

RUN MADE FROM TILLAMOOK FAST

J. C. Hess Negotiates 116 Miles
in Five and Quarter Hours;
Good Gasoline Average.

J. C. Hess, shop superintendent for the Manley Auto company, piloted a Grant Six over the route to Tillamook last Sunday in five hours and 15 minutes, a distance of 116 miles, averaging 20.5 miles to the gallon over the roads to the sea city. Hess found most of the route in fair shape and from Tillamook made the rounds of Bay City, Garibaldi and Rockaway before returning home.

"There are only two detours on the Portland-Tillamook trip at the present time," said Hess. "A three-mile stretch just beyond Willamina must be detoured and there is a temporary circuit of about a mile just this side of McMinnville."

"They are building a new road between Willamina and Grand Ronde, but it is not yet open for travel. There is some new pavement near the town of Beaver but aside from this stretch no pavement greets the motorist except the highway at either end—the 25 miles of pavement from Portland to Newberg and the final 10 miles of hard surface leading into the city of Tillamook."

"Our route carried us through Newberg, McMinnville, Sheridan, Willamina, Grand Ronde, Hebo, Beaver and Tillamook."

The Week's Dust

Last week we heard that o'er the seas
An auto market's calling—
The foreign chase cannot appease
Demand—their stock is falling;
They're buying gobs
Of Yankee "jobs."

There's room for tire and auto;
In British life
And down the Nile
They're "Tank Stuff" for their motto.

On Mount Hood slopes the Ad club found
There's room for tourist shelter:
So rugged hills and depths profound
Will draw them hither-sither.
Folks think at least
The highway exit
Should go to Walla Walla;
They say the grade
Is ready-made.

Hard surface is to follow.
In pavement work on city street
Our town's known o'er the nation;
Our place is sixth—this herald to beat,
And worth consideration.
The Elgin race
Comes on apace.

And drivers all are signing.
Our gas supplies
Are on the rise;
There's hardly need for pinning.

Sam Koser has his pen in hand—
Your license should be coming;
Peruse the law or reprimand
In court will set things humming;
Don't fail to sign
The bottom line—
The cop may be sarcastic;
The traffic law,
You'll note with awe,
Is strangely insouciant.

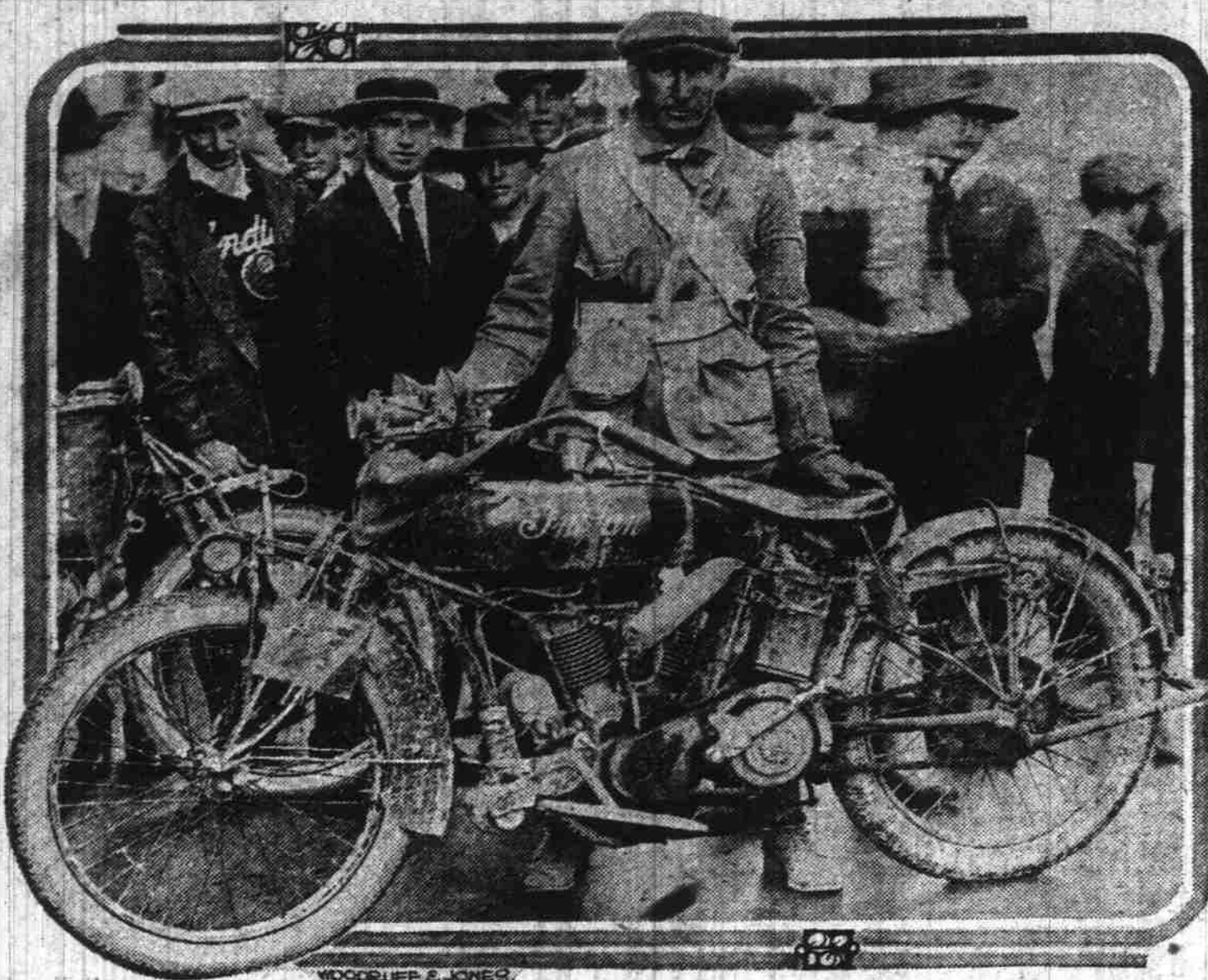
This year the truck is moving wheat
For farmers' convenience;
Some think that this is quite a feat
For such a non-essential.

On every farm
The motor runs
Is speeding up production;
'Twill out the horse,
And then, of course,
There'll be a price reduction.

Vacation's close is drawing near
And sunburn's on our noses;
Most people miss the cooling beer
That used to cause such poses.

In touring car
From near and far
By tourists we're petitioned;
They say our climate
Is quite sublime;
And this will be sufficient.

ONE RIDER FINISHES WITH PERFECT SCORE



Only man on the prize list who came in from the long endurance run with a perfect score. Ed Carlson is his name, and the machine is an Indian. Carlson registered perfect at all checking stations and takes the Rose City cup and the M. & A. T. medal. He is considered to have made a remarkable showing under the stringent rules governing the run of this year.

'Per Cent' Grade Is Easy to Understand

The meaning of the expression "per cent grade" is not clear to a great many. It's simple enough when once understood, but seems to be puzzling to those you hear someone say that his car can

who have never been informed. When make a 20 per cent grade, for instance, you know that he means that it will go up a hill or incline that has a vertical rise of one foot for every five feet of level forward motion. If the base line of a hill is one mile long, or 5280 feet, then its vertical height at the end of the mile is 1056 feet, at 20 per cent of the base length. The distance from which the percentage is figured is not the actual distance the car travels in going

up the hill, but is the length of the hill's base line.

Factory Representative Visits

J. W. Bayard, western sales manager for the United States Motor Truck company of Cincinnati, Ohio, was a Portland visitor last week. Bayard is a direct representative of the factory and is in the territory to investigate sales possibilities for his line of motor vehicles.

RELIABILITY TEST IS BIG SUCCESS

The great reliability test for motorcycles, not to mention the mental and physical strain upon the riders, was completed last Sunday when 11 riders of 32 finished at The Journal building, completing 1040 miles of

grinding over all kinds of roads throughout the states of Oregon and Washington, and under rules that were far more difficult than those governing the last run held under the auspices of the Rose City Motorcycle club.

Ed Carlson, piloting an Indian, was the high man for the event, tying with Wells Bennett, who, because of his standing as a complimentary entry, was not within the money. Bennett bestrode an Excelsior.

case of one rider who went through a tollgate, and too much speed on doubtful stretches of highway.

The worst roads were found between the John Day ferry and Pendleton around Pasco, where there are acres of sand. Hard going in some places was also reported between Seattle and Portland, where highway construction causes considerable detouring. Numerous detours were found all along the route.

The official scores as given out by C. E. B. Clement at the meeting of the Rose City Motorcycle club last Tuesday night were: Ed Carlson, Indian, 1000; Ray Smith, Henderson, 992; Walt Hadfield, Harley-Davidson, 975; C. F. Brulichi, Harley-Davidson sidecar, 921; Bob New-

man, Indian, 897; Ed Christensen, Indian, 883; Ted Gilbert, Harley-Davidson, 850; Fred Gilbert, Harley-Davidson, 873; Joe Renard, Indian, 637; E. Newman, Harley-Davidson, 299; Wells Bennett, not in prize list, 1000.

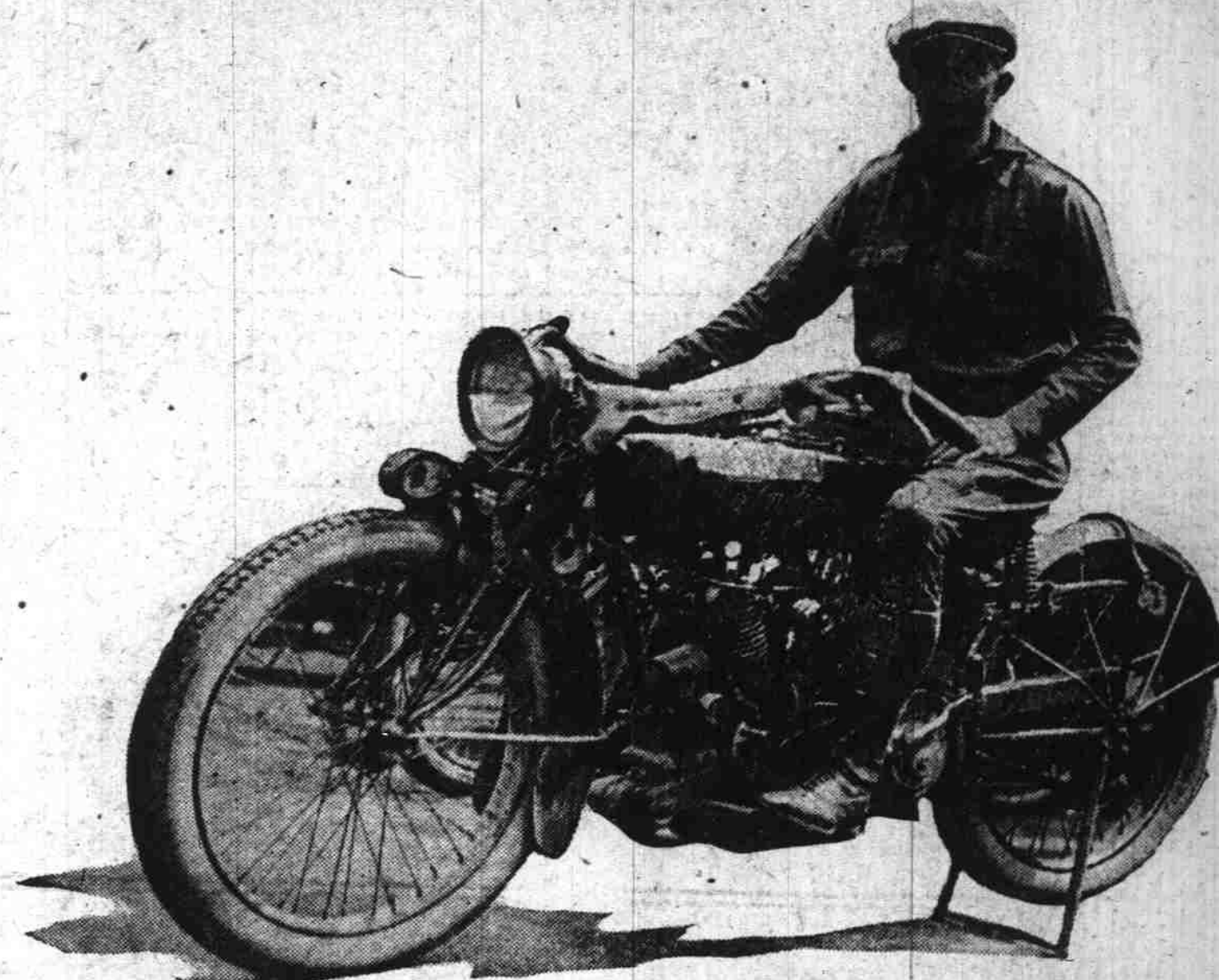
The score of 1000 indicates a perfect showing for the machine in best condition at the end of the race go to Bob Newman first and E. Newman second.

APOLOGY

"I'm sorry, sir," said the filling station highwayman, "but the gas is exhausted."

"Just what I've been expecting," said Mr. Gasbrook, grumpily. "The stuff's been weak for some months now."

Indian Wins Again!



Bob Newman astride the Indian with which he won The Journal Trophy

Indian Wins Journal Trophy for Motorcycle Finishing in Most Perfect Condition in Spokane-Seattle-Portland Endurance Run

Bob Newman, riding an Indian Motorcycle, won highest honors in the Spokane-Seattle-Portland endurance run held last week under auspices of the Rose City Motorcycle Club of Portland with M. and A. T. A. ruling.

Entered in a field of 32 starters, comprising every make of motorcycle represented on the Coast, Newman piloted the Indian to victory, clearly demonstrating its superior construction. Over the 1050 miles, including some of the roughest roads imaginable, the Indian held the road, completing the run in excellent condition throughout, after the severe test. The decision of the judges was unanimous.

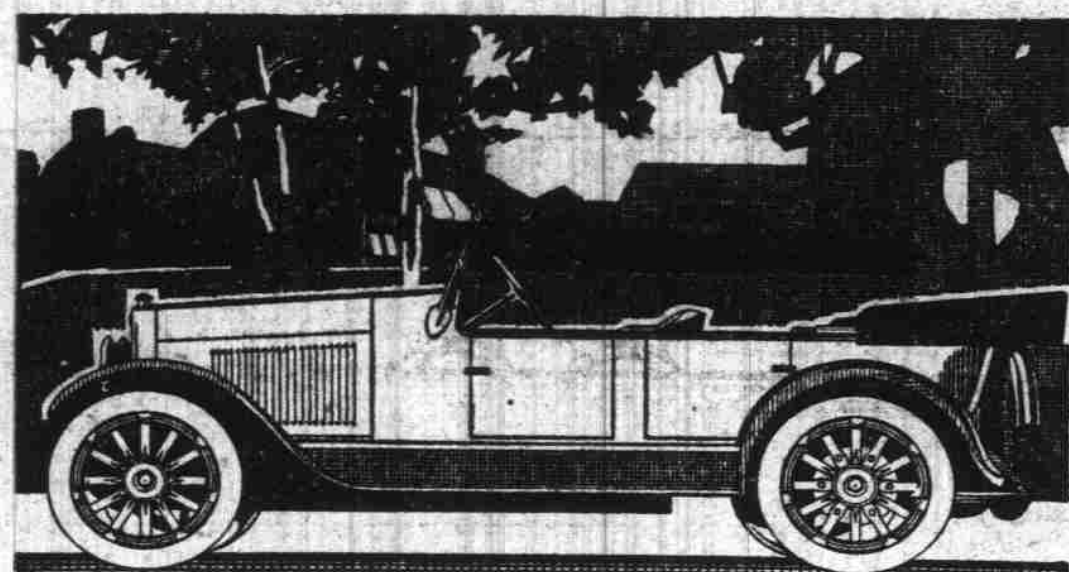
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PRACTICALLY CARBON EXEMPT

ANYONE who drives a Chalmers, among other delights which his car provides, finds it practically carbon exempt.

The usual troubles of frequent carbon deposits and frequently fouled spark plugs are absent in a Chalmers.

Engineers say that such troubles are due largely to the increased amount of heavy fuel fractions in the fuel you buy today.

The fuel in most cars is not sufficiently "broken up" before it reaches the cylinders and hence raw particles of gasoline coming in contact with the valves and spark plugs leave carbon deposits.

Hot Spot and Ram's horn

eliminate practically all of such troubles.

The action of the raw fuel upon striking Hot Spot is like a drop of water falling on the top of a hot stove. A little white cloud of vapor is formed.

Ram's horn rushes the "vapor cloud" at a speed of 100 miles an hour through "easy air bends" to the cylinders and the charge is converted into power.

Little comes out of the exhaust in waste. Little remains to foul the spark plugs and carbonize the valves.

This is but one of the many reasons why Chalmers is now so universally regarded as one of the few great cars of the world.



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A Word About Willard

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Willard Batteries with Threaded Rubber Insulation have been selected by 136 manufacturers of cars and trucks.

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Announcement—



Our New Home, Twelfth and Everett Sts.

We wish to announce we are now occupying our new home at Twelfth and Everett Sts., where we have in operation a most complete automobile sheet metal repair and body works.

The most modern equipment available for producing a higher grade of workmanship has been secured, and with experts in charge of each department, we are guaranteeing satisfaction to our patrons.

This is your invitation to inspect our new building, the finest of its kind in the Northwest.

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