

OREGON MOTORISTS LACK COURTESY ON HIGHWAYS OF STATE

Policy of Resident Drivers Not Only Dangerous but Boorish, Lewis Says.

Oregon motorists have an unsavory reputation in the matter of road courtesy, Captain H. A. Lewis of the Portland traffic division, said recently.

This, he said, militates against a more cordial understanding with tourists and gives the visitors within the state a bad impression. While flagrant in many cases, Captain Lewis is of the opinion that this discourtesy is unintentional.

"I have found that in other states, Washington and California in particular, the residents are careful about observing road courtesy," he said. "There are one finds very little road hogging, very little cutting corners on dangerous turns and very little of the pernicious habit of dashing from a lane into a crowded highway."

"My duties have taken me about this state considerably, and I find that each locality is as much an offender as the other. Imagine a man that will travel at a high rate of speed using more than two-thirds of the road and practically refusing to give machines going in the opposite direction any road room. That is common in this state."

Captain Lewis then told of a truck driver that became highly incensed when he was asked to park his machine clear of the road. The reply to the request was that he paid for part of the highway.

"That is the idea most Oregonians have," he continued. "They seem to think that because they have paid their taxes that they have exclusive rights on the road. They often even refuse to allow fellow residents any rights."

KEEPS TOURISTS OUT
"One thing this policy is doing is to give the motor tourist, and there are many of them coming into the state, a very bad and, I think, erroneous impression."

"The people of the state do not show discourtesy when a caller comes to their house, but they will, it seems, go out of their way to be 'ornery' while on the state highways. It doesn't pay for I have heard many motorists from other states say they will not come back to the state for that reason."

"No man wants to take a high priced automobile into a district where he is in constant danger of collision. When a man motors he wants to do it with some degree of safety."

"Not only that, but the policy is bad for the state. The tourists bring their money here, they come to settle and help develop the state. But when they run into such a mess as is often found on the highways they change their minds. I don't blame them, but I do blame the resident automobile driver, and that includes pleasure drivers as well as truck drivers."

Lewis pointed out that by the exercise of the ordinary rules of the road riding becomes a pleasure. Courtesy is included in the rules by intention if not by the letter of the law. It is by being strictly within the law and at the same time being hogish that is the worst," he said.

ANXIOUS MOMENTS ON A TURN



Fred Ludlow making a turn, broadside, at the Rose City speedway. Ludlow will race for the Daddies' club May 27 and 28.

Some of the things Captain Lewis said should be observed, whether incorporated in the law or not, are: Strict observance of the principle of keeping to the right, especially on turns or narrow roads; allowing faster moving vehicles room to pass and not to hog all the road; sounding of horns when about to pass a machine; making signals for stopping or turning in plenty of time for the driver in the rear to see and take the necessary precautions.

"One of the greatest evils is the sloppy way Oregon motorists make their signals," he said in conclusion. "They either don't make them at all or wait until starting to turn. That is too late and a collision is the result."

"Then too the average driver does not know the proper signals to make for a left hand and for a right hand turn. He will stick his hand out straight for either. On a machine that has the left hand drive, as most have nowadays, the proper way to signal a right turn is to put the arm out from the machine with the palm of the hand sticking up in the air. If a perfect 'L' can be made all the better. The arm sticking straight out means a turn to the left."

"This may sound finicky; but, nevertheless, it is important for the driver as well as the man in the machine behind. A machine making a right turn will clear the road quicker than one turning to left. Then too suppose the man in the rear sees an arm out straight and maneuvers so as to pass on the right only to find the driver in front turning directly across his path. The result is a smash."

MOTORCYCLE RACE TO BE A THRILLER

(Continued From Page One)
City Motorcycle club team headed by C. L. Potter. Only experienced riders will

be allowed on the teams. Entries for the side car events are coming in from all parts of the Northwest. H. R. Eppenstein, director of the meet, announced. Some of those signing intention of riding are Hickson of Albany who will ride a Harley; Bill Davis of Eugene, who won the Far West sidecar championship last year; H. Smith of Salem and Bill Mathews who will ride an Excelsior. The Indian Motorcycle Supply company will enter an Indian in the event though the rider has not yet been decided upon. The Strine Motorcycle company will also enter an Excelsior.

