

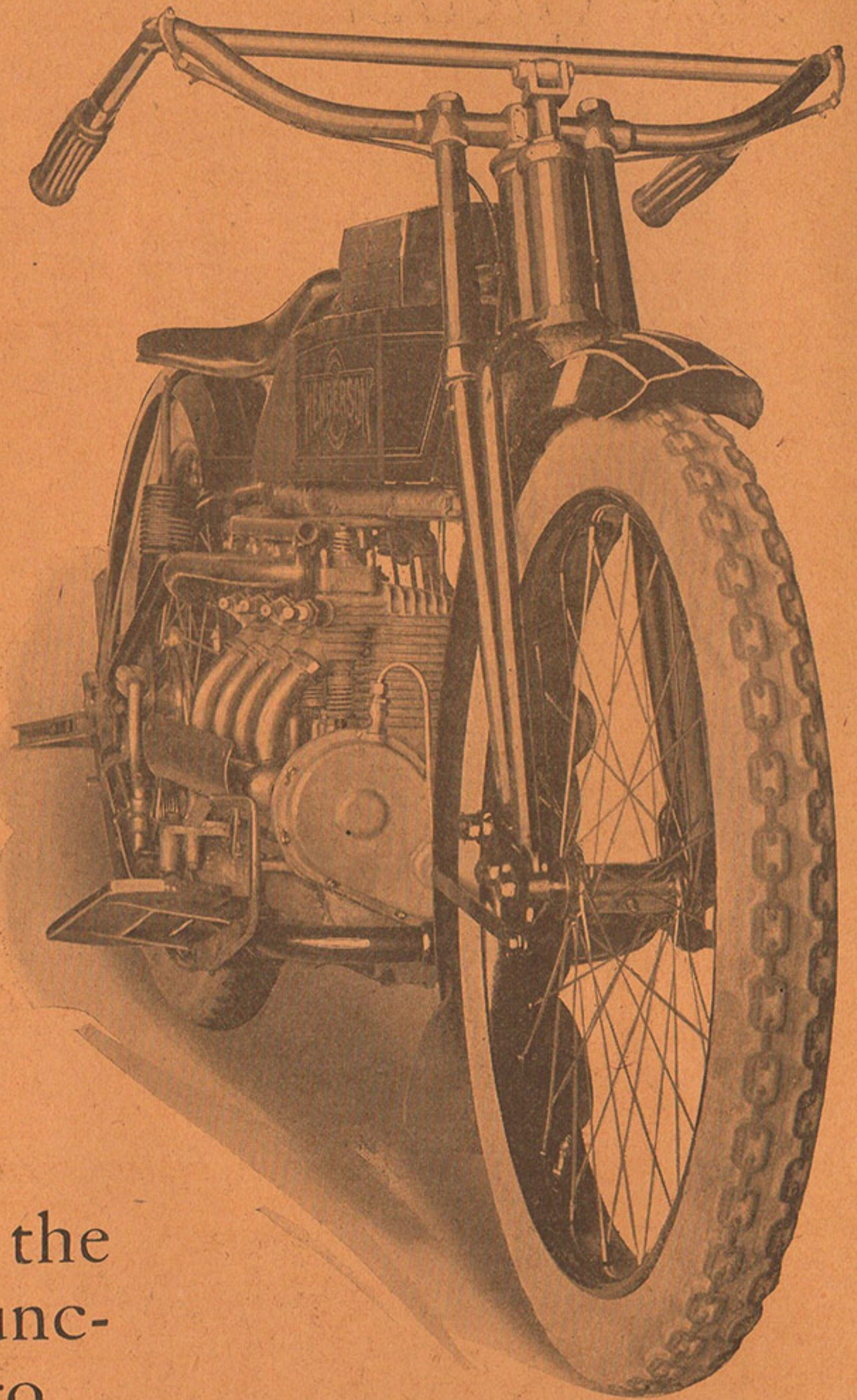
The Pacific Motorcyclist

Largest Circulation West of Denver,
from Canada to Mexico



Yes? No?

First November Number
November 4, 1915



5 to 1

On Oct. 12th
this factory had on
hand over *five times*
as many orders for
immediate delivery as at the
same period after announc-
ing new models a year ago.

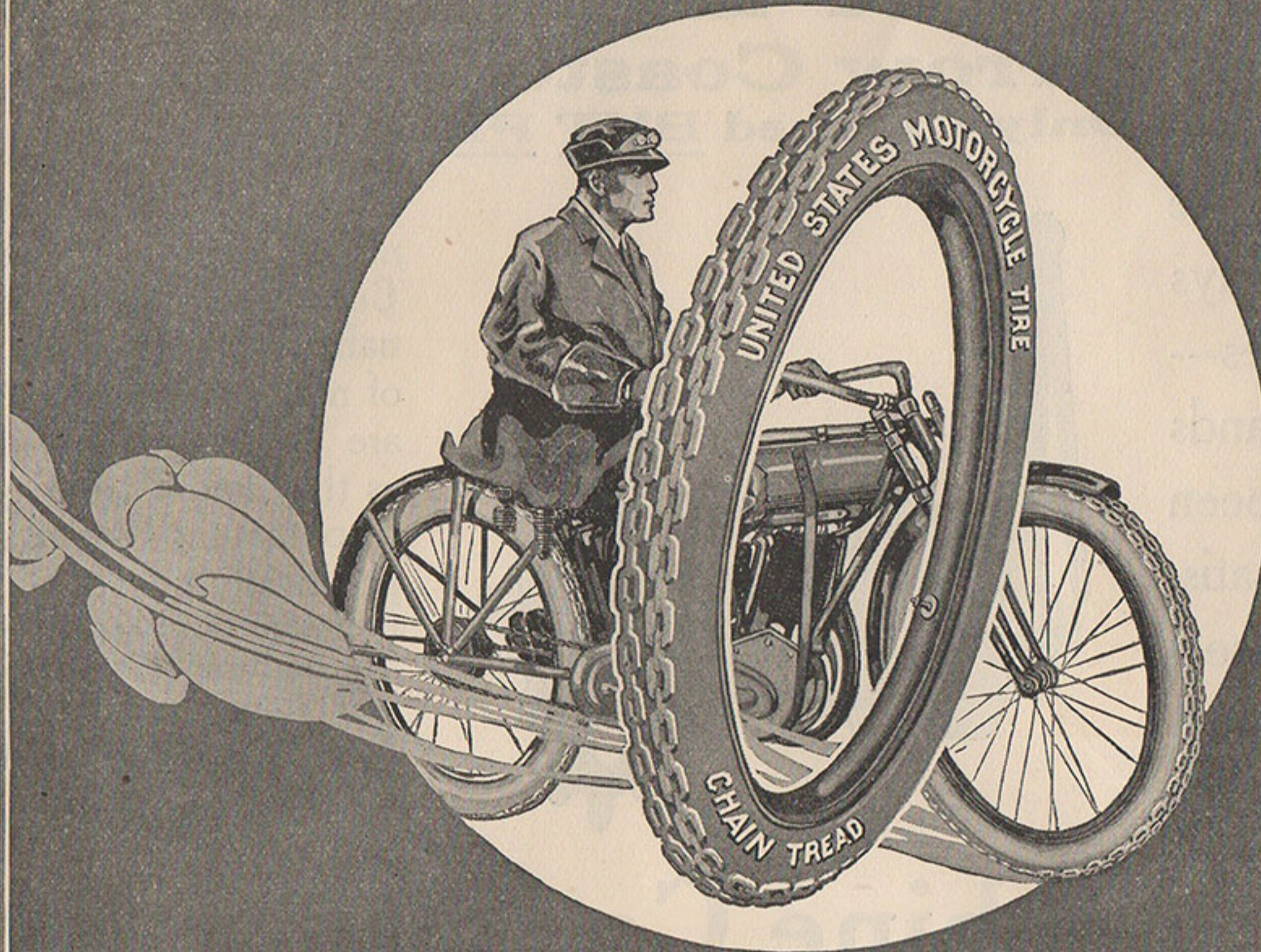
Henderson sales are increasing
the most rapidly of any motorcycle
in the world.

For Henderson dealers sell the machine that meets the *modern*
demand for multi-cylinder power.

Henderson Motorcycle Co.
Pacific Coast Branch
916 S. Main St. Los Angeles, Cal.

Fast and powerful four-cylinder motor. Big valves. Mechanical oiler. Simple and effective kick starter. Dual control of clutch—hand or foot. Improved spring fork. Built-in saddle. Wheelbase 58 inches. Single speed, Model F, \$265. Two-speed, Model F2, \$295.

If you haven't applied for territory yet, there is no time to lose. Write at once for our dealer's proposition



Automobile Tire Strength for Motorcycles

The design and construction of the "Chain Tread" Motorcycle Tire is identical with that of the "Chain Tread" Automobile Tire. The rubber and fabric in the "Chain Tread" Motorcycle Tire is of the same high quality and has the same ability to resist wear as the materials used in "Chain Treads" for motor cars.

That is why the "Chain Tread" Tire gives such remarkable mileage and perfect protection against skidding when used on the speedy, lighter weight motorcycles.

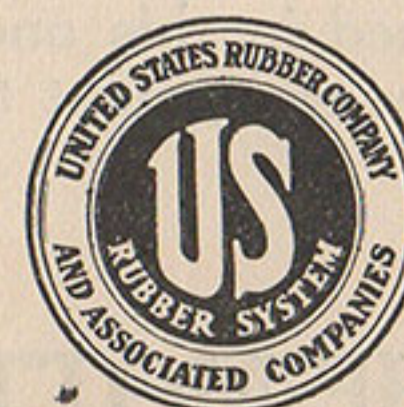
Profit by the experience of the keen automobile and motorcycle manufacturers who are increasing the prestige of their products by equipping the machines they make with "Chain Tread" Tires.

You can buy "Chain Tread" Tires from good dealers everywhere.



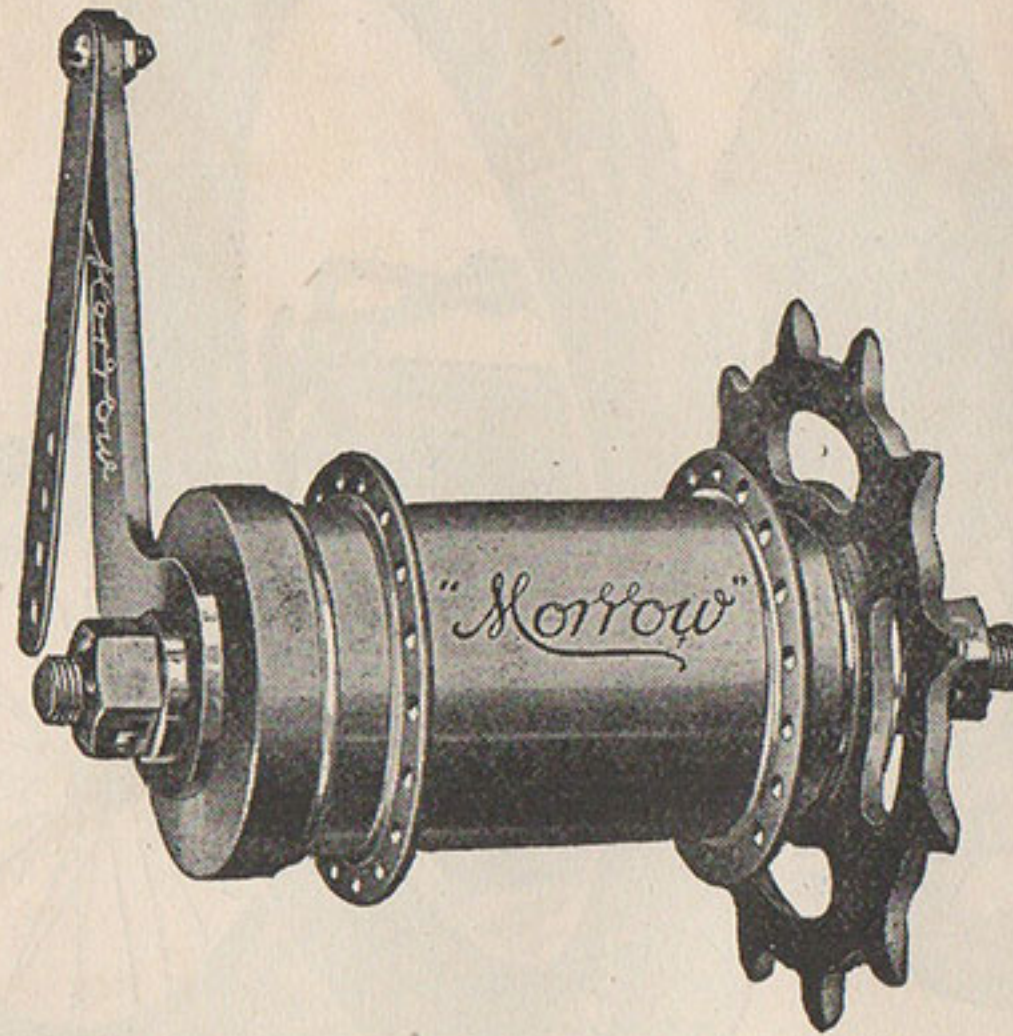
United States Tires

Made by the Largest Rubber Company in the World



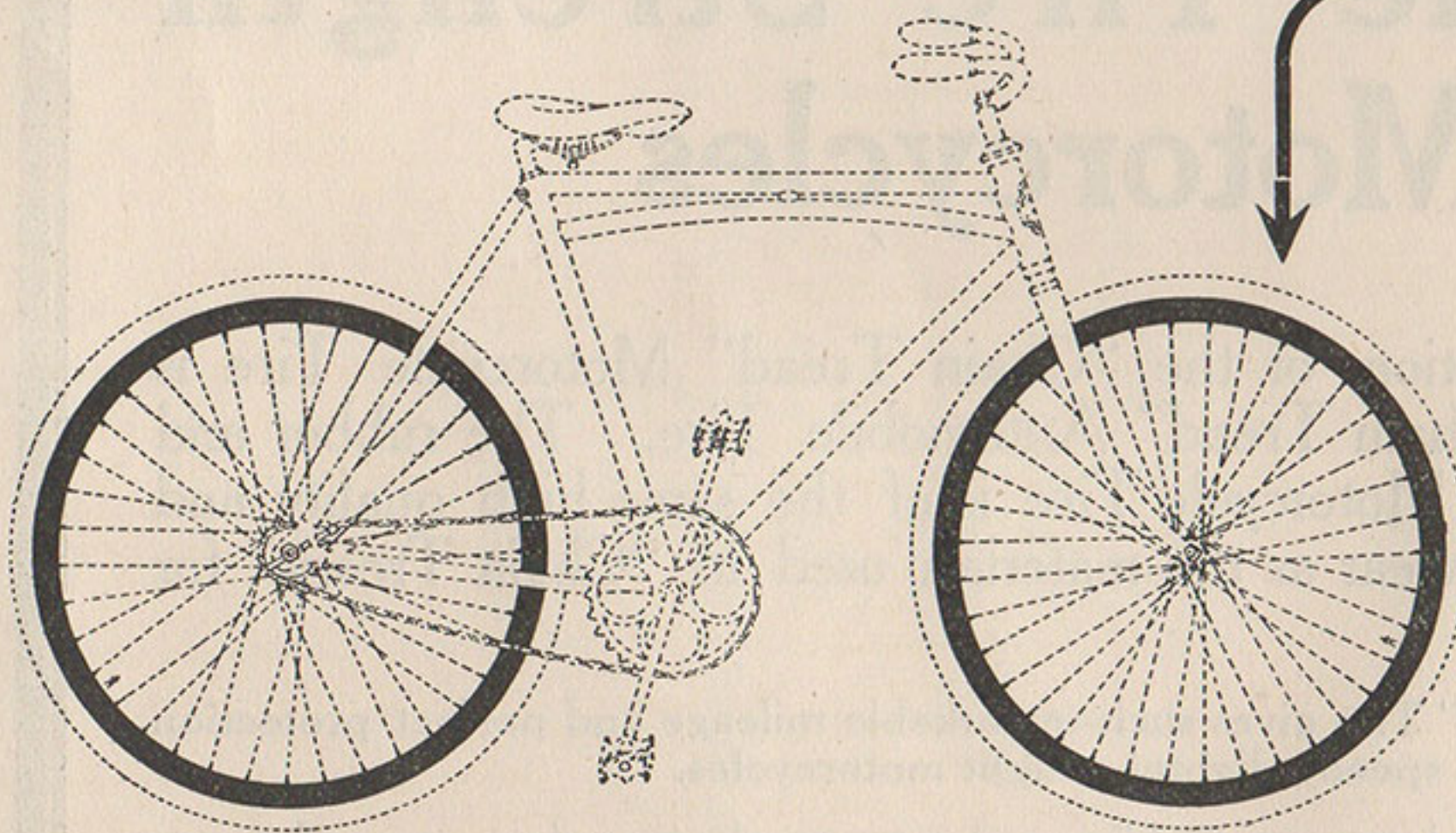
THE SUPER-EFFICIENCY of The Morrow Coaster Brake Is Not Only Claimed BUT PROVED

Year after year--since the early bicycle days ---users of bicycles--- hundreds of thousands of them---have been getting 100% of satisfaction from the service given by **Morrow Coaster Brakes.**



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Mott Steel Bicycle Rims!

For several years we have been supplying manufacturers with bicycle rims made from the highest grade band steel.

The increasing demand for **Mott Steel Bicycle Rims** and the universal reports of superior service given, is proof positive that the rims are designed and made **RIGHT**.

They are lighter, stronger and more durable than rims made of wood. They do not warp, crack or get out of shape.

No salesman has ever had to defend the equipping with **Mott Steel Rims**. On the contrary, these rims have been an added selling factor for the finished bicycle.

Made in a factory devoted exclusively to rim making,—by careful, experienced workmen trained in this one line alone. **Mott Bicycle Rims** offer to the manufacturer,—dealer and rider, a rim equipment that cannot be excelled in any way.

Prices and detailed information gladly furnished.

THE MOTT WHEEL WORKS, 100 Hickory Street, UTICA, N. Y.

The Pacific Motorcyclist

Issued Thursday Every Two Weeks—Subscription: One year, \$1; two years, \$1.50; three years, \$2

NUMBER 82

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NOVEMBER 4, 1915

WHAT'S IN THE NEWS

Dealers and riders haven't got all the angles on the lightweight proposition—Read up—Pages 3, 4 and 5.

Trade talk—A chat with Henderson—Profits earned by the Hendee Company—Chicago dealers' schedule on trade-ins—Standardization committee turns on the light—Yale factory stays in Toledo—New inventions—Page 7.

Santa Barbara's rear-light fight—F. A. M. items—Tourists washing themselves and the dog—Page 8.

Long-legged Baker—See what he's up to now; and get geography a little "differently" at the same time—Western cracks on eastern tracks—Page 9.

Why "Crevy" and "Dave" couldn't race in San Angelo—Phoenix notes—No San Diego-Yuma race—Coyotes' lullaby—Page 10.

Los Angeles' dealers' club—A wonderful wilderness—Agency changes—The new Thors—Goudy's diamond—Cyclemotor coming—L. A. M. C. continues to be happy—Pages 11, 12.

Picked up beyond the Rockies—Denver neighborliness—Near New York comments—Page 13.

Seattle's co-operative dealers—A mountain endurance run—Tacoma items—Page 16.

At a glacier's foot—Exhibits by the Portland club—In Northern California—Page 17.

What the F. A. M. national meet cost Sacramento—A noticeable San Francisco store—Page 19.

A Bay district woman who's worth while—Did Agraz quit or was he requested?—Yolo County speed and profit—Hess protest thrown out on a technicality—Page 20.

Lindsay's road race—Fresno pickings—A case of Madera—What Branch says—Page 21.

How the world looked to a long young Scotch tourist from the Sucker State—Doing the Sisyphus stunt up Pike's Peak—Page 22.

Editorial—Show time, prosperity, prices, materials, etc.—Cover picture—Coming events—Page 23.

Important deal for Henderson distribution in Southern California—Also permanent Coast branch—Page 25.

Bicycle notes—Horseplay by six-day racers on a tour—Varied news—Pages 25, 26, 27.

Concerning Lightweights

Pro and Con

MAKING a pleasure of necessity goes "against the grain" of stubborn people. But if it be proved that the necessity is a pleasure in disguise, with rich profit possibilities, the stubbornness fades away.

Some—let us be frank and say a great many—scoff at the lightweight motorcycle. That is one fact.

Here is another: One prominent factory sticks to the heavyweight and states that its dealers have not shown a desire—which the factory would be glad to meet—for a lightweight.

Here's still another, and a triplex one at that: A great many—the great majority—of people who will ride motorcycles do not ride them yet; they will probably ride lightweights when they ride any; and there are a great many dealers for whom there is not only salvation but great prosperity in the lightweight.

Some say the manufacturers should have "split the difference" between heavyweights and lightweights, with mediumweights. This claim is as worthy of attention as that of those who have not felt the call for anything but heavyweights; and there may be room and opportunity for various weights and types, at various prices.

To Push the Light Ones First

Meantime, however, the manufacturers who have prepared to supply both "heavies" and "lights," and those who have prepared for the "lights" only, have been studying the general situation and have come to a conclusion, and have invested a great deal of money in that conclusion. They have determined to make the first big move with lightweights. They invite co-operation in an effort to build up a big, new business; to cultivate a big, new, untouched field of buyers; and the unmistakable signs are that, even more rapidly than was to be expected, their agents are seeing what the manufacturers see and are preparing to go more than half way to meet the opportunity instead of sitting back and indulging in dubious speculation, while valuable time passes by.

Without in the least aiming to disturb the confidence which riders of and agents for heavyweight motorcycles have for that type, it is the time to discuss the new thing, the thing that will soon be introduced to the great public as a new, pleasurable, economical convenience.

In a short time, many lightweights will be receiving their baptism of fire, so to speak, on American roads. They have been tried by factory testers, and the manufacturers have invested heavily before, during and especially after those tests; but the experiences of those who will buy, and those who will retail, are mostly yet to come. Here is one distributors' conclusion:

An Australian's Decision

J. E. Rhoades, of Melbourne, Australia, who recently took on the Australian distribution of the Indian, stopped at the factory on his way home from England, where he had had offers to represent three of the best known English machines—the heavyweight Scott two-stroke single, the well-tested Douglas lightweight horizontal-opposed twin, and the Triumph heavy four-stroke single and light two-stroke single. He thoroughly tried out an Indian Featherweight in the difficult Wilbraham Road country in New England, with plenty of hill work; with the machine run on the low, 16-to-1, for long stretches, practically wide open, on the road on a very hot day; and such-like tests. Result: He dropped the idea of handling any of the English makes, took on the Indian, and ordered 150 Featherweights; and during the annual conference of salesmen at the Hendee factory this man, who had previously been thoroughly convinced of the commercial possibilities of any good lightweight, was the most enthusiastic booster for the idea, and for the Featherweight in particular.

What Tom Butler Says

The instance just mentioned comes from Tom C. Butler, who attended the conference. He was Indian traveler out of Atlanta, Ga., and is now motorcycle sales man-

ager for C. Will Ridsen, southern distributor, in Los Angeles. "I am here to push both types," he said last week, "but frankly, my deep interest is in the light one. Before I left Georgia I believed in it—before I had seen one, even; and my belief was strong enough to enable me to sell several to people who took my word for it, and who would not have ridden any other kind, and I positively know they are going to be satisfied. While the rider of a lightweight must not pretend to compete in speed with the bigger machines, he ought to be able to go practically anywhere the big ones will, and with less fatigue, trouble or expense.

"You can take the Featherweight and put your foot against the side of the rear tire, take hold of the saddle, let the machine lean away over—almost flat on its side—and pull it back to perpendicular without any bother. A machine like that, that will carry you practically anywhere, has a big future, and no argument to the contrary is going to disprove it."

What Veteran Berry Says

Other Los Angeles observations happen to be easiest to get. T. E. Berry, who has just taken full control of the business of Sexton & Berry, Merkel agents in Los Angeles, dates away back into the early days of cycling, in New England. He is a thoroughly experienced motorcycle rider and seller of motorcycles; knows the quality and eager power of the Flying Merkel; but pins his faith for the big future, just ahead as he believes, in the lightweight, represented in his case by the Miami Power Bicycle.

"There is one phase of the situation which appeals to me particularly," he said, "and that is, concerning time payments. I believe that on lightweights a much bigger percentage of buyers will be people who can afford to pay cash, or practically cash; but supposing it to be otherwise, I would much rather take even as little as \$25 down, and the balance on time, on the light machine than on the big one. There will be far less come-back. No use in talking, there is considerable risk when you sell a big machine for say \$50 down; expensive risk; real grief. I look for a big future for the lightweight."

Warrant for His Enthusiasm

There is warrant for Berry's enthusiasm. Last Friday he took from the crate one of several belt-drive Miami Power Bicycles, gave it oil and gas, put it on the stand in front of his shop, started the motor, and exactly eight hours later stopped it, when, he declared, the cylinder was hardly warm enough to burn his hand. Repeatedly the sidewalk was blocked with watchers. The machine did not remain all day on the stand, as Berry occasionally took it into the street to demonstrate.

On Saturday he had sold four of these lightweights—one to a father from Glendora, whose 15-year-old-girl proved she could work it and who will use it to ride to and from school; one to a lad working for an automobile concern, who traded in a motor-wheel-bicycle—which whole outfit, by the way, he had kept in remarkably fine condition; one to a carpenter foreman and one to a plumber.

Note This Henderson Praise

Hugh A. Fargo, Henderson sales manager, now in personal charge of the Henderson Motorcycle Co.'s interests on the Coast, recently said: "We do not make a lightweight, but we are far from saying anything against it. We are glad to see it come, and that others who have been prominent in making heavyweights recognize the

practicability of the lightweight and are going to push it. It will help the business."

In this view President T. W. Henderson, who is spending a few days in Los Angeles, heartily concurred.

Excelsior Distributors For It

Edwin F. Merry, northern Excelsior distributor, spending several days in Los Angeles, said: "You can quote me as strongly as you like, in favor of pushing the lightweight. The Excelsior factory people would never have taken it up if they had not been convinced that it has a great future. They have studied it thoroughly mechanically. I have seen several models of foreign lightweights which were bought abroad and brought to the factory for that purpose. We have a lightweight which we know is right; one which our agents can safely put full confidence in; and I am urging all my agents to work for it heart and soul."

The Girton-Hoffer Co., southern Excelsior distributors, take the same attitude. Hoffer has been talking lightweight ever since his return from the Chicago Show, and Girton was doing so long before that; even before he could openly acknowledge that the factory would produce one.

What Henry Ford Said

It will be remembered that Henry Ford, who is acknowledged to be a very practical person, and who has made a success of the theory that a thoroughly serviceable motor vehicle, offered at the price that fits the greatest number of pocketbooks, was recently quoted as having said to a manufacturer of motorcycles:

"When you produce a lightweight machine at an attractive price, you will then sell more motorcycles than I am selling cars."

Which is quite in accord with the indisputable fact that the percentage of people who should ride motorcycles, but who do not, is ridiculously small. When the machine, the price and the right selling methods are applied to this fact, the inevitable result will be the rapid multiplication

of the army of American motorcyclists.

Methods of Introduction

In the Los Angeles trade there has been much discussion as to the best methods of introducing the lightweight. Sales Manager Butler is giving Indian agents in his territory favorable general ideas of it by letter and personally, but the methods to be applied in actually acquainting the public, aside from the printed publicity which no doubt the manufacturers have in mind, has not yet taken shape; will not, probably, until after the little machines have arrived and are ready to move.

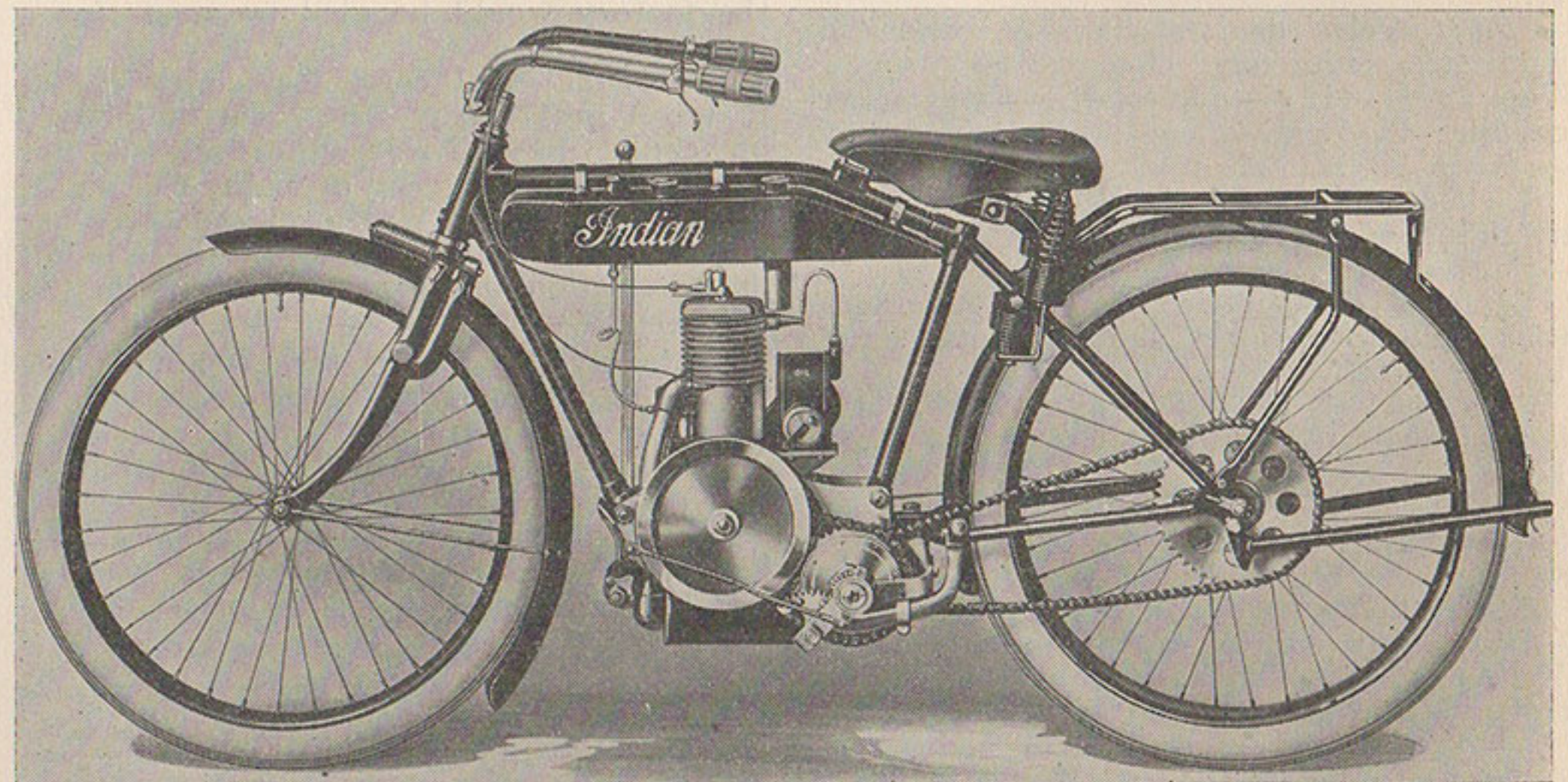
One plan that has been suggested is to have neatly dressed demonstrators of good manners visit offices, especially ground-floor offices, and invite one or more of the occupants outside "for a moment," to see something new in the motorcycle line; something for people who never have and have thought they never will ride motorcycles.

Another plan is to have demonstrators ride up to suburban stations when many people are about to ride to the city, and there excite and stimulate favorable curiosity.

In such and other ways, no doubt, worthwhile people will be induced to become lightweight pioneers. For example, the head of a department in a big concern. He will be given permission, probably, to take his machine upstairs in the freight elevator, and take it down again at quitting time. His interest will create interest in others—and the heaven is at work.

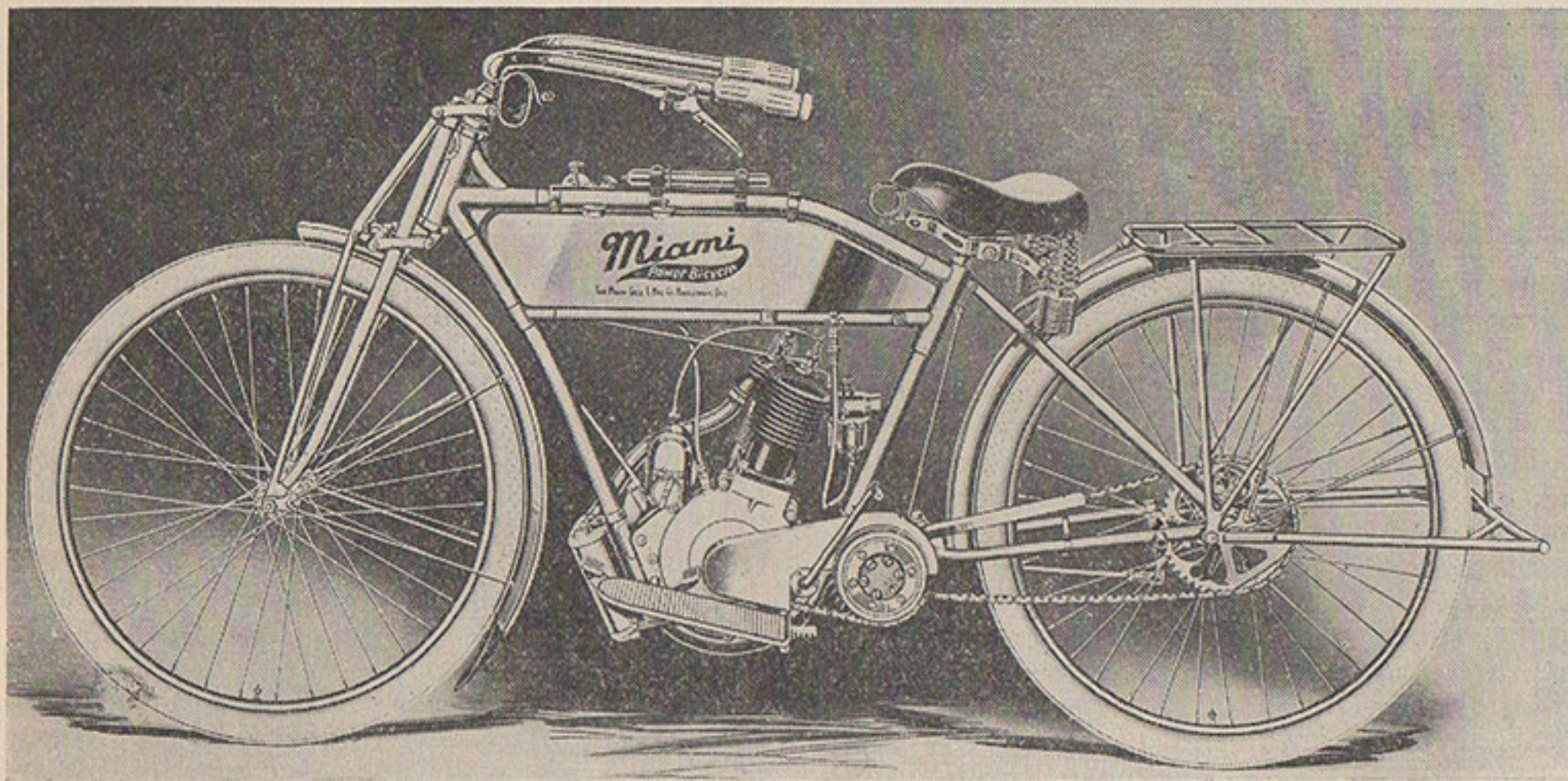
Variety of Possible Users

In some of the big newspaper plants, and at railroad terminals, many employes ride from home, and return, on bicycles, motorcycles, even automobiles; largely according to their income. On one of the Los Angeles newspapers, for instance, a surprising proportion of workers in the composing and press rooms use autos. Rightly presented, the lightweight is bound to make progress in the favor of such men; as a novelty, partly, but more surely by proving its pleas-



REPRESENTATIVE AMERICAN LIGHTWEIGHTS—INDIAN

THE Featherweight Indian, here illustrated as a representative American lightweight, for comparative reference in connection with the article on lightweights and details about English lightweights, in this issue, is more uptodate, yet simpler in operation, than any of the English lightweights, even those which cost as much in England. It weighs about 135 pounds and costs \$160 on the Coast; has 26-inch wheels, 2 $\frac{1}{4}$ -inch tires, 46 $\frac{3}{4}$ -inch wheelbase; 2 $\frac{1}{2}$ -h. p. two-stroke, three-speed motor, fed and lubricated by gasoline and oil, mixed; has tank capacity for 100 miles, average; foot-starter; set-spark Dixie magneto; throttle and compression control by wires from handlebar levers; hand-operated clutch; footrests instead of pedals; foot-brake; gear-changing (progressive system) by foot-lever. The gear ratios are 5-to-1, 9-to-1, 16-to-1. On the low, the motor has been run hard for long stretches in very hot weather on Massachusetts roads, without overheating. In Kansas City, a city of hills, it is said to have done better on grades, on high, than excellent 4-h. p. heavyweight singles.



REPRESENTATIVE AMERICAN LIGHTWEIGHTS—MIAMI

At a price lower than is asked for lightweights similarly equipped, in England, and which lack its foot-starter, the chain-driven Miami Power Bicycle, \$150 F. O. B. Pacific Coast, is declared by some who have tried it in San Francisco, which is hilly, to be a "little bear." Stated weight, less than 115 pounds; has 28-inch wheels; 2-inch tires; 51¾-inch wheelbase; 2½-h. p. four-stroke two-speed motor; gasoline capacity of 1½ gallon, plus; oil capacity, 2 pints; average claimed mileage per gallon, about 100 miles; foot-starter; set-spark National magneto; choking device in carburetor for easy starting; throttle control by right-hand grip; foot-operated clutch; footrests instead of pedals; foot-brake; gear-changing (sliding) by hand-lever on right side of tank, near saddle, with ratios of 6 1-3-to-1 and 11½-to-1. Under C. F. Pineau, the well known racing man, the belt-drive model, which is priced at \$110 on the Coast and, with gas and oil, weighs 110 pounds, had plentiful testing in various parts of the country, and it represented the result of heavy investment by the Miami Cycle & Mfg. Co.; so that favorable reports since, on the later, pedal-less, two-speeded chain-driven model should be very pleasing to its manufacturers. The single-speed chain-driven machine is \$115 on the Coast.

urable convenience, combined with economy.

When a railroad engineer at Sacramento saw the Miami Power Bicycle for the first time, he became interested immediately. He said he often reached the end of his run at a time when the "last car" had gone, making it inconvenient for him to reach home; and that a light motorcycle like the one he saw ought to be a great convenience. Trolley car motormen and conductors could say as much, in many places.

From Washington, D. C., it is reported the lightweight will take on big of the Government employes are thoroughly canvassed. A lot of Miamis and Smiths, it is stated, have been sold.

In fact, there is no limit to the number of channels in which the new opportunity can be successfully pushed.

Experiences of English Riders

In England, the lightweight has been making strong progress for a long time. Several years ago, in an annual six-day reliability run of national importance over there, one rider, who used an 80-pound motosacoche with V-belt, and without multi-speed gear—a machine which pulled itself and partly the walking owner up the stiffest, roughest grades, received the highest award for best individual performance, against riders equipped with powerful machines.

In February a well known English mechanical writer, "Igheto," in *Autocycle Illustrated*, quoted a letter received from a reader who had bought a 2¾ lightweight in July of last year. The letter read:

"Its power is amazing, and I often wonder if it is a 5-6 instead of a 2¾ h.p. Two, three, four and five up it has taken—a load up to 35 stone (about 500 pounds)! Up to now I have gone nearly 2500 miles, and of that about 1000 have been covered with a sidecar attached, which, by the way, is not a featherweight model. The running of

the machine (a Regal Peco) is as good now as in July last, and no sign of wear is yet noticeable in the bearings; a fact no doubt due to the excellent system of oiling employed by Peco firm. At first I own up to considerably over-oiling, and only obtained 200 miles to the quart; now I do 600 to 700. Petrol (gasoline) consumption is about 90 miles solo and 60 with a sidecar and passenger.

"But I'm hoping to do even better than this, as I don't think I have reached the limit in mileage, on a gallon of petrol. I've only been at 'the game' eighteen months, sir. We have some fair hills round Birmingham, and I can climb all with a passenger in the sidecar on the middle gear of my Sturmev-Archer, about 9-1; but I occasionally drop into bottom gear just to let it know I have not forgotten it: then the hum of the Peco is good to the musical ear! There is no rattle about the two-stroke, and I often wonder what the attraction is in the four-stroke. I suppose it is Speed!"

A Bank Manager's "Affidavv"

Later, "Igheto" tried a lightweight Levis and had an eye-opener as to what a lightweight would really do. His own experience was later confirmed by still another reader on a Regal-Green, and in March "Igheto" received a letter from a bank manager who was a novice to motorcycling but, after a few runs on his Calthorpe J. A. P., believed he "can now do anything in the way of working it." From the outset he decided to give the machine a thorough test, with the able assistance of an expert. "My friend and I," he proceeds, "set out yesterday morning, he taking the working of the machine while I sat on the carrier. His weight is 12 stone (168 pounds) and mine is 11 stone (154 pounds). You will forgive me for attempting such an object, but, believe me, we accomplished some very remarkable feats. To begin with, we went

up a hill two miles long with a gradient of one in four, without the least trouble, and during our trip we sought out the most hilly part of North-West Durham, and the machine took us both without a hitch."

Big British Makers "Boosting"

At least two of the largest English makers of heavyweight motorcycles, while continuing them, have put out lightweights and one of them, the Triumph Cycle Co., Ltd., advertises its Junior Triumph, 2¼-h.p. two-stroke, two-speed, as "the motor to go anywhere and climb anything," and "just as reliable as the famous Triumph Four." The makers state that all controls are on the handlebar and that, being perfectly steady on grease (slippery roadway), "it makes an ideal mount for town use." Its minimum speed is 3-m.p.h., and "a speed of 35-m.p.h. can be comfortably maintained. Its hill-climbing powers are truly marvelous, in fact, the majority of main road hills can be taken on top (high), only the stiffest rises and freak hills calling for second gear." This advertisement appeared in March.

Oiled Through the Manifold

On most of the English two-stroke motors, which are used almost exclusively for lightweights (the big open-frame, water-cooled Scott being a notable exception), the gasoline and oil are mixed. Not on all, however. The Tyler two-stroke single 2¾-h.p. motor is lubricated in what its makers claim is "the latest scientific way—the oil being drawn directly onto the piston through the induction pipe—not the messy petrol (petrol or gasoline, and oil) system."

English Peculiarities

Among the dozen or more English makes of lightweight, most of them are two-stroke. They are without pedals but have large footboards. They are without kick-starters, starting being by walking alongside till the motor fires, which is helped by heavy outside flywheels and decompressors or valve-lifters. Only the machines with multi-speed gearsets have clutches. There are spring forks but no spring seat posts. They have handlebar controls—plenty of them—but no twist-of-the-wrist grips, the grips often having, beneath, a hook to afford a firmer grasp of the situation—which indicate undue nervousness. By law, two brakes are required, one of them a hand brake. The braking is mostly on the belt rim—sometimes on the front wheel rim; never by coaster-brake or rear-hub brake.

When Two-Strokes Four-Stroke

An interesting experience that no doubt will come to American users of lightweights with two-stroke motors, as it has come to English users, is that now and then, without apparent reason, the two-stroke motor will take it into its head, so to speak, to four-stroke—that is, to fire on every fourth piston stroke instead of on every stroke; and one English rider declares that when this happens his speed invariably increases! Fewer but stronger power-strokes, maybe.

Machines for the Ladies

In England there are various open-frame lightweights built for ladies' use. Of late, owing to the war, special construction has become impossible and the fair ones have in many instances put on "two-legged" garments and straddled men's machines.

Over there some experienced riders of heavyweights find the lightweight is what they want. Others do not find it so. And so it will be here. Circumstances alter needs and preferences. The enthusiasm of boys will sell large numbers of lightweights and produce a proportion of graduates, no doubt, to heavyweights.

TRADE TALK

Chat With Henderson

In Los Angeles

TOM W. HENDERSON, president of the Henderson Motorcycle Co., Detroit, and who is also president of the Motorcycle Manufacturers' Association, has been in Los Angeles about a week and expected to leave Saturday for home via San Francisco. Last Tuesday he chatted in the office of the Motorcyclist.

Unprecedented Number of Orders

"If I had known, in time to revise our 1916 plans before the Chicago Show, of the situation with respect to the cost of, and difficulty in getting, necessary materials which have to be bought from those who are finding unusual profit in doing war work, there would not have been announced a \$40 drop on the Henderson. Fortunately, not only are our orders in hand five times greater, as we stated recently, than at the same time last year, but without exaggeration I can now say they are ten times greater. Actually, we are hundreds of orders behind, for immediate shipment. I do not believe any other factory can say that. It has taken us fairly off our feet. In the increased volume of production lies our safety in the matter of price.

"Not only our domestic but our export business shows remarkable vitality. Our export sales were very pleasing this past season, too. In fact, Robertson, Limited, our English distributor, was our best customer last summer, with orders for ten machines a week.

Better Service for the Coast

"As to the Pacific Coast, I know it will please our agents and riders out here to know that with Mr. Fargo as Pacific Coast manager the service will be in every way all that could be desired. This will be especially true as to parts. I am leaving the details to Mr. Fargo, knowing that he will keep the service idea, especially as to parts, up to the mark.

About a Remarkable Brother

"Say something about your brother."
"W. G.? He is working just as hard as usual, and that is, the hardest of any man in the world, I really believe. He was never known to take a vacation. He has worked hard since he was a little boy. Perfectly well, always advancing. Will works out his ideas thoroughly on paper. You never saw neater mechanical draughtsmanship. Nearly always, no error or fault develops when he works out his designs in metal; but if that should happen, back he goes to his paper. One result is, you will find very little experimental junk in our plant. He has a genius for simplicity, too. Do you know that there are twins with hundreds more of parts than there are in our four-cylindered machine, and that the Henderson has fewer parts than any twin? Fact. There is no great profit for dealers on our parts, because we have so few parts."

Motorcycle Show Prospect

"What time of year will the next shows be held?"

"I asked Secretary Hallock, for the Motorcycle Manufacturers, to write to the secretaries of the Jobbers' and Accessories Makers' Associations, with a view to having a joint committee meeting in New York in January, on that matter. The motorcycle

manufacturers will leave the selection of the dates practically to the others, this next time.

"Personally, I still believe that an early show—as early as September—would be all right, so far as the motorcycle manufacturers are concerned, provided carload shipments could be made immediately afterward; but for the accessory people that time appears to be impracticable, and so, no doubt, there will be a very liberal yielding by the motorcycle makers, and I rather think the next shows will occur as late as February.

Purpose of a February Show

"The purpose at that time, however, as



T. W. Henderson, president Henderson Motorcycle Co., who has been in Los Angeles several days and returns to Detroit via San Francisco this week.

far as motorcycle manufacturers are concerned, should be to supply the desired stimulation or "pep" just before the new riding season. All contracts with dealers should be closed earlier, and information about each others' prices should be old news by that time. Deliveries should be made long before the shows, too—to the dealers; and they should go home after the shows primed for a big selling campaign, and with the motorcycles on the floor.

"The first thought on the early show was that it would save a lot of traveling expense; that dealers would come to the shows to close contracts. It proved, this year, that at the time of the Chicago Show many dealers were remaining at home, trying to work off their 1915 stocks. We found, also, that a number of accessory people particularly were unprepared, not having had time to adjust their plans to the new motorcycle designs and changes. And so the prospect is for later shows, next time."

Hendee Company Profits

Over \$600,000

FOR the year ending Aug. 31, 1915, the profits of the Hendee Mfg. Co. were \$603,829; gross sales, \$5,321,000, compared with \$5,693,000 the previous year.

At the stockholders' meeting, Oct. 27, in Springfield, Mass., the annual report showed assets of \$13,689,188; liabilities, including stock capitalization, \$12,831,908.

Orders on hand for immediate delivery totaled 2500 motorcycles. The past year 2200 had been sold on war orders, nearly all to Russia.

The directorship vacated by Clarence A. Earl was filled by electing Charles E. Childs, treasurer of the Hampton Mills, of East Hampton, Mass., and Albert H. Wiggin, president of the Chase National Bank, of New York, was succeeded as director by Samuel H. Miller, vice-president of the same bank.

Chicago Dealers Act

On Trading-In Problem

WITHIN the past week or so, a sort of miracle is said to have been actually working, in Chicago—co-operation between dealers. Subject, machines taken in trade. A printed schedule of prices to be allowed, and aimed to fit practically all offerings, has been agreed upon and adherence to it is expected to improve conditions for all the dealers interested.

THE MILITAIRE

Machinery is reported to be in course of installation in a one-story factory building, 300x100, for the Militaire Autocycle Co., in Buffalo, N. Y. President N. R. Sinclair and staff are in the Fidelity Bank Building, and he is reported to have stated that the company has a large number of orders, despite lack of demonstrators, and that orders for England relieve any worry as to the first year's output. Well-known bankers and lawyers are shareholders.

HELPFUL PLANS

Big results may develop from the meeting of the standardization committee of the cycle trades, held at Hotel Astor, New York, Oct. 14, when it was decided to not only preach profitable mechanical standardizing, but to spend more money to obtain newspaper publicity, and to invite trade journals to devote more space to the bicycle.

YALE WILL NOT MOVE

Toledo, O., Oct. 28.—The difficulties which brought the possibility of the Consolidated Mfg. Co., which manufactures the Yale motorcycle, moving its plant from this city to Lima, O., have all been satisfactorily disposed of, and the move will not be made.

SADNESS FOR CHICAGO

Up to Oct. 29 only 2410 out of 7152 sa-loon licenses had been applied for in Chicago, on account of the Sunday-closing rule. As a large proportion of the non-renewers are in the outskirts, it may mean that many Chicago motorcyclists, thirsty on their way home, may have to rely on what joy they can get out of what's left of their gasoline, till it carries them to where they may feel they simply have to go.

DeWitt Page Honored

With "New Departure" Presidency

AT the annual meeting of the board of directors of the New Departure Mfg. Co., Bristol, Conn., held on Oct. 19, DeWitt Page was elected president; Frank P. Furlong of Hartford, vice-president (re-elected); C. T. Treadway, treasurer (re-elected), and A. C. Hitchcock, secretary. The following directors were also elected: DeWitt Page, C. T. Treadway, F. P. Furlong, Charles F. Pope, E. R. Burwell, A. C. Hitchcock, Townsend G. Treadway.

Mr. Page succeeds Albert F. Rockwell and Mr. Hitchcock succeeds Mr. Page. The new directors are Mr. Hitchcock and Townsend G. Treadway.

Began at the Bottom

Mr. Page, the newly elected president, has been identified with the company practically since the very first days of its existence. He came to Bristol from Hartford 23 years ago and accepted a minor position in the office of the then New Departure Bell Co. In the succeeding years he won promotion from one position to another in practically all departments, so that he brings to the presidency an extraordinary and comprehensive knowledge of the business. In the earlier days he was pay master, then purchasing agent, and advertising manager. Soon after he assumed the last mentioned position, he was appointed assistant general manager, and his duties became general throughout the entire factory.

Been Director Ten Years

About ten years ago he was elected secretary and entered the directorate of the company. Shortly after this the business had grown to such proportions that it was deemed desirable to change the method of marketing the company's product. Selling through a New York agency was discontinued and a sales force established at Bristol, Mr. Page becoming the head of that department. This change proved to be thoroughly successful, the company's business showing a handsome increase each year since the establishment of its own sales force.

Remains General Manager

In December, 1913, Mr. Page was unanimously elected general manager of the company. He will continue in the duties of this office in addition to his executorial work.

The selection of Mr. Page for the head of one of the most important manufacturing concerns in New England shows the confidence of his associates in the abilities, methods and policies which have marked his general management of the company's affairs. He is a progressive New Englander, successfully combining conservatism with aggressiveness.

Mr. Page is a native of Meriden, Conn., but spent practically all of his boyhood and youth in Hartford, where his two brothers now reside—Bertrand A. Page, as first vice-president of the Travelers' Insurance Co., and Ralph E. Page, of the Page Hardware Co. His mother also lives there.

Hitchcock Now Sales Manager

Mr. Hitchcock, the newly elected secretary, came to the company six years ago as assistant sales manager and succeeds Mr. Page as secretary and sales manager. Mr. Hitchcock was born in Cheshire, England, of American parents. He was educated abroad and, returning to this country, held responsible positions with the



DeWitt Page

American Brass Co. for 12 years. For three years previous to his coming to Bristol, he was a manufacturer of bicycle accessories in Boston.

FRASER TO HAWAII

Jack Fraser, manager of the San Francisco branch of the Appeal Mfg. & Jobbing Co., spent several days in Los Angeles, returning north last Wednesday. He expects to sail on the 9th for Honolulu, and return by the 20th. While there he will



Jack Fraser

probably appoint one of several applicants for the Harley-Davidson agency for the Hawaiian Islands, which are now within the Appeal territory. This means much quicker deliveries to the islands, which are 60 days distant from the Milwaukee factory. It also means lower transportation costs.

Mr. Fraser found all reservations on the larger steamers taken and will sail on the Lurline, a freighter, with accommodations for only 40 passengers. The 40, no doubt, will become acquainted; swap experiences; and perhaps Jack will tell the other 39 how it was possible, in San Joaquin County, Cal., to shoot 15 birds with 19 shotless shells; and suchlike exploits.

Mr. and Mrs. Fraser are confirmed motorcycle tourists. They take frequent short rides away from San Francisco with their sidecar outfit, carrying materials and utensils for outdoor mid-day feasts; and both prefer to leave the boulevards at the earliest practicable turn and strike out for the places that are wild and picturesque.

FORSTER'S EXIT

C. H. Forster wrote from Middletown, O., Oct. 20, that his connection with the Miami Cycle & Mfg. Co., as advertising manager, would cease the following day. This work, it is understood, is being handled for the present by Sales Manager Ash. Forster is a Middletown man—member of one of the old families; and in his dealings with the trade press he was always courteous and considerate—which counts some, even with a trade journal.

SPLITDORF GROWTH

From producing something more than 300 magnetos per day, at present, to producing 2000 per day as early next year as an additional plant, totaling 100,000 square feet, is completed, is part of the program of the Splitdorf Electrical Co., of Newark, N. J., makers of Dixie magnetos, Splitdorf mag-dynamos and Splitdorf spark plugs. The new building will be six stories high, 300 feet long, 50 feet wide.

EDDIE LINGENFELDER AND—

Among the branch and district managers in attendance at the recent sales conference of the Goodyear Tire & Rubber Co., held at Akron, O., were three men who were champions of the bicycle track in the halcyon days of old. When public interest in bicycle racing began to decline, these men took to the tire field and have made good. They are:

E. F. Jackson, Detroit district manager, who in 1896 won 44 firsts, 30 seconds and 12 thirds, cleaning up \$3200 for the season.

H. P. Ziegler, Chicago district manager, who in 1899 set a new world's record of a mile in 1:40 2-5 at the Garfield Park track at Chicago.

E. Lingenfelder, Los Angeles branch manager, the ten-mile national champion in 1898.

Beginning Oct. 28 and ending Nov. 4, all Goodyear branches had window exhibits showing the evolution of tires, from the sap to the sold product—from the forest to the branch window; and the exhibit in Lingenfelder's branch was, on a safe guess, as nifty as the best of them.

LATE INVENTIONS

Frederick Mesinger, of New York, has patented a saddle which is in effect an improvement upon the air-cushioned saddle now on the market.

Perrin B. Whitney, assignor to the Mesinger-Whitney Electric Co., New York, has patented a combined headlight and horn. An electric main bulb and a pilot bulb show within the reflector. The lower part of the reflector shell is used as a tympanum for an electric sounder, the shell and an outer casing for the lamp forming the resonating chamber.

Old Santa Barbara

Has a Legal Action Case

THROUGH the co-operation of R. A. Hendricks, dealer in bicycles, typewriters, phonographs, sporting goods, etc., and Indian agent in Santa Barbara, Cal., various stages of a case involving the question of a state law superseding municipal laws are at hand.

Local Law vs. State Law

The question is raised through the case of Harry Blanchett, a motorcyclist of Santa Barbara, who was arrested for having a red reflector instead of a red light over his rear wheel. He was arrested in accordance with a local ordinance, which, Mr. Hendricks states, was passed through the efforts of the city attorney. The police judge upheld the ordinance against the state law, which permits reflectors to be used if desired by motor vehicle owners.

Dealers Win Test Case

Attorney M. H. Buck was retained by the motorcycle dealers of Santa Barbara to make this a test case in the interest of local and visiting or passing riders and the dealers. Attorney Buck had the case carried up and on Oct. 26 a superior court judge gave a decision that the state law controls and giving judgment for the motorcyclist.

Attorney Is Stubborn

Mr. Hendricks states that the city attorney of Santa Barbara has published his dissatisfaction with the decision and his intention to instruct the police to arrest any motorcyclists caught riding in Santa Barbara at night without a lighted tail light.

"And now," writes Mr. Hendricks, "it seems that we will still have to put up with the disagreeable local authority or continue the fight in the supreme court. We who ride motorcycles are not all millionaires, and we need outside influence which will reach our city council and show them that Santa Barbara is no different than other towns, and that a uniform law all over the state is better than to have a law which will hold up all visiting riders, and which is in direct conflict with the state law. Can you help us? If you can, and will, we will certainly appreciate it."

[This is a case in which, undoubtedly, the Federation of American Motorcyclists' legal action department, the chairman of which is William M. Johnson, 818 Ashland Block, Chicago, will be glad to be of any assistance possible. It is suggested that Attorney Buck communicate with Mr. Johnson, who has successfully advised in several cases in several states, pertaining to motorcyclists' rights.—Ed.]

F. A. M. NOTES

Klamath Sportsman's Store, owned by E. B. Veghte, 727 Main Street, Klamath Falls, Ore., is F. A. M. registered repair shop No. 1198.

Motorcyclists in Alton, Ill., have asked the F. A. M. to be friend, philosopher and guide in the matter of a \$5 local tax, in addition to the \$2 state tax.

Frank Lightner, the well known Bakersfield rider, has been appointed Kern County commissioner for the F. A. M.

TOURING NOTES

Those traveling the Coast route in California who do not like the dust and ruts of San Marcos Pass, might try those of Re-

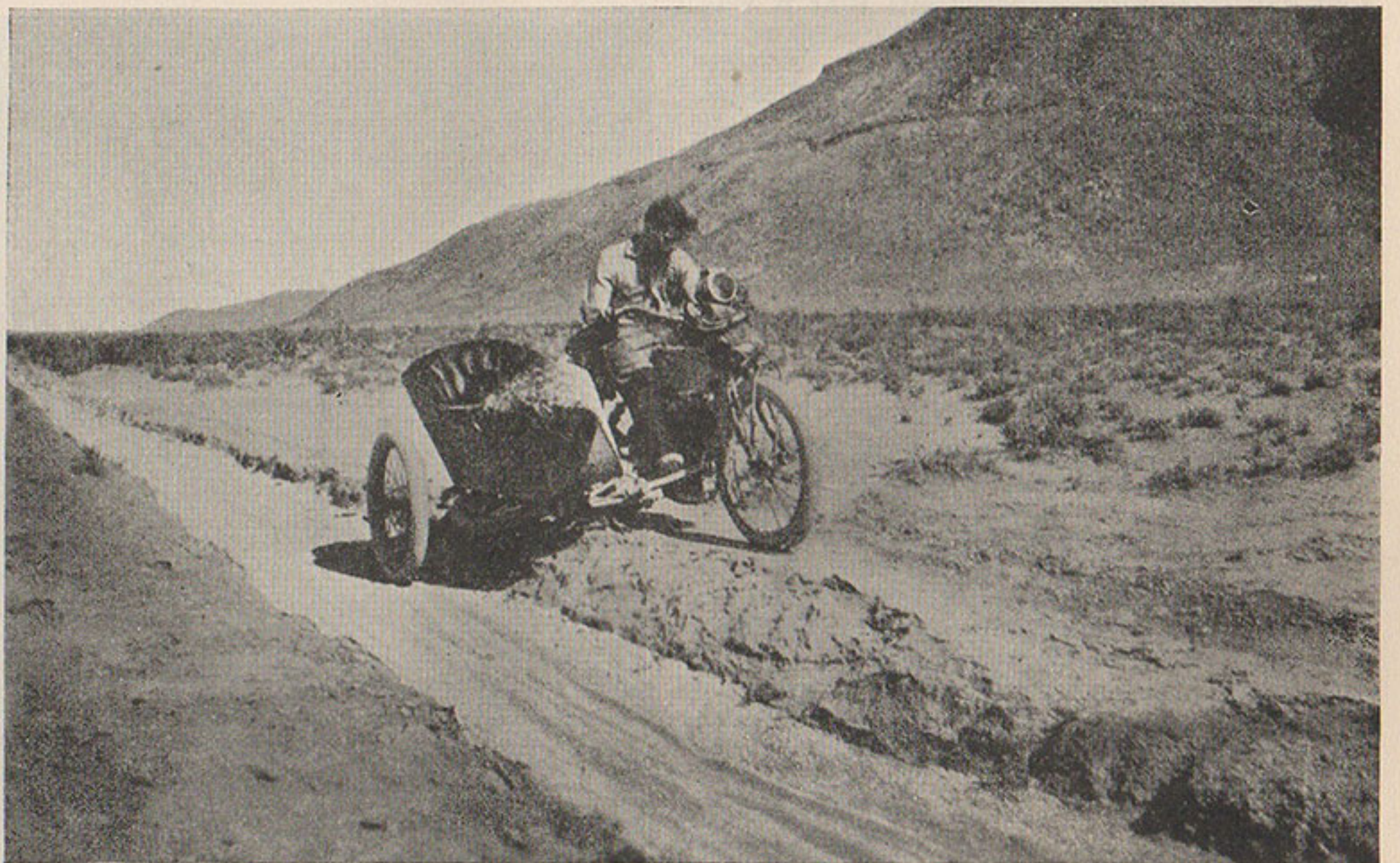
fugio Pass. The ruts, an auto driver informs this journal, are not as bad as those of the other route. Scenery, great; drop-offs into the canyon, on sharp turns, ditto.

A couple of tourists returning east from the Coast met two others, coming west, in Iowa. In that state, they told the others, the name "Lincoln Highway" was O. K., but in Nebraska it should have been "Roosevelt Highway" because it was so rough.

The men of the Automobile Club of Southern California who were sent out to "sign up" the National Old Trails Highway

from the Coast eastward reached Kansas City about a month ago. The route is between Washington and San Francisco. "Signing up" a route, and making it fit for travel, are two different things.

M. E. Gale and family, touring across the continent with Schickel two-stroke motorcycles, one of which pulls a prairie schooner carrying Mrs. Schickel and the camping outfit is, or was, this side of Chicago. In Northwestern Ohio it took them three hours to cover three miles of mud. The need of real roads in that section was demonstrated by bicycle relay riders as far back as the early '90s.



CAME ACROSS WITH A "FLXBLE"

THE value of a sidecar with the flexibility of the one shown in the lower picture—which was taken in Nevada, in the so-called Great American Desert—is obvious. The name of the "Flxble" which is made in Loudonville O., symbolizes an important factor in comfort, freedom from breakage; increased economy. The other picture shows one of the humors of life in the open. The sidecar tourists—R. S. Geis and Walter Geis, of Columbus, O., and the lads with the Ford prairie schooner seen in the distance, and who were also "transcontinentalizing" for fun, had stopped a bit and were washing themselves and the dog. The Geis brothers rode to the Coast, up to San Francisco, back to Los Angeles, and their returning East is not a hurry job. When they got here they had traveled about 4100 miles; were very well pleased with their journey. The "Flxble" prevented "drag" in ruts and on corners, and the Firestone tires had not one puncture or blowout.

Baker's Next Stunts Will Be in Australia

FROM Springfield, Mass., to San Francisco the distance, even without wabbling, is more than 3000 miles. From San Francisco to Honolulu, about as much farther; from Honolulu to Sydney, at least twice as far again—a total of easily 12,000 miles—nearly half the world's circumference.

That's where Baker's going next, to do some more long-distance stunts—from Springfield to Indianapolis, first, by train, to renew acquaintance with the family; then to Los Angeles, also by train, to loll awhile in the sticky (har! har!) Southern California climate; then, on Nov. 10, aboard the "Sierra," out of San Francisco and the Golden Gate and due southwest, over about 10,000 miles of trackless ocean, except for the stop-in at Uncle Sam's place, one-third the way, for a drink of pineapple juice and to say howde to Hawaii. Then more than 6000 miles more to Sydney, on the southwest shore of Australasia's biggest unit.

What He Will or May Do

Yep—that's him—Erwin G. Baker; the loosely assembled, lengthitudinous, grandfatherly, goldarn sort of geezer they sometimes call "Long-legged" Baker; the one who tucked away the records from San Diego to New York and from Vancouver to Tia Juana, just like that, without stopping for a shave; whom a West Virginia newspaper man who had hit one too many Wheeling stogies also even credited with the record from the southern end of South America to Alaska.

He might—who knows—try to get that, too. When he gets through riding record streaks across and rings around Australia and the two islands of New Zealand, he might take it into his noodle to sail across the 9000 or more watery miles to Patagonia and try to make that Cape Horn-to-Nome record a reality; through all that Chilean nitrate dust, Peruvian bark, and all that stuff; causing another Culebra slide, perhaps, by crossing the Panama ditch too suddenly; and further disturbing poor Mexico's equilibrium in getting back into God's country. All to boost the 1916 Powerplus, with U. S. Nobby Treads.

But no, it can't be done. Until the many counties from the Mexican line south, and a few north of that, are heard from by way of finishing the Pacific Highway, that last-mentioned saunter will be our idea of an impossibly rotten ride on a motorcycle, for man or beast.

Australia, Then New Zealand

After Baker has demolished the present record for the 600 miles from Sydney south to Melbourne, on the southern coast, he will do a certain 1200-mile run "around Australia"; the advance agent meaning, presumably, just round about the humanly-habitated parts thereof; not out where only kangaroos, whangdoodles and slobbery-jowled bushmen hold forth; for actually tracing Australia's shore lines would be like putting a fringe around the United States.

After properly polishing off every single long-distance thing there is, in the home of the Eucalyptii Giganticus, the gigantic cuss will move eastward, waterwise, as far from Melbourne as one-third the way from New York to Europe, to New Zealand, where the north island has a 1000-mile trail that he will give what is coming to it; then another, half as long, on the south island.

Then Up to Hawaii Again

After which, rest-up and an occasional

pull at that Thermos milk bottle, to recover from the little bumps and the hospitality of the Antipodes, while sitting on the deck of some returning steamer, over the trackless Pacific again to the Hawaiian archipelago.

Compared with Australia, even the biggest of these islands, Hawaii, is a mere fly speck. Yet Hawaii, on which is Hilo, the second biggest city, is large enough to accommodate, if need be, a hundred volcanoes like Mauna Kea and Mauna Loa, which is the greatest in the world, with a crater full of hot lava, 14 miles wide at the top. Baker may ride a few times around its rim, or break record up and down it, there being a road, with rest stations and under military supervision. On this island there awaits the legislature's authority the building of the only fairly long road, 132 miles from Hilo westward to Kailua, on the other edge. Hilo is the harbor town. Kailua is high and dry, above the rain belt; and if the road were finished Baker doubtless would put all records for the entire course—high, low and middle—up on the shelf, high and dry, with Kailua.

Comments on an Odd Fellow

After Hawaii, nothing to do but come home again—in April, probably; by which time there may be a mud-plug in the Mid-

E. G. Baker
who will soon
take a
big boat ride
on the
trackless Pacific



dle West, all soaked and waiting; or some other stunt to keep up the big fellow's circulation.

Back in 1910, when "Bake" was a mere Indian amateur, full of notions about becoming a long-distance crack, he was always rambling; in fact, they said it of him sometimes with fingers pointed toward their own ivories. They couldn't see the method of his indirection. But Baker had a system in the making. Like many another actor, he rehearsed at his own expense; and he's a prima donna in his line today, receiving "dough" nuts of specified fatness, and with the minimum size of hole, for every time he sits on a motorcycle and steers, sucking at a nourishing Thermos bottle the while the motorcycle and its tires, and anything else connected therewith which is remunerative, does the work.

System? He has it down to a psychological, intuitive basis. He jots some things down, but the important ones are in his head. His long drives are much more coherently planned than the campaigns of the warring allies in Europe.

Who knows—maybe he will even be over there before they get through—distracting their attention from their regular business as he dodges "Jack Johnsons" all the way from Calais to the Dardanelles or scoots from Moscow to Vladivostok. All just to gratify his lust for boring into distance and to advertise U. S. Nobby Treads and the 1916 Indian Powerplus!

Wouldn't it crystallize your vanadium?

Any system which makes a Canadian pay nearly 50 per cent more for a motorcycle than is paid in the United States—and there is such a system—is a sign that a lot of Canadians are still under the booby hatch.

Fast Eastern Racing On Various Tracks

ONLY track records were broken—the five-mile three times—at the meet of the Interstate Racing Association on the mile dirt track at Columbus, O., Oct. 17; but there was a bunch of glittering racing stars there, and the racing was the kind that kind of racing men know how to dish up; and the times really were fast. The results are printed to summarize a really worth-while race meet:

Five miles—first heat done in 4:03, by Perry, Excelsior; Jim Davis, Indian; L. S. Taylor, Indian. Second heat, 4:08—Glen Stokes, Excelsior; Shorty Mathews, Indian; Maldwyn Jones, Merkel (single). Third heat, 4:01 4-5—Don Johns, Indian; Taylor, Indian; Kemp, short-coupled Henderson. Final heat, 4:01—Perry, Davis, Mathews.

The finish in the 25-mile open was Davis, Perry, Taylor, Kemp. Time, 20:19.

On the half-mile track at Canton, O., Oct. 19, the Interstate Racing Association races had Maldwyn Jones, on his new overhead-valve Merkel single, as the chief star, with Mathews and Taylor as competitors. Jones got a five-mile final in 6:04 and a ten-mile event in 12:09.

On Oct. 16, at Narbeth, Pa., Perry and Stokes competed for the "X." So did Harry Klebes, for the Indian; and Besock Beesinger, of Chester, Pa., who rode a Harley-Davidson; and Beesinger and Perry, the little known and the well known, picked the amateur and professional plums, respectively.

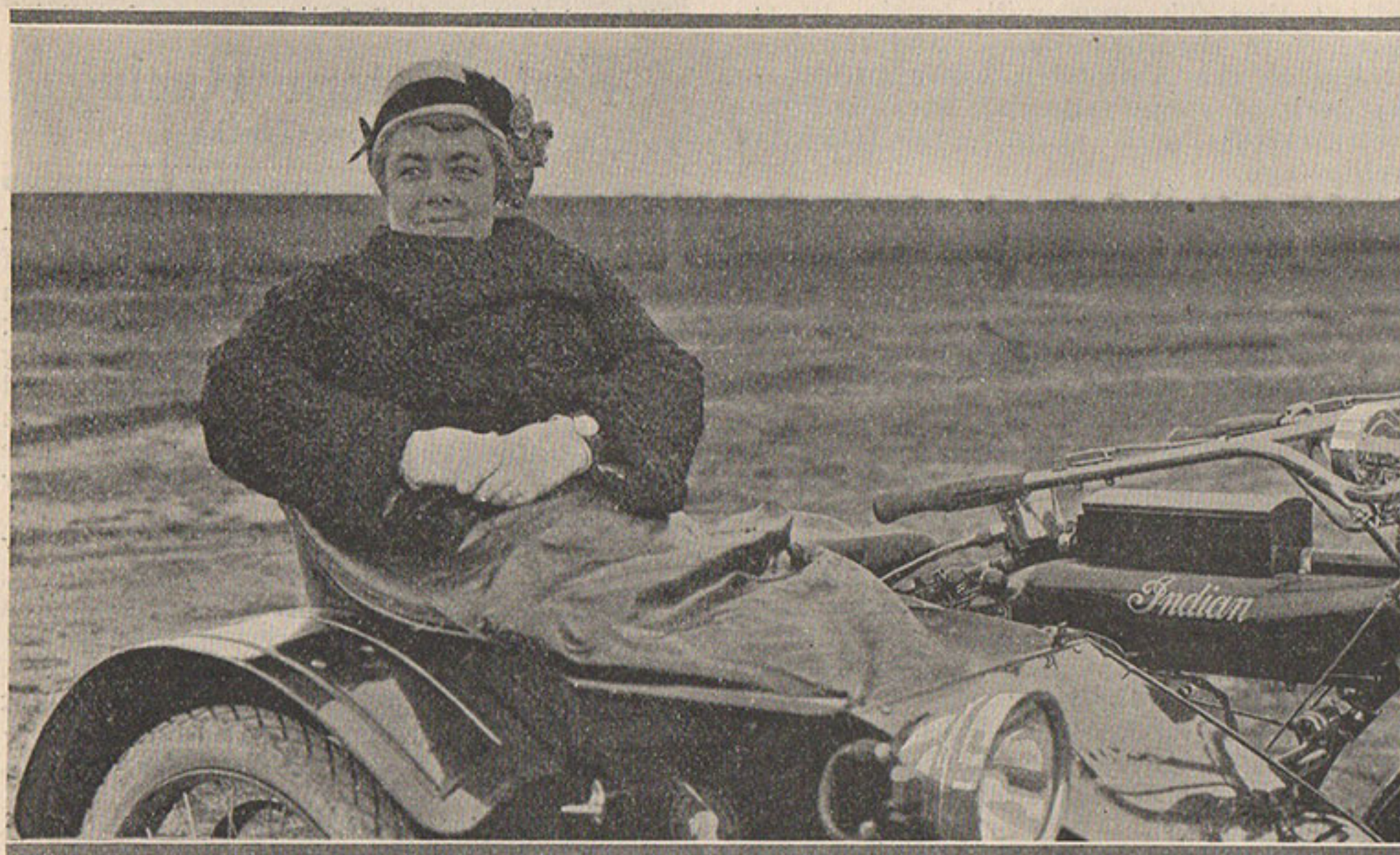
Krazy-Horse Verrill won three of the four events at Warren, Pa., the same day. He and Don Barclay, formerly of Denver, and who had been competing at the Buffalo motordrome, were there pot-hunting. Bad track; Barclay broke his arm; Verrill is unkillable.

Don Johns, Indian, cleaned 'em good at Grand Rapids, Oct. 10, in the races of the Grand Rapids M. C. He got the five-mile open in 4:14, from Graves, Indian, and Kinnie, Cyclone; then the ten-mile open, in 8:41, from Perry and Stokes, Excelsior; and the 15-mile open, in 13:00, beating Creviston, Indian, and Perry, Excelsior.

The new 4½-lap, 62½-degree board track at St. Joseph, Mo., built by Jack Prince, was opened Oct. 17 and smashing time was made in a program of three events, two of which consisted of two heats and a final each—first and second riders in heats starting in the finals; so there were seven hot races in all. Fleckenstein, Cyclone, of Denver, got one four-mile final from Morty Graves, Indian; and Roy Shaw, Excelsior, in 2:32 3-5; and the other, also four miles, in 2:38, from Shaw, McNeil ("X"), Graves; also the six-mile open, in 3:52, from McNeil, "X," and Dutch Meyers, Indian.

Wednesday, Oct. 24, St. Joseph's steep saucer rumbled again with motorcycle speed, furnished in heated heats, as previously. Al Ward, of Los Angeles, who had hurt himself in practice, made his first appearance at this second meet, but won nothing. Creviston, Indian, qualified in a heat but cashed no checks. Fleckenstein was again the star.

The 3½-mile final ended: Fleckenstein,



AUSTRALIANS GAVE HER A WRIST-WATCH

NOT long ago there was the Sydney-Melbourne reliability trial, in Australia, and Mrs. "Teddy" Hastings, the first lady sidecar passenger to complete it, was awarded a gold wrist-watch by the Motorcycle Club of New South Wales and the Victorean Motorcycle Club. The picture shows her wearing it. Years ago, Mr. Hastings was given an award of appreciation of his ability to go through a reliability ride and look neat. That was in England. He hailed from New York, and no doubt Mrs. "Teddy" does; and for a couple of years, till recently, he was manager of the Hendee Company's Australian business.

Cyclone, \$50; McNeil, Excelsior, \$30; Graves, Indian, \$20. Time 2:13 1-5.

Four-mile final—Fleckenstein, \$75; McNeil, \$40; Graves, \$20. Time, 2:33.

The 4¾-mile—Fleckenstein, \$100; Graves, \$75; McNeil, \$50. Time, 3:00.

SAN ANGELO RACES

San Angelo, Tex., Nov. 2.

THE motorcycle races held under the auspices of the San Angelo Motorcycle, as features of the annual fair, and for which a total purse of \$650 is to be distributed among four days of racing, opened today with the track very dusty and in bad shape. There were two five-mile events, won in 4:49 3-5 and 4:51, respectively, the finish in each race being in this order: Rural Murray, Harley-Davidson; Lynn Rogers, Cyclone; A. C. Hillard, Excelsior.

San Angelo, Nov. 3.—Here's a howdedo. The entry blank for the races here state distinctly that the races are open only to semi-professional riders, or riders who have never made better than 54 seconds for a single mile or proportionately for a longer distance on a dirt track. Creviston, Indian, is here today. So is Dave Kinnie, of Pasadena, with his Cyclone. They have come to compete, of course, and they declare that they are being held up or discriminated against, but the printed wording on the entry blank is very plain.

Today's race was ten miles. It was won by Correnti, Harley-Davidson; Rogers; Cyclone, second; Bailey, Harley-Davidson, third. Time, 9:55.

The entry blank provides for the division of the purses on a 60, 30, 10 per cent basis. This would make the prizes for yesterday's first event \$30, \$15 and \$5; for the second event, \$15, \$7.50, \$2.50; and for today's race, \$60, \$30, \$10.

Financially the Cincinnati speedway seems assured. The site is yet to be selected.

PHOENIX NOTES

Phoenix, Ariz., Oct. 30.

THE 133-mile road race from Tucson to this city, Nov. 15, the opening day of the state fair, and the 100-mile track race here on the 20th, will well serve to continue Phoenix and Arizona as a live section of the map. The purse for the road race has not been decided, but probably will be about \$350. Among the entries will be Harry Crandall, Frank Sellner, Barr; Lorenzo Boido, Ellie Wilson and Lindsay, all of Phoenix; and J. V. Berg and Rhodes of Tucson.

Practically all of these men are good road riders, which means a good race. Joe O'Connell, winner of last spring's Phoenix-to-Tucson race, may enter.

Byron Bellas, a well known Merkel rider and one of the most popular motorcyclists in Phoenix, is acting as referee for the F. A. M. in this vicinity in place of John Hohl, state F. A. M. referee, who left for Indiana two or three months ago.

It is not known whether Hohl has resigned as state referee or whether he is coming back to Phoenix. Bellas says he is county F. A. M. referee, and that Pima County, in which Tucson is located, also has a county referee.

There is much interest being taken in the 100-mile race for the \$500 purse on Nov. 20, automobile day, at the state fair. Several factory riders are expected.—Craig Pottinger.

Gus Berago has taken the Henderson agency in Bisbee, Ariz., and recently had a 1916 model on display.

ATTAR OF ROSES

Albuquerque, N. M.—The Pacific Motorcyclist is a live, spicy magazine—a regular "hum-dinger," that is eagerly read.—Mrs. A. W. Strumquist, press agent A. M. C.

The Coyote's Lullaby

On a Trip to Roosevelt Dam

Tucson, Ariz., Oct. 30.

FOR tremendous mountain dips and rises, and for scenic thrills equal, we believe, to that of the Grand Canyon, make the trip by motorcycle from Tucson to Roosevelt Dam.

Last Saturday at 2 p. m., G. C. Scrivner, on an Indian, and T. A. Pugh, on a Harley-Davidson, left Tucson. Within five miles of Chandler darkness came. At a lonely desert cabin they tried to buy food, but the man directed them to another house, two miles off. It being dark, they did not ride but walked, and after much pleading the kind-hearted lady of the second house sold them some eats. Then they returned to their motorcycles and lay down on the desert for the night.

When the Coyotes Sang

It became cold, and the coyotes kept up such a continual howl that sleeping became impossible. After hours of waiting, dawn came, and ere long they reached Mesa.

After a good breakfast and smoke they went on toward the Dam. After many thrilling moments, up and down among the mountains, they reached famous Fish Creek and a fine home-cooked dinner.

The hill there is steep and dangerous. They were shown where a wagon had gone over, dropping 3000 feet, with its occupants killed. There are many sharp turns, and no fence at the edge.

After looking the country over they restarted and soon reached the Dam and its marvelous scenery, which seems beyond description. It is the grandest in these parts. They rode across the top of the Dam, being the first motorcyclists from Tucson to do so. The dam lake is 200 feet deep and 90 miles in circumference.

Surprising Climbing Ability

Then followed a fine fish dinner, a fine night's sleep, and then the return trip home, which was quite as exciting as the coming. At Fish Creek Hill they met some auto men who argued that as the autos could hardly make the hill in the low, motorcycles could not make it at all. Pugh writes: "We did it on intermediate, and easy picking; business of great surprise for the auto men."

Tucson was reached at 5 p. m.; both riders happy, declaring it to have been the finest trip they ever took; and when they told about it at a local shop, enthusiasm spread and others are anxious for the journey.

ALBUQUERQUE NOTES

On Oct. 21 the Albuquerque M. C. adopted a Colorado-bred badger as a mascot and named him Woodrow Wilson.

For Oct. 30, Hallowe'en, there was planned a ghost party, including a ride at 6 p. m. to Orange Grove, a campfire supper and a ghost parade back to town.

An annual run to the Mountainair chautauqua is on the list.

The club has an official banner—blue and white.

NO SAN DIEGO-YUMA RACE

San Diego, Cal., Nov. 3.—The report in the Chicago journal, indicating that arrangements have been finally made for a road race from San Diego to Yuma, is incorrect. The Exposition people turned the proposition down tonight.

Los Angeles News

The New Club's Progress

Los Angeles, Nov. 2.

WIND—Los Angeles scarcely knows it; and who remembers when it last rained? Plenty of moisture in the air; more clouds than there were; occasional fogs and coolish nights; meadow larks warbling in the sunlit suburban fields; downtown streets brilliantly lighted and thronged after supper; and the festive mockingbird a-reeling off his lay in the eucalyptus tree tops at the midnight hour; and then some. Plenty of chrysanthemums; roses blooming; riding continuing; and all that.

But the business wind is what concerns us most. It seems to have struck the East in the right spot. It is expected here every minute; and it will be welcome when it does blow in. There is a good business in repairs and sundries, locally and everywhere around, meantime. Money is actually be-

ginning to circulate a little; and an anticipated big crop of winter tourists will bring some more.

As to the New Season

Dealers feel sure the new season is going to be what they want it to be. They are inclined to quit groaning about the end of the world having come; and there is a distinct atmosphere of vim, waiting to be exercised just as soon as the various lightweights show up; vim for, and against; mostly for.

Thus far, the 1916 arrivals have been the Henderson, Thor, Excelsior, Harley-Davidson. No Indians yet. The belt-drive Miami Power Bicycle leads the junior procession, with the Excelsior lightweight and Indian Featherweight yet to come. A Schickel lightweight is said to have been seen. It is not represented here.

Dealers' Club Matters

A location over one of the agencies on Main Street for the headquarters of the new club started by the dealers was favored by the majority, at a meeting held to discuss the matter, but one dealer objected to the location as being too far removed from his

own place. Further search for quarters agreeable to all is to be made, and the new enterprise may be under way before the new models take up all the dealers' time.

The second picnic, which will be financed by all the dealers interested, and managed by the Girton-Hoffer Co., will probably occur Sunday, Nov. 21. No further details yet.

A Merkel Agency Change

With the best of feelings all around, Harry Sexton, on Oct. 27, withdrew from the firm of Sexton & Berry, Merkel agents, leaving T. E. Berry the sole owner. Berry was negotiating last week for the distribution of the Miami Power Bicycle, and E. W. Adams, the company's representative covering the entire Far West, who was down from San Francisco, stated Saturday that consummation of the deal was probable.

A shipment of the chain-driven, two-speed Miami Power Bicycle, is expected here about the middle of November. Meantime, Berry is "making hay" with the belt-drive. Last Friday he uncrated one, and by having the motor run all day on the sidewalk and giving street demonstrations, at times had the sidewalk crowded with watchers and questioners—all kinds of people. Saturday night he reported he had sold four machines—one to a Glendora schoolgirl, one to a city lad, one to a plumber, one to a carpenter foreman. The interest displayed on Friday, even without any newspaper publicity, was extremely favorable, and most of it was on the part of people not ordinarily interested in motorcycles.

Berry has a Miami Power Bicycle Club in mind. He is remodeling his store.

An official of the Miami Cycle & Mfg. Co., believed to be Sales Manager Ash, is to be met in San Francisco by Mr. Adams, who returned there last Sunday, intending to come back later with the factory official, who will then return east via El Paso, having come west the northern route.

As Merry and Smith Find Things

Edwin F. Merry, Excelsior distributor from San Francisco, and Julius Smith, his Los Angeles branch manager, made a two-day tour of the Kite cities last week. Salesmen from the branch cover the territory regularly and these supervisory trips are made about every two months. Mr. Merry returned to San Francisco Friday night.

Mr. Smith reports all dealers optimistic; all doing a lot of repair work on machines whose owners evidently have recovered from money shortage; and all sure that business will spruce up nicely soon.

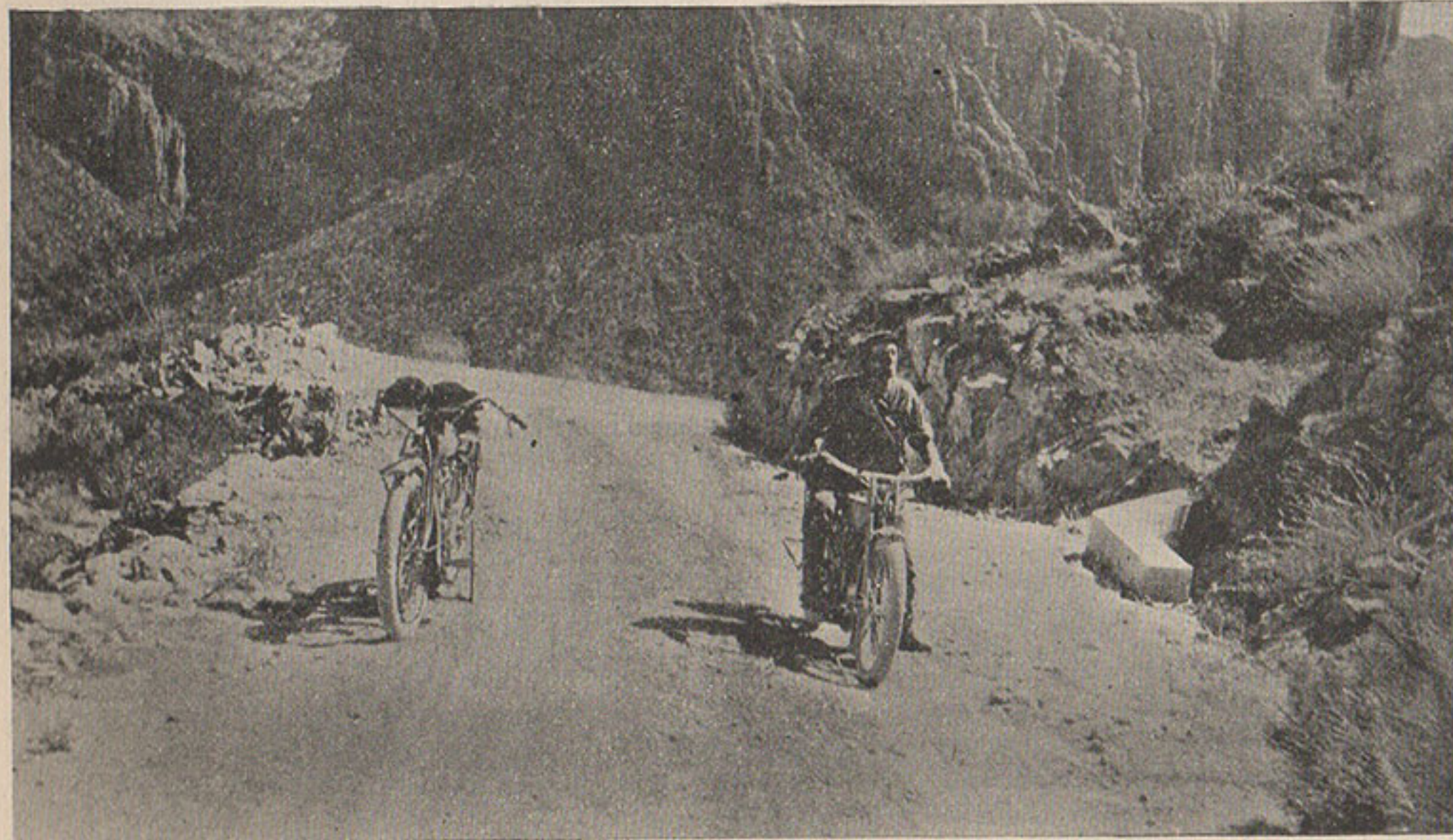
The Kokomo Kord tire for bicycles is selling especially well, although it is not low-priced, and it is expected to be one of the best, if not the best-selling tire ever distributed by this house. Its superior quality is doing the trick.

Except for a bit between San Bernardino and Redlands, and again between Colton and Riverside, the road conditions on the Kite are now excellent and soon the entire route will be completely boulevarded.

Henderson Matters

One of the busiest window dressers in town, last Saturday night, was located, not in a big department store but in Motorcycle Row. The front window was closed to the public for the night. Within labored no less an artist than Hugh A. Fargo himself, arranging, with the assistance of Messrs. Klapp and Sutphen, a display of new Henderson parts—on a dark-green-cloth-covered easel and window floor; with striking legends suitably placed about.

With natural plaster finish and green timbers, and with the various fixtures, reading table for visitors, etc., in place, the new



Pictures taken by T. A. Pugh, during a ride from Tucson to Roosevelt Dam, which is described on this page. The upper picture merely glimpses one of the many gloriously wild scenes viewed from the road. The lower picture shows a bit of the road itself, and its wild-western surroundings.

Henderson headquarters have a spruce and inviting appearance, which is heightened by the beautiful short-coupled model which is placed near the door, so fastened to the floor that the full benefit of the low saddle position is apparent to anyone who sits astride the machine.

President T. W. Henderson was here last week and is here this week. He is quoted elsewhere in this issue.

First New Thors Here

Early last week the first 1916 "Giant Twin" Thor arrived in Los Angeles, and the light twin was due on Saturday. As soon as a sign referring to the big one was put in the window of the Pacific Motor Supply Co., the store was thronged.

The big one, by means of a new "rocking chair" stand, not shown even in late illustrations, is raised from or let down to the ground with ridiculous ease, even by a light person, by standing with one foot on the dropped stand, and, for raising or lowering an easy pull or "retard" with one hand.

The long horizontal footboards, rubber-covered; the low saddle position (about four inches lower than previously); the new band brake operated by right foot; the short arc movement of the gear-changing lever, operated in conjunction with clutch-release by hand or left foot; the enclosed overhead valves for better combustion, quietness and cleanliness; the new muffler—these and other features, including the simple lines, created genuine enthusiasm.

The foot-starter works very easily, turning over the motor three times with a moderate pressure before the bottom is reached, the motor then turning over two or three times more.

The three-speed gearset, while very large and strong, is inconspicuous. This sliding gear is regular on both models. The gear shift lever can be pulled straight through from high to low, or pushed the other way, passing through neutral on the way. Pulling or pushing it half way, to intermediate, neutral is passed through, going or coming; and the gear positively cannot be shifted until, by hand or left foot, the clutch is released.

The bigger motor, 61 cubic inches, is called 12-h.p., but develops considerably more. The cylinders are set at 50 degrees.

The muffler, closed—very quiet exhaust; open—a brand new boom, that "brings down the house."

The wheelbase of the "Giant" and "Light Twin" are 59 and 57 inches, respectively; the tires, 3-inch and 2¾-inch, respectively. The light twin, 38.6 cubic inches, 6 h.p., has an even racier frame than the big one; the same three-speed gear; the well-known Thor disc rear-hub brake; same gas and oil capacity; a different front-fork springing.

No pedals on either model. Tires, U. S. Chain Tread, Goodyear Blue Streak or Firestone Non-Skid.

Excelsior Items

Carl Goudy, racing man, formerly Excelsior agent in Fairbury, Ill., arrived last Saturday wearing the bloom of health and a big scarf diamond. That afternoon he was automotored to San Diego by Fred Hoffer of the Girton-Hoffer Co., Excelsior distributors. He said that while the deal whereby he would take over the Excelsior Cycle Co. in San Diego had not been closed, he expected it to be. His brother, Bill, was to go to San Diego after taking part in the Tucson races on Nov. 4.

Last week the Girton-Hoffer Co., Excelsior distributors, reported the sale to Charles Fuller Gates, who needs no intro-



FIRST IN SAN DIEGO

AS the picture and the facts will prove to those who know him, H. A. Lillie is no longer in the hospital. The machine—the first "1916" of its tribe to reach San Diego—with Lillie driving and Who Knows Who in the sidecar, was photographed in Balboa Park, with the great Exposition in the background. The San Diego Expo., by the way, may run another year, with many of the exhibits from the one in San Francisco to make it even more interesting.

duction, of a 1916 three-speed "X," which he will use on a business ride as far as San Francisco, one way, and Phoenix, the other way.

A "Cyclemotor" Coming

C. Will Riden has ordered of the Cyclemotor Corporation, of Rochester, N. Y., one of the little motors, said to weigh, including tank, 20 pounds, with the reported intention of trying it on a bicycle and, if he finds it satisfactory, probably taking the agency or distribution.

Arizona, except Maricopa County, in which Phoenix is located, has been added to Riden's Indian territory.

Ten Indians have been supplied to the New York Motion Picture Co. for use in a terrible European war being enacted before the company's camera at Inceville, Cal.

Both Tom Butler, motorcycle sales manager for C. Will Riden, Indian distributor, and Paul Derkum, who is now applying practically all his time as Indian booster, are putting in much time "covering the territory." Butler likes Southern California, and evidently it likes him and his Georgia dialect. The other day he "flapped his wings" a few times, took a couple of deep breaths, and concluded, "I'm the happiest man alive—I know I am."

"Freedom From Inaccuracy"

John Fletcher, as stated in the last issue, is selling accessories, etc., for Riden. A Chicago journal has him succeed F. H. Bennett, former buyer. As the Motorcyclist stated, Fred Wagner has that job, having trained for such work for years. However, some other Los Angeles facts and phrases in the Chicago journal were quite right, and were fresh and sprightly despite their age—having been cribbed, almost word for word, from old issues of the Motorcyclist!

Peregrinating "Griff"

A. E. Griffith—"New Departure Griff"

—spent several days among the dealers in lovely Los Angeles last week, went fishing Sunday and left on Monday without reporting the size of his catch. Looking well again; and making use of the same high-speed vocabulary. One of his chief topics is the splendid printed-matter boosting his company is doing in behalf of dealers, to help them increase the sale of bicycles and, naturally, of the New Departure brake, etc. He carries a portfolio containing examples of all the pamphlets issued, as well as the war news sheet.

Many dealers have encountered a demand for light front-wheel hubs for bicycles. Griffith is exhibiting a beauty.

L. A. M. C. Affairs

George Martin, who is the son of the patriarch "Pop" Martin, of the Los Angeles M. C., is at this time the most active member-getter the club has. Within a short time he has corralled eight.

The young element in the club had a vast time, Halloween—dancing and music, and more and more of the same, until the musicians had to be re-hired; and the end thereof was at about 3:30 a. m. the next morning. It was a masque affair. More than 50 folks were at the club house that night. Some costumes were very pretty; some comic; at least one girl wore "his" regular suit, and awkward "ladies" were tiful.

Oct. 24, Forster's Park, about 72 miles out—inside Casitas Pass, near Ventura, was the run destination; one of the best runs of the year; and the invited Santa Barbarans who didn't come across the Rincon cutoff to mingle missed a treat. The club was represented by about 12 motorcycles, mostly with tandems, and one auto. A strap-drive single Thor went along and go there, though it had to be helped up some grades.

Nov. 7, the run will be to Arrowhead, in the San Bernardino Mountains, about 75 miles from town. Wonderful trip.

A Thanksgiving Dedication

Motorists will swarm toward San Diego, Nov. 25—Thanksgiving Day—when the alleged complete completion of the state highway will be marked by a ceremony, half way between the cities, under the auspices of the Auto Club of Southern California.

California voted "No" on practically every one of the 11 propositions submitted at the recent special election, and Los Angeles County did the same with the extra item—the bonds for mountain roads.

Walter Hempel, auto show promoter, is said to have in mind a truck show, plus motorcycle exhibits. No date announced, and no prospect, apparently, of interest by the motorcycle dealers.

H. T. Roberts, of the Troxel Company, Elyria, O., arrived from up the Coast on Oct. 27 and left two days later for Salt Lake City. Rosily healthy, as always.

Manager Snodgrass, of the Superior Mfg. Co., formerly at 1349 South Main, now at No. 1325, in addition to continuing to make Superior sidecars is sub-agent for various motorcycles.

Last Monday 150 autos found standing overtime at curbstones were tagged with invitations to their owners to go to court.

Franklin Dolt, formerly with the Reading Standard Company, was recently in Los Angeles.

A carload of 1916 Harley-Davidsons reached Los Angeles Nov. 2.

Some Colorado News

"No Koff. No Go. Dam!"

Denver, Colo., Oct. 25.—Tax Assessor Cartwright of Otero County recently forwarded to the State Tax Commission a letter written by a Japanese, who objected to the assessment value of his "go-devil motorcikle" being increased from \$70 to \$100—first, because he had traded it for two hogs five years ago; because the hogs were "ded"; and because the machine was also "ded." He put it thus:

"Hon. Tax Commission and Hon Com-miscion Bord and Kartrite:—Gents:—This is to say Mi go devil motorcikle maid 2 much bi Ritin from you. Trade fur it 5 years long with to hog. They ded. It now ded. Run theru sticky fence on ditch. No Koff. No go. You bon head, Kum get him. No pay to much. Dam.

J. NOTAKU."

Several 1916 Indians and Excelsiors have been sold and delivered in Denver. The respective agencies—Boyd & Williams, Indian, and Mead Autocycle Co., Excelsior—now adjoin each other in a specially constructed building, with increased convenience and lessened expense as the agreeable high spots in the situation.

The Western Supplies Co., Denver, have taken the Thor agency. They already had the Merkel and R.-S.

COLORADO SPRINGS CLUB

Colorado Springs, Colo., has a club. On Oct. 10 there was a get-together run, managed by D. E. Pierson and Emmet Knight and attended by about 35, of whom 33 registered the day before. The ride was to Calhan, over roads mostly good. There was a chicken dinner. Then N. B. Neiter was elected temporary chairman of a preliminary organization; George Flynn, financial secretary; U. S. Johnson, recording secretary. On the night of Oct. 14, 42 motorcyclists attended another meeting, in the chamber of commerce, and the same temporary officers were continued. The following Sunday there was a run to Canon City.

Oct. 21, a third meeting occurred in the chamber of commerce and adopted the F. A. M. form of constitution and by-laws. The name Colorado Springs Speedway Association was selected. The following regular officers were elected:

D. E. Pierson, president; Joe Esch, vice-president; Emmett Knight, secretary; George Flinn, treasurer; Charles Skinner, captain; Edward Ryan, first lieutenant, and Hampton Bennett, second lieutenant.

SALT LAKE CITY NOTES

Lon Claffin, Indian agent in Salt Lake City, with Mrs. Claffin, started Nov. 2 for San Francisco and may visit some other points on the Coast. He was not in "fine

Norman Hopper is reported to have become sole owner of the House of Hopper in Salt Lake City by buying the interest of W. D. Rishel.

CHEYENNE'S INDIAN BOOSTER

It's thoroughly western—"Booster"—and it has a definite meaning. F. D. Folkrod, Indian dealer in Cheyenne, Wyo., is a booster. For the annual picnic of the Cheyenne club there was 500 pounds of provisions. How to haul it was the question. Folkrod secured an express wagon, had the stuff and four men loaded on, hitched the

outfit by a rope to his tandem seat, put another man on the tandem, and it was all aboard for the picnic grounds.

It appears that Lieut. Hoffman, the army man who started from Boston to break record "across," got at least as far as Cheyenne, where Mr. Folkrod overhauled his machine, working all night to get him out with as little delay as possible.

A FIRESTONE COMPLIMENT

THE lady is Miss Anita King, the Lasky moving-picture actress, who drove a Kisselcar fitted with Firestone tires from Los Angeles to New York City. The gentleman presenting her with a bouquet consisting of 72 roses and four double orchids, is Stewart Slosson, in charge of Firestone missionary work in the Far West, who had himself ridden a Harley-Davidson fitted with the same make of tires, from New York to Los Angeles. The felicitous incident occurred at the Salt Lake station in



Flowers to the Fair

Los Angeles, upon Miss King's return by train from the East.

Mr. Slosson, by the way, has been covering the central and northern parts of California and only reached Los Angeles again last week. He is now general traveling representative for the Firestone motorcycle tire interests from Salt Lake City west, from Canada to Mexico, and by a system of helping dealers has increased their tire sales materially—in four cases as much as 300 per cent; not to mention their general selling efficiency and the business-getting appearance of their stores. Mr. Slosson will attend the Tucson-Phoenix road race, the Phoenix track races, then visit the Imperial Valley and San Diego; then he goes to Salt Lake City. Of the Venice 300-mile, Phoenix 200-mile, Tacoma 300-mile and Dodge City 300-mile races this year, Firestone tires were used by the winners of the first three and won 18 of the 24 money prizes in all the races mentioned. The honors won included three firsts and three seconds, and four world's records.

Mr. Slosson states that in California, as the result of personal attention, 77.2 per cent of all dealers now carry Firestones in stock.

No recent developments concerning the Los Angeles speedway.

Near New York News

By E. B. Holton

Newark, N. J., Oct. 27.

THAT four-state F. A. M. endurance run from Dayton to New York satisfied this one man's appetite for motorcycling for one solid week. Just got back to riding, and loafing in the different agencies again, today.

Without throwing asparagus at any of the other lightweights exhibited at the New York Show, the Cleveland received the most attention from motorcyclists accustomed to big twins. It has a sturdy look. Designed, I understand, like the tried and tested English two-stroke, the Triumph.

Speaking of the New York Show—judging by the way the multitude went to the Motorcyclist booth, I'd not be surprised if you have at least 50 more eastern riders reading your sheet than before the show. [565 was the number of eastern subscriptions taken—record, we believe, for any motorcycle journal at any show in this country.—Ed.]

Walter Goerke, former racing man, now Indian agent, got tired of boarding; got his Irish up, and on the 12th got married. Good luck to yez, Walter.

You Southern Californians who knew "Link" Holland, Jr., may be surprised to know that he, too, is headed toward that w. k. sea of matrimony.

Newark police have become foxy. It used to be full uniform and different-colored machines than the ordinary. Not now. Two are dressed even as you and I, on stock machines. Result—big increase in those who stand before Hizzoner and lie about how fast they were not going.

WENT UP MT. WILSON

Oct. 24, a dozen riders from Orange, Cal., and vicinity went to, up and down Mt. Wilson. The start from Orange was at 9:30 a.m. and the return at 7:30 p.m. One clutch was burned, going up. At Lamanda Park the riders were warned that if they went up they might be pressed into service as forest-fire fighters; but they were not. In the party was one lady—Mrs. Lester Crowl, wife of the Crowl who, with J. Carriker, handles the Indian in Orange; an agency, by the way, of extraordinary neatness and systematic arrangement.

POMONA'S "PROGRESS" EVENTS

At Pomona, Cal., Oct. 28, the Pageant of Progress celebration included a 20-mile motorcycle race, won in 24:45 $\frac{3}{4}$ by Anson Hamner, Indian. Payton Burke and David Perry, on Excelsiors, were second and third. Walter Burke won a motor wheel race and a bicycle race prize went to Ray Hungate of Lordsburg.

SANTA ANA TO SEVEN OAKS

Last Sunday a run was made from the shop of A. F. Herold, Indian agent in Santa Ana, Cal., to Seven Oaks, in the San Bernardino Mountains; a round trip of 180 miles, through some fine scenery.

Miss Inez Patterson, of Pratt, Kas., went on the Short Grass tour this year, of course. So did Harry Arble, presumably also of Kansas. They're married now.

POWERPLUS---The New Battle Cry

Here's What Some Representative Indian Men Think of the New Indian Motor—

"The new Powerplus motor is one big roar. I did 44 miles in 50 minutes going from Providence to Worcester. Eddie Lutz took one of them into a recent endurance run and he said that his experience was that it took the hills so easily that he thought the machine was geared low. Then, on the other hand, in riding on the level he thought the machine was geared high. Can you beat it?"
B. A. SWENSON, Providence, R. I.

"Everybody who has covered the road from Springfield, Mass., to Brockton, Mass., knows that there are some good sizable hills to roll up. I made the round trip of 228 miles with a new Powerplus motor and never shifted a gear. Two other things which particularly impressed me about this new 1916 achievement is the steadiness and abundance of its power at low speed and its extreme quietness. I can also say that as a sidecar motor it is a world beater."
G. A. GOVE, Brockton, Mass.

"I am very much pleased to acknowledge your favor of the 12th and also to receive the new 1916 motor mentioned therein. To say that I am pleased is putting it mildly. This new motor seems to be everything that I could desire, having not only power in the first place, but a degree of quietness I hardly dared to anticipate."
A. H. CROCKER, Kansas City.

"The new Powerplus motor is the slickest thing I have ever seen in all my experience in the motorcycle business. Its quietness is truly remarkable and it is so high strung that it seems capable of doing anything."
ROY, CROSS, Worcester, Mass.

"During my recent trip from Bridgeport to Niagara Falls and back through the mountains of Pennsylvania I rode a 1916 Indian with Powerplus motor. I want to say right here that it is the fastest and most powerful machine I ever sat on. I never was out of high on the entire trip and I am willing to do it again on a bet with gear locked into high. That is how much I think of Powerplus."
ARTHUR DUNHAM, Bridgeport, Conn.

"I can truly call the Powerplus motor a sensation. It has proved to be such everywhere that I have been with it. There was never a time when my machine has been on view that the crowd did not immediately get busy examining and admiring its details. You can take it from me that the factory claims for Powerplus are very modest when put beside its actual performance. I have had it on the road for thousands of miles and I did not strike any cross country rough stuff that the Powerplus motor couldn't easily trim."
E. G. ("CANNONBALL") BAKER, Indianapolis.

Powerplus -- Salesplus -- Profitsplus!
Hendee Manufacturing Company, Springfield, Mass.
(Largest Motorcycle Manufacturers in the World)

POWERPLUS

Tacoma News Letter

By F. K. Haskell

Tacoma, Wash., Oct. 23.

SEVERAL heavy rains during the past fortnight have not damaged the roads to any great extent, and motorcyclists are still out in numbers on all the highways. Hundreds have this year used the famous Snoqualmie Pass highway and enjoyed the splendid scenery encountered in crossing the Cascade Mountains.

H. C. Fuller, Yale distributor, with two other Yale riders, R. R. Ranny and M. Finch, just returned from a two days' trip to Hood's Canal. The trio had a tip that at least one deer could be bagged, but the best they could get was a few birds. They will try again next week.

O. P. T. Daenitz, Harley-Davidson representative on the Coast, was the guest of Mr. Glasgow for a few hours and was much gratified over the splendid showing being made in this portion of the territory. You'll find him always the same cheerful booster.

F. M. Bailey has recently signed his sixteenth consecutive contract to dispose of Pierce bicycles. If you insist he will also put you in possession of a nice new '16 Indian for the requisite number of plunks.

E. E. Peterson says he has picked out the Bald Hills as a likely hunting ground, and says that an Excelsior can make the trip from Tacoma and put him within sight of a deer in a half-day. He hasn't, however, picked out THE particular deer.

Someone in Tacoma, as yet unannounced, is going to be allowed to retail Dayton bicycles and motorcycles, but the Washington Cycle Co. have not yet decided who

Seattle News Letter

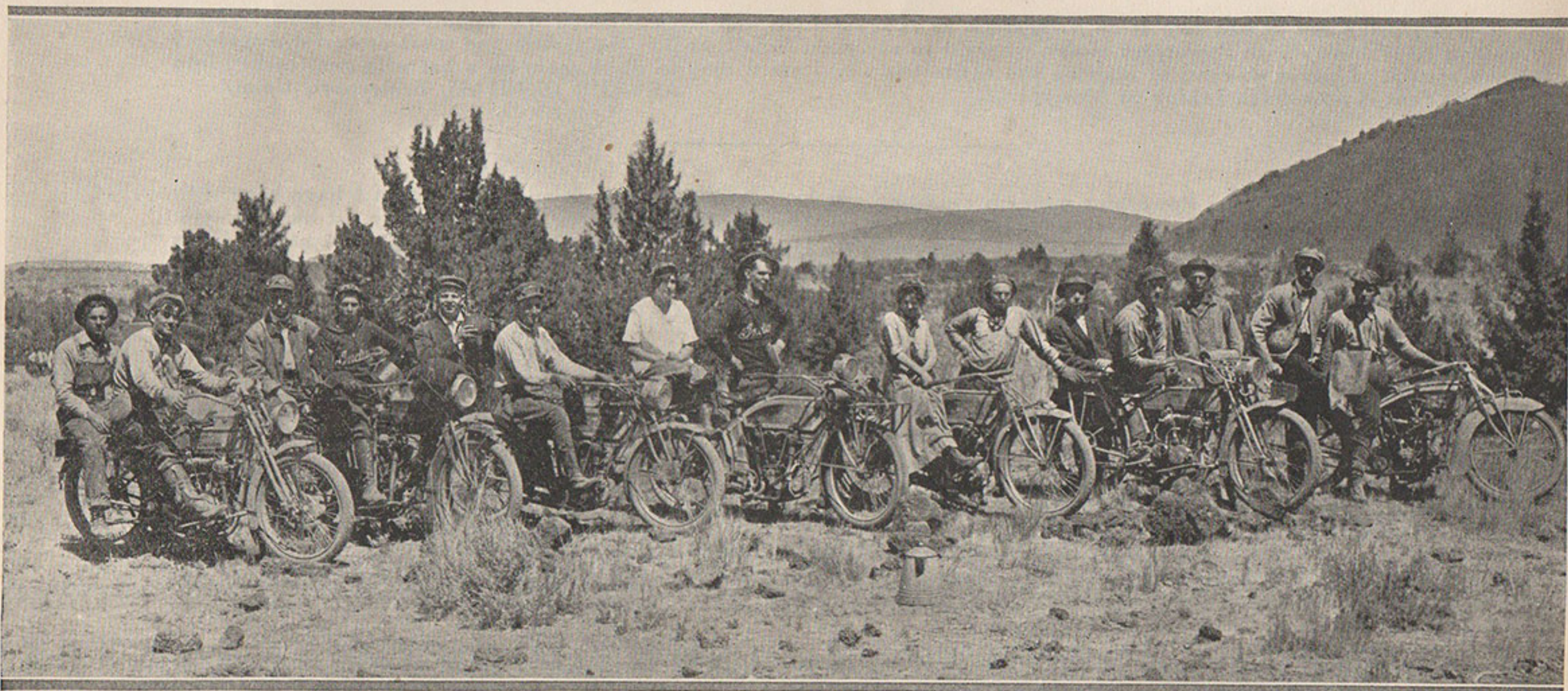
By Frank R. Pierce

Seattle, Wash., Oct. 26.

SEATTLE dealers met last week and formed a dealers' co-operative association. The object is mutual protection against certain members of the bill-dodging element which is a part of every line of business; a uniform price on standard supplies; and the good of motorcycle interests in general. An association of this kind has long been needed in Seattle and with the proper support from it will be an easy matter to organize a permanent motorcycle club. The manner in which the dealers took hold of matters Tuesday evening was very encouraging.

No Run for Tandemettes

Probably the first event in which the new



PICTURED ON THE LAVA BEDS NEAR KLAMATH FALLS, OREGON

NOT knowing where the picture was taken, one might say it was in Southern California, instead of on the great lava bed near the ice caves, 50 miles from Klamath Falls, Oregon. There is the well known sage growth on the ground, and a treeless hill in the background. One rider carries a canteen; another a water bag. But look at the rocks. Ages ago they were spit up out of the earth, and the riders traveled 12 miles of similar rocky stuff before they stopped here, got ready the coffee pot (in the foreground) and posed for the camera man. Each machine carried tandem. All were two-speed or three-speed. Three riders did not ride all the way, finding walking preferable. The club makes such runs twice each month. In the picture, taken in August, are,—left to right—Tom Willison, K. Bailey, W. T. Veghte, E. B. Veghte (proprietor of Klamath Sportsman's Store, Indian agent), H. Hirvi, Charles Fought, Miss Colvin, Leon Decker, Mrs. C. B. Coon, C. B. Coon (C. & S. Electric Store, Harley-Davidson agent), V. de Lap, F. Millan, J. Johnson, J. Scott, E. Walde.

Tom Paulson says: "Nothin' doin' lately, but we are expecting the 1916 Thor demonstrator in shortly; and then look out."

The Harley-Davidson 1916 is the first to register on the Tacoma row and has been the big attraction at the William Powhatan Glasgow sales room. Notice the "Powhatan." Mr. Glasgow recently surprised us by admitting that he is a direct descendant of Pocahontas, his mother being a Miss Rolfe.

Roy Pirie admits that he can do two things rather well—ride a Harley-Davidson and bring home his share of the ducks when they are in season. He brought home a nice bag recently, and of course made the trip to the Flats and back on his trusty mount.

will be the lucky man. Better get the next copy of the Motorcyclist and you'll find out.

Tacoma and her many friends were glad to welcome back for a few days Frank Fentress, who for many years was one of the best known dealers in bicycles in the Northwest, and later made the Excelsior popular in Tacoma. Now, of course, as everyone knows he has been with the "big stars" for some time, manufacturing the well-known F.-N. tandem seat, which is turned out in large quantities by the Fentress-Newton Company in Detroit. He certainly deserves all the good luck that befalls him, because it was only attained by hard work.

Renewing your subscription—do it now.

association will take part will be the endurance run to be staged in January over Snoqualmie Pass. In the opinion of local riders this run will equal, if not exceed, anything before attempted in the way of endurance runs. The distance for the day will probably not exceed 200 miles, and the riders will not have to ride miles of sand in the hot sun, as in the South; but there will be miles of road with mud hub-deep, and for variation, more miles of slippery and sticky clay; a few miles of road covered with ice; a few miles of slush; and the pass itself, with deep snow drifts. A perfect score is possible, but only possible, when it is considered that all of the above will have to be encountered twice in one day. It will not be a picnic; and it is safe to say that the tandemettes will be left at home.

"Harley" First to Arrive

The Harley-Davidson was the first demonstrator to arrive, and the usual large crowd is there all day. The Hirsch Cycle Co. will probably start the season with a carload lot, the way the orders are coming in. Usually machines are received this time of the year a few at a time, and carload lots come considerably later, when the good weather returns.

The Plutocratic Henderson

The Henderson was delayed in transit and arrived a few days later. Vernon & Son report that deposits have been placed on machines to be received in the October, November and December allotments. To the plutocrats, the two-unit system of electric lighting is making a big hit and the rider of a two-speed electrically equipped machine considers himself in the same class as the owner of a \$5000 car.

Vernon Buys Tremper's Stock

Vernon & Son purchased the stock and fixtures of Theo. P. Tremper, Thor agent, last week. While Vernon & Son will not take over the Thor agency, they will continue to handle Thor parts. Ted will now join the back-to-the-farm movement, but is keeping a motorcycle for himself, remarking as he did so, "An auto is all right when I take out the family, but other times, me for a motorcycle."

Bicycles in Indian Agency

Mercer & Munsell have added bicycles to their line of two-wheelers and now the small boy is around. Mercer himself looks after the old crocks, which he makes look like new with a rag and polish, and then sells. The firm have formed an "Indian Club" along the same lines as the "Harley Club." Some time we will have a "Seattle Club." The Indian demonstrator is expected daily.

Watching a Treasurer

While it hasn't been officially announced, still S. G. Bushnell, treasurer of the club, goes out to see her several times a week and sticks his feet under the table on Sundays, and the kids in the neighborhood all know him. She is pretty, sensible and cute, and we don't blame him much. So long, Bush, old kid.

The Day to Call

His first name is "Merwin" and the rest of it is "Fogh." He holds a transcontinental record of six weeks, three days and four hours on an Indian. He is also president, secretary, treasurer, captain, and membership of the Cedar Falls Motorcycle Club. If you ever visit the big dam at the Falls, look him up. He eats chicken on Sunday. Nuff sed.

It has been raining some in Seattle, off and on.

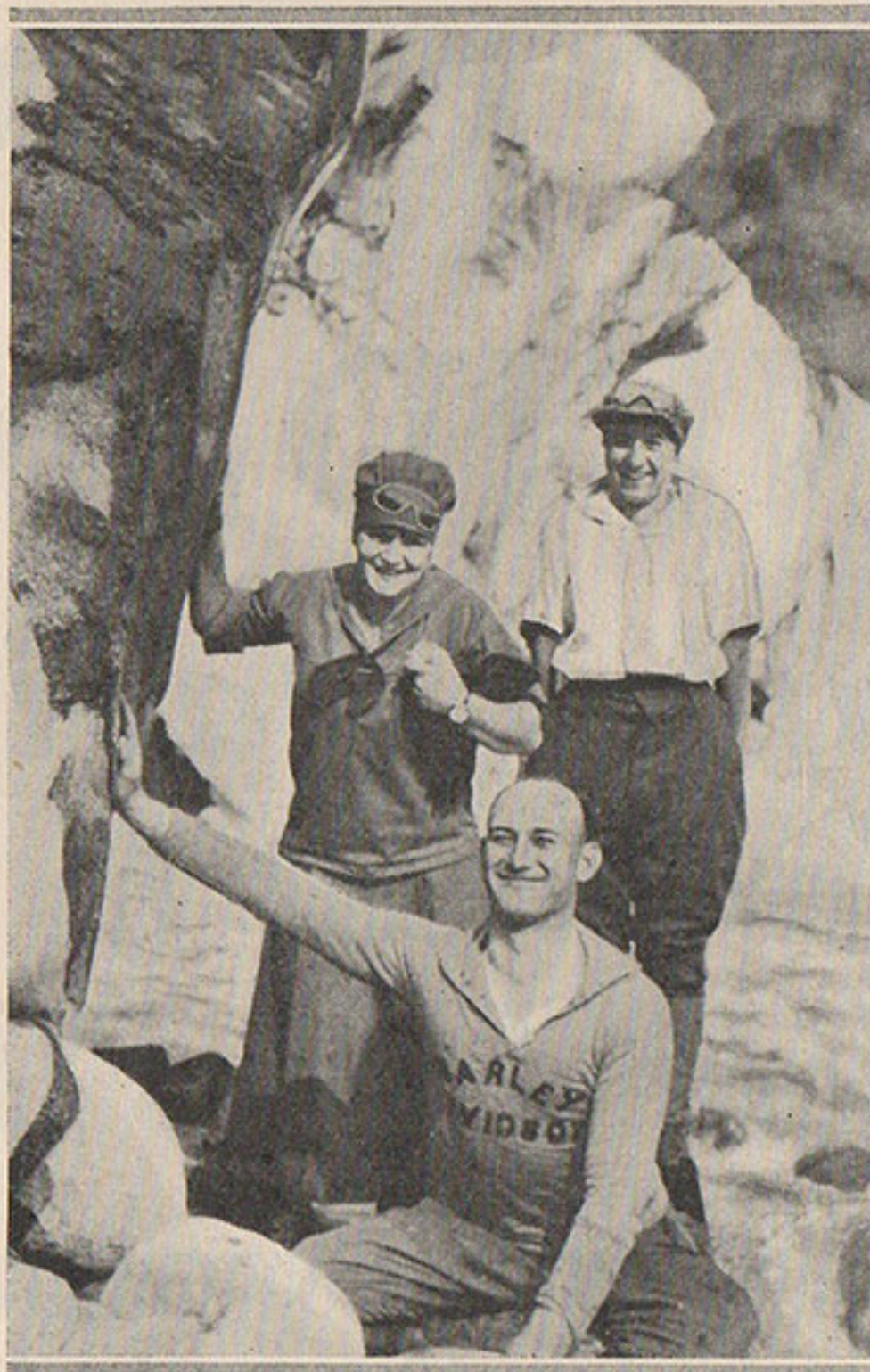
WOULD BE AN AGENT

George J. Stonehouse, of Vancouver, Wash., has moved to 707 Washington Street, where he has a well-equipped repair shop and expects to get the agency for some motorcycle to "go with" it.

A MERCED RACE

On Trade Day, Oct. 30, in Merced, Cal., a 101-2-mile motorcycle race was won by Henry Stay in 17:30; William Bailey, second, 17:30 2-5; H. C. Taylor, third, 20:25.

OPPORTUNITY — \$2,000 will handle well-established, good-paying motorcycle and bicycle business, including fixtures and stock, also the Harley-Davidson agency, in one of the best towns in the famous Kite district of the orange belt in Southern California. For information write the Appeal Mfg. & Jobbing Co., Los Angeles, Cal.



NOT ROCKS, BUT ICE

THE picture was snapped at the foot of Nisqually Glacier, Mt. Rainier, Washington. The "rocks" are ice, which melts in this as in a number of other ice caves, forming the source of the Nisqually River. The melting smile on L. A. von Wasner, who works for the Hirsch Cycle Co., Seattle, was the same one he wears when a "prospect" looks promising. Mrs. von Wasner, standing behind his strong right arm, wore her natural smile, as did Mrs. Brannon. Brannon himself wasn't there. Good reason—she wore his clothes.

CORNING (CAL.) NOTES

Corning, Cal., Oct. 29.

LAST Sunday, Oct. 24, M. G. Ramer, of Ramer's Motorcyclery, called a run to Bald Rock Rangers signal station, Trinity Range. There was quite a turnout. The roads to Paskenta were pretty good and everybody hit it up. The climb to Bald Rock was a hum-dinger and everybody blew up the last three miles except L. E. Johnson, three-speed Indian, and E. M. Brackett, three-speed Harley-Davidson. The grades go up to 32 per cent. Besides requiring a good machine to make this climb, it takes courage and skill.

Corning is situated beautifully for motorcycle runs. Mt. Lassen is a few hours' ride. Morgan Springs, the most beautiful spot this side of Yosemite, is only 68 miles through the forests; boiling water right on the banks of the river. If one has the patience to fish, he can cook one catch while angling for the next.

Mr. Ramer treats the motorcycle bunch fine. When he calls a run no one has to bother about lunch. Mrs. Ramer fills up a Harley-Davidson sidecar to overflowing and the riders do the rest.

The warm weather is over now and the bunch are looking forward to a run to Eureka. There is a new highway to Eureka now via Red Bluff.

Nearly all of the motorcyclists have taken trips to the Fair on their mounts. It is a fine trip now that there is so much highway finished.—Gerald B. Hartley.

Portland News Notes

By Harry White

Portland, Ore., Oct. 29.

THE Portland Motorcycle Club has started a show, or a series of shows. It is the plan of the club to have one make of machine on exhibition every Thursday evening. No effort will be made on the part of the dealer to sell the exhibited machine, it being only for the club members' inspection, and that they may paw over its points of interest.

The Excelsior Motorcycle Co. was the first to take advantage of this plan, and showed a 1916 short-coupled Excelsior with road equipment, also a 1916 three-speed.

The idea seemed to be very favorably received, and a large crowd attended.

Portland Club Matters

At the last meeting, J. Dustin Farnham was elected president and Harry E. Tauscher vice-president. They fill the offices automatically vacated by Messrs. Day and Knight when they recently became dealers. It's a rule of the club.

Three new members joined, and the prospects are for several more at the next meeting.

Harley-Davidson Items

The Motorcycle Supply Co. reports several advance sales of Harley-Davidsons, though the machines will not come till Jan. 1. Then, a carload. They also state great interest is being taken in sidecars now; especially the one with top and side curtains, which is very classy and seems to be the last word in motorcycle comfort.

The New Irwin Arrival

When you enter the shop of the Dayton Cycle Co., you will observe a happy smile on the face of P. B. Irwin. Aha! A 1916 model has arrived? No. but almost a 1916, for P. B. is the father of a 10-pound boy. Many friends wish Mr. and Mrs. Irwin all the joys that come to fond parents.

The Dayton Cycle Co. is expecting one of the lightweight models, which is to arrive in about 10 or 15 days. They also received notice that a three-speed 8-h.p. twin would be shipped shortly, and will be able to make deliveries about Jan. 1.

F. P. Fentress, of the Fentress-Newton Mfg. Co., Detroit, makers of the well known F-N tandem seats, was in the city a couple of days, looking over trade interests.

Rydman Bros. have a very neat window of Vacuum Cup bicycle tires and Goodyear motorcycle tires.

MERCED'S DANDY STORE

In Merced, Cal., Mr. La Lane has retired from Kissell & La Lane, Indian agents, and Mr. Kissell has consolidated with his uncle, C. W. Reuter, in the Merced Vulcanizing Works. The business has a very handsome, brand new store, with the latest type of woodless show windows, etc. The establishment is an agency for Firestone tires and carries a full line of sporting goods.

BERGES DOING WELL

J. A. Berges of the Berges Motor Supply Co., Bakersfield, agent for the Indian and Firestone tires, is reported to have taken, up to Friday of last week, deposits on 14 new Indians even without having a demonstrator.

COUNTRYWIDE CONFIDENCE

*In The Harley-Davidson Has
Placed It Foremost In The Minds
of Motorcycle Users Everywhere*

No endorsement of actual *Recognized Superiority* could be more emphatic than that of cross-country tourists --- riders who have experienced the very worst of bad road conditions---when they voluntarily state "There's only one machine to make it with---the Harley-Davidson."

Judging by the way orders are coming in for 1916 models, Harley-Davidson dealers will this year eclipse all former records for number of machines sold during any previous year. **EVERY HARLEY-DAVIDSON DEALER** will be as consistently and as satisfactorily taken care of as heretofore.

CHOICE OF STARTERS

Harley-Davidson dealers can now offer buyers of the 1916 three-speed models their choice of the new rear stroke starter or the well known Harley-Davidson pedal Step-Starter.

Write us for the name and address of the nearest Harley-Davidson dealer.

He will be glad to demonstrate the new models anywhere anytime.

If there is not a Harley-Davidson representative in your territory, write us at once. It might be that immediate arrangements could be made for your handling this, the most popular motorcycle among riders everywhere.

APPEAL MFG. & JOBBING CO., LOS ANGELES and
SAN FRANCISCO

Distributors for California, Arizona and Hiwaiian Islands

RETAIL STORES: 927 So. Main St., Los Angeles, Cal.

1598 Market St., San Francisco, Cal.

Advertisers will be glad to have you mention this journal

Sacramento News

By M. F. Trebilcox

Sacramento, Cal., Oct. 30.

PREVIOUSLY it has been stated that the Capital City Motorcycle Club is not especially joyful over the result of its efforts to get, and make a success of, the national F. A. M. meet in July. That it lost money is also known. Last Tuesday the detailed report of expenses and income was placed before the club, showing the loss to be \$507.32. The race meet proceeds were \$1541.10; program proceeds, \$412; entry fees, \$62.50; sale of bath tickets, \$3—total income, not including some which is still due but unpaid, \$2018.60. Total expenditures, \$2525.92.

Some of the items of expense were: Cash prizes, \$630; F. A. M. medals, nine sets, \$540; other medals, \$140; track rental, \$150; band, \$104; police at track, \$80; slides for theatres, \$21; Sacramento Bee, advertising, \$40; watering track, \$20; autos for guests,

The club has not heard from the F. A. M. as to the award which was made of the national amateur championship point trophy; and not because the award was placed elsewhere than in Sacramento, but on principle, the F. A. M. shortly will hear further from the club.

The Club's Whist Tournament

The annual whist tournament, the first indoor event of the winter season, had a lively ending at the last night's play, on Tuesday evening. Four teams almost tied, causing intense interest. The playing of Chandler and Smith was the feature of the tournament. At the end of each night's play no team held the lead for more than one night. After 80 hands the result was: Chandler and W. Smith, 561; Hubert and Beard, 547; Brokaw and Baltz, 541; Pixley and A. Smith, 524; Woodson and Turnbull, 522; ten Bosch and McCormick, 518; Houghton and Shaddinger, 508; Fairchilds and Lerriche, 499; Black and Link, 499; Fabian and Heft, 491.

At the conclusion of the whist tournament the social committee surprised the bunch with a Dutch feed of sauerkraut, limberger, wienies and coffee. It is a 10-

fortune to fall and break his leg. He tried to pass an auto on the wrong side. As he did so the auto turned and—biff! F. M. Woodson and H. Gallino were in Woodland at the time and gave Mallett assistance. Nobody to blame but the rider.

"Pix" Dodged the Cop, But—

President C. S. Pixley also took a spill, and last Tuesday night he looked as though he had been hit with a German howitzer. His face was all skinned and he had great difficulty to walk around. Recently "Pix" