairs, the owner frequently asks the dealer or manufacturer to exchange a new battery for the old one, saying he "will pay the difference." A second hand battery is no more salable than a second hand tire, though it might be good for long service after being repaired.

Tires are guaranteed against defective material or workmanship. Batteries are guaranteed in the same manner, but not to give service if neglected or abused. Not one broken jar or short circuit out of 5000 is the result of defect and the owner should pay for necessary battery repairs just as cheerfully as he pays for his tire repairs.

There is no reason why the dealer or manufacturer should furnish another battery for use while repairs are being made, any more than a tire should be furnished under the same circumstances. Many dealers keep extra batteries to loan but customers should be willing to pay a reasonable charge for such service.

Average Knowledge Is Limited.
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Ignorance or Inexperience Is Largely Responsible for Neglect.
The question of storage batteries for automobiles is fast becoming as important a feature of the equipment as the tires upon which the machine runs.

For the past week C. S. Harper, Pacific coast manager of the Willard Storage Battery company, has been in Portland, educating the battery owners in the proper maintenance of their equipment and establishing a service station. Mr. Harper has made arrangements with the firm of Chas. L. & Lyon to take care of their interests on the Pacific coast, and the Portland branch of that concern will look after this territory.

In an interview with a Journal representative, Mr. Harper had the following to say regarding the storage battery equipment:

Proper Charging Needed.
The most frequent complaint heard of storage batteries is that they will not hold the charge. When the battery is examined by an experienced battery man, the owner is almost invariably told, "All you very much need is proper charging." The owner could, in most cases, by inserting an ammeter in the charging circuit to ascertain how much current was going into the battery at 15 miles per hour, but this is not a very convenient. At this car speed, the machine should at least generate the lamp.

Ignorance of the characteristics of storage batteries is responsible for their universal neglect, and nobody worries until the battery "will not hold the charge." This condition is usually caused by neglecting to charge the battery, resulting from a variety of causes. In certain cases the battery is neglected without charging, and when received with new cars many dealers do not understand the importance of recharging them. They may also remain in cars on the show room floor and be subjected to the action of the starter without running the motor and charging generator long enough to replenish the battery with an appreciable amount of current.

Demand Should Be Considered.
In some instances batteries that have been used for one or two months are delivered to the purchaser without being recharged, while even such absolute neglect of the battery may give service for a few weeks. It is only a short time until the owner complains that his battery "will not hold the charge."

This undercharged condition can also be produced by other causes. Possibly the generator is out of order and fails to deliver current, or a ground in the circuit may prevent the current from reaching the battery. The service demanded from a lighting and starting system may be abnormal. For example, you may drive short distances and make many stops. In this case the demand on the battery for starting is heavy, while the generator is not run long enough or fast enough to replace more than a small part of the current used.

The same condition may result from using the car largely at night, when the lamp demand is heavy, while the mileage and speed are not sufficient to replenish the battery. In other cases, there is a constant discharge when the car is not used, and at the end of a week or ten days, the battery is nearly exhausted. Under such circumstances, the current furnished by the generator is not sufficient to supply every-day needs and at the same time build the battery up to its maximum state of charge.

Accidents Can Be Avoided.
Thoughtlessness is the greatest fault of the automobile driver, especially in the matter of obeying traffic courtesy. The traffic ordinance requires drivers turning to the left at the intersection of two streets to drive beyond the center of the intersecting street and turn square to the left.

The great majority of drivers observe this requirement when there is another vehicle approaching from the opposite direction, or in case of a traffic officer being on duty at the crossing, but otherwise they cut the center of the street.

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IMPROPER CHARGING IS GENERALLY CAUSE OF BATTERY TROUBLE

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A driver seldom forgets to properly adjust his spark and throttle control before attempting to start his machine; so why should he be so unthinking and hoggish in traffic regulations. Some drivers, however, seem to think they are the only ones on the street with any privileges, and act accordingly. Those are the drivers that the police should demand the letter of the law from, and it would only be a short time until the streets of Portland would be safe for every one.

Condition Is Changed.
Of course such a condition affected even the most prosperous, to an extent. The mere fact that hundreds, and sometimes thousands, of cars were thrown out of the market at sacrifice prices, seriously upset business in former years. For I am sorry to record that not a few buyers appreciated the difference between a car with a factory and a growling concern back of it, and one that had neither. Nor did they stop to consider, apparently, that that very cause of the failure was, in most cases, a product that could not stand up against competition.

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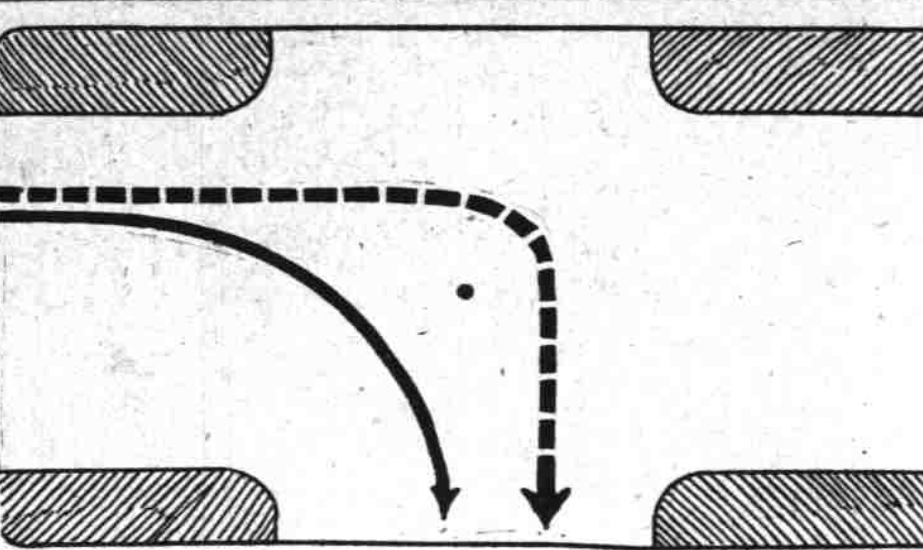
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While the western and Pacific coast sections will appeal strongly to the easterner—for Yellowstone, Glacier, Snoqualmie, Columbia River, Crater Lake, Yosemite and Grand Canyon are names with which to compare the wonderful highway development in the east will command processions of motor car tourists in all parts of the diversified eastern states. And one who years ago successfully took Horace Greely's advice of "Go west, young man" is now an automobile owner, and the possession of an interstate vehicle causes him to yearn for a look at the old town and old farm on the hill.

The Pacific coast is now ready to supply a surprising highway system to its visitors, and one hesitates to tell them too much about what has been accomplished since the west began spending upwards of a hundred million dollars on its arteries of communication. Go where you will, and there will be found evidence of roads building to meet the internal needs of the state, from agricultural and scenic and health standpoints. For in these days it is recognized that all sections must be given attention because all contribute to the sum total.

Journal Want Ads bring results.

ACCIDENTS CAN BE AVOIDED



Right and wrong way to turn corner of street intersection; dotted line shows proper course for car.

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AUTO SALES RECORD SHOWS INDUSTRY IN FLOURISHING STATE

Shortage of Cars for 1915 Season Predicted by R. C. Rueschaw, Sales Manager.

R. C. Rueschaw, salesmanager of the Reo, is authority for the statement that never before in its history has the automobile industry generally been in so healthy a condition as at this moment.

"November," says Mr. Rueschaw, "has always been looked upon in the industry as 'clean up' month. The busy summer season over, the 'lame ducks' (meaning the financially weak and generally unfit) would in the past have been pastured in the pastures of failure. And persons not familiar with the insides and the reasons why used to think the whole automobile business was on the way to the bow-wows."

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INVESTMENT IN AUTO PAYS OWNER AT RATE OF 33 PER CENT YEAR

Eight Tenths of Cars Used in Business; Astonishing Figures on Time Saved.

One of the leading newspapers of the country recently made the editorial statement that the average physician with a scattered practice saves time worth \$10 each day he uses his automobile.

The writer goes to prove that the motorists having great financial interests will show an average saving far higher than the professional man but, for the sake of argument, credit us an average saving of \$1 a day—in time—to the 1,500,000 cars now in use. This means that more than \$1,500,000,000 will thus be saved to Americans during the present year.

Astonishing figures, but who will venture to dispute them? What car owner in Portland will deny that time is worth so little that his car doesn't save one dollar's worth of it a day, no matter how little he rides?

Estimated Savings per Cent.
In carrying this line of thought to its logical conclusion, the writer points out that on the estimated investment in American automobiles of \$1,500,000,000 a return of 33 per cent is shown. And he asks, "What other investment of this magnitude gives such a return?"

One company recently made careful inquiry to learn what percentage of its cars were used to a material extent in the owners' businesses. It was learned that 83 per cent were thus employed, and most of the remaining 19 per cent were admittedly used to carry their owners to and from business.

Any energetic and ambitious man who realizes the sound truth of Bulwer Lytton's maxim that "time is money," and who appraises his work and assesses his efficiency accordingly, ought to make a car pay for itself in at least three years' time.

How much more than this saving of time—worth so much money—the automobile means to modern civilization is incalculable. It increases the value of prosperity by annihilating distance, it saves time, it increases the preservation of health, and it employs directly and indirectly, a tremendous army of workers.

Army of Workers Employed.
There are 400 automobile manufacturers in this country, employing hundreds of thousands of men, mostly skilled mechanics. There are upwards of 15,000 tool and die makers, and 2000 to 4000 garages who do not sell cars. There are hundreds of makers of automobile accessories representing thousands upon thousands of workers. The metal, lumber, leather, glass, rubber, oil and other industries owe a very large share of their prosperity to the automobile. In New York state alone there are 60,000 chauffeurs.

The modern automobile is decidedly not a luxury—it is a necessity. It is a necessity to business as business is carried on today, and will be even a greater necessity to business as business will be carried on in the future.

A Light Car-- Not a Little Car

The Mitchell Light Tour must not be confused with the many little cars selling near its price. The new Mitchell is a light car but safety is not sacrificed to light weight. Neither is its beauty marred to