LUDLOW TO RIDE
One of the features of the speed contests will be the riding of Fred Ludlow, crack dirt track man of the old Harley-Davidson team. Ludlow recently made a run on a mile track at the rate of 117 miles an hour. This is one of the fastest records for a board track.

Ludlow will compete with the old members of the Harley team. The team was broken up last year by the factory and each of the members are out for "blood" as the saying goes.

The big portion of the gold earned by the team cooperation will not play a part in this meet for the individuals are out for all the money they can get. The races will be held two days. Each day will see a complete race card featuring the sweepstakes in the afternoon and the motorcycle polo between events.

The sweepstakes will be a 10-mile run around the speedway track and will be between some of the fastest machines on the Pacific coast.

Seven Devils Road In Good Condition
Bandon, May 20.—The road from Bandon to Marshfield over the "Seven Devils" road is in fine condition and is being used by auto stage daily. The coast road from Bandon through Port Orford and Gold Beach on to Brookings, is reported good. The road from Bandon to Coquille is not good, but passable.

KEEN RIVALRY TO BE A FEATURE IN BIG SWEEPSTAKES

Drivers to Play 'Lone Wolf' Game at Indianapolis Races, Radio Broadcast of Returns.

Indianapolis, Ind., May 20.—Although there are a number of Duesenbergs and Frontenacs entered in the International 500-mile drive for approximately \$100,000 at the Indianapolis Motor Speedway, Tuesday, May 20, there is no team spirit among the drivers.

Every one of the speed demons is out for himself. In the case of the men who are plotting for Louis Chevrolet and his Frontenacs the driver takes all the purse he can haul down with victory. The Duesenbergs have leased their cars to the individual drivers and they are all out for themselves. In most instances the Duesenberg drivers either own their own cars or are paying for them out of their winnings, as per their contract.

Of course both factories, which are located in Indianapolis, are doing everything possible to assist the drivers in preparing the cars to win. But their aim is to win the race with their own cars, not the prestige of any one driver.

There has been so much changing of mounts by drivers this year that the rivalry is even increased among the speed demons. For instance, Romeo Series jumped his Duesenberg for a Frontenac, while Jules Ellingboe did just the opposite. Ralph DePalma, always a favorite, skipped out of his Ballou into a Duesenberg, while Jimmy Murphy, who always has been a Duesenberg mainstay, is to drive what is said to be a duplicate of the car his rival of old, Tommy Milton, most titled of drivers, has been driving with such success on Pacific coast tracks.

So it is evident that everyone will be out for himself. It will be in the main a lone wolf race. It is possible that two drivers might pool their interests one to go out and "beat it" in an attempt to drive the faster cars off their wheels, with a bare possibility of keeping up a consistent pace, calculated to be within winning distance as the race waxes.

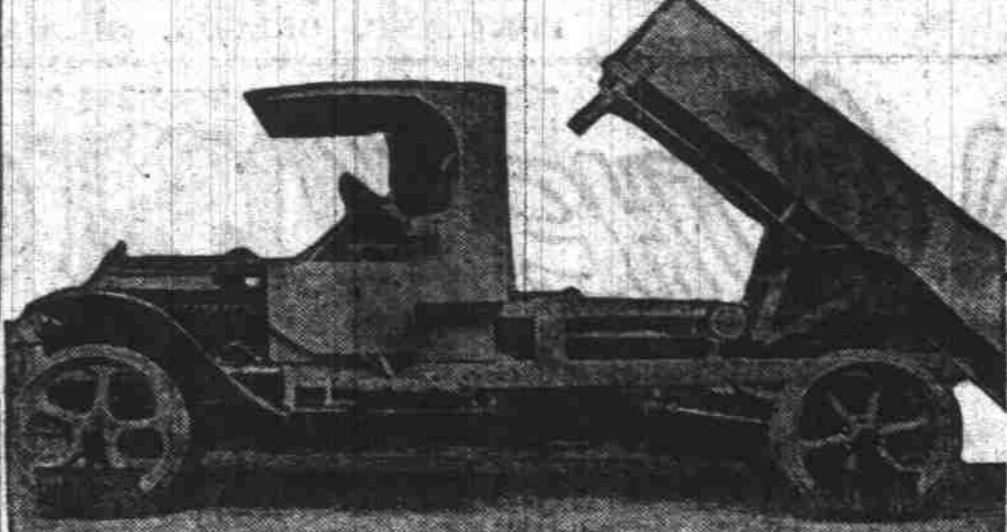
This has often been the case. But it is more likely, because of the drivers taking the big portion of the gold earned by their car, that they will be reluctant to enter any compact with other drivers. Inherently the drivers are gamblers on the race course and they would rather sacrifice all for the chance of winning all, then have to split with a brother driver after the money melon is cut.

In the instances where two foreign cars are entered they will do everything in their power to enhance the other's chances for the European contestants' drive under entirely different factory conditions.

RADIO BROADCAST FEATURE
Not only will the Speedway have the greatest band in history play before the start of the race, but radio fans, west of the Rockies, will be able to hear the great aggregation prepare the fans for the starting race.

This band will consist of more than 40 separate bands massed into one organization of 1000 pieces, which will parade the home stretch, previous to the race, and finish its parade in front of the pits.

Japanese Require Autos to Be Equipped With Brushes



You wouldn't be surprised if a traffic cop picked you up for parking near a fire plug, for cutting corners or turning in the middle of a block. But if some morning you were halted and asked to explain where your "wheel brushes" were, you would think the policeman had gone crazy.

But that is what would happen should a regulation that is now in effect in some European countries become a law here. In Japan, where this White truck is in service, the law of the province

requires that all motor vehicles must be equipped with brushes which are hung from the hub caps. These brushes clear the road by only two or three inches and, it is believed, save pedestrians from being splattered with mud and water as the truck rolls through the streets.

As the illustration of this equipment shows, this arrangement seems very plausible. But in practice the brushes prove to be more of a nuisance than an efficient mud guard.

The band will march more than 10,000 feet. Promptly at 9:30, half an hour before the race, the band will start its march and the Hatfield radio studio will broadcast its concert. This station has been heard in Cuba, where listeners have danced to its concerts, in Denver and far away Nova Scotia.

T. E. Myers, secretary and general manager of the speedway, made the arrangements for the radio service, at the suggestion of Carl G. Fisher, president of the Indianapolis Motor Speedway, who also suggested the monster band. Bombs, signalling progress in preparations to start the battle between 32 drivers for the \$100,000 prize money, will be fired at intervals from 9:45 a. m. until the final bomb at 10 o'clock. The radio will allow the fans in far away cities to hear the bombs, and will also reproduce the start of the race, the chattering of the throngs, as the cars get under way, while the popping of the exhausts of the racers, will be easily heard hundreds of miles from the track.

The Hatfield radio studio will make special arrangements for the sending of the starting features, and after the race is under way, will broadcast bulletins at half hour intervals, telling the progress of the race and important incidents. This service will be carried throughout the day, as even a record driver by the winner would not permit him to finish much before 4 o'clock. Following the finish of the race, a complete review of the event and the 10-prize winners will be broadcasted.

This is the first time that an automobile race has been transmitted by radio-telephone; the first time that the noise of the start of a 500-mile race has ever been audible for hundreds of miles from the track, and the first time that any radio-telephone fan has ever heard a band of 1000 pieces give a concert.

Every motorist should, for the sake of efficiency on his car, keep a log of trip, fuel and fuel consumption. Fred W. Vogler, head of the Northwest Auto company, said.

By keeping a log, Vogler pointed out, was meant recording the mileage traveled, the gasoline and oil consumption, with cost and the cost of repairs if any are made. This, he said, was of vital importance to the motorist.

"Motoring has almost become an exact science," he said, "and the operator of cars should know the cost of maintenance and operation. The individual owner can well afford to copy the systems of the commercial firms who keep an accurate account of what each of their cars cost to run."

"True, most cars are run for pleasure, but even so the cost element is important, especially to the man who is trying to make things go as far as possible. The day of heedless spending has passed and in its place has come sanity. No one can afford, unless he be a millionaire, to drive a car that has a cost of operation that is not in accord with his income."

"Good business principles apply to motoring as to any other expenditure. Too many people are unable to tell what the cost of operation is and when at the end of the year they find things a bit tight are apt to put the blame in the wrong place."

"Keeping an itemized log will show where the money goes. By checking the owner can find what items are more than they ought to be. This can only be found by segregation."

"The system is of great value for the owner for instead of being faced with a high lump sum he can see what makes it high. Steps can then be taken intelligently to remedy whatever is wrong."

In keeping the log, Vogler advised, the use of a blank book ruled so the mileage, gas and oil consumption, figure through amounts purchased, cost of tires, mileage for each one, and amounts expended for repairs, with each item listed can be entered. The result at the end of six months will be edifying and instructive, both, Vogler said in closing.

Indian Breaks World Motorcycle Records
Jim Davis, formerly of the invincible Harley team, recently broke the world's

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BIG TOURIST SEASON CONFIDENTY EXPECTED

(Continued From Page One)
for 1500 machines. A fee of 50 cents a day is charged tourists. This includes fuel and all accommodations at the park, which is equipped with stores, fireplaces, a wash rack, baths, lights and a telephone.
To provide a place where the tourist can purchase supplies the park bureau leased a concession for a general store. The prices charged for various articles are under the supervision of the bureau with provisions for cancellation of the concession if exorbitant prices are charged.

Harding Joins H. & E. Marmon Sales Force

F. E. Harding, well known motor salesman, has joined the sales organization of the H. & E. Auto company, it was announced last week. Harding is well known in the state, having been with the Franklin people at Oregon City. He is also a qualified aviator, and last summer piloted the airplane that delivered The Journal to Astoria and Seaside.
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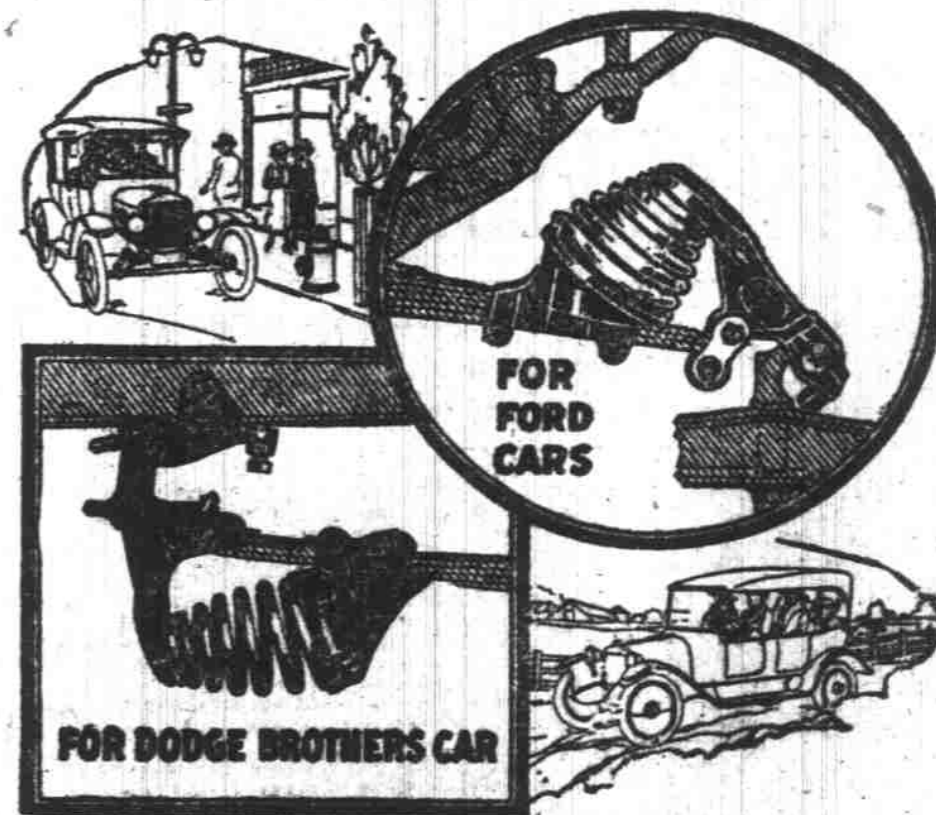
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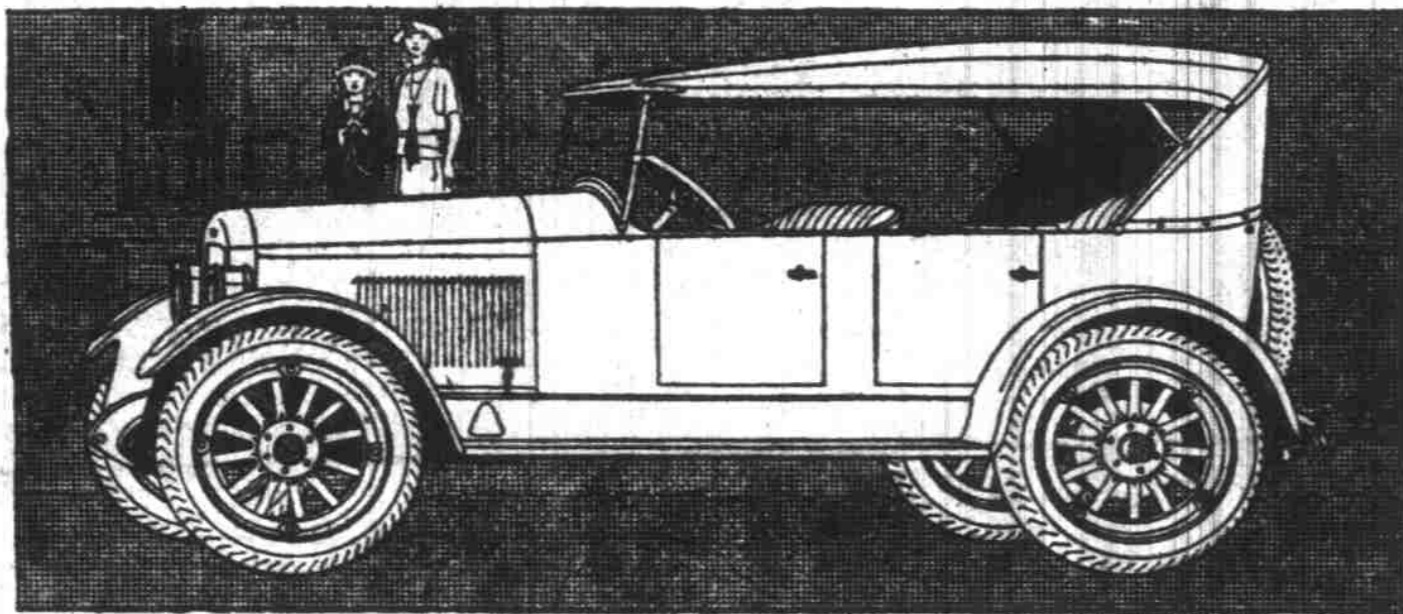
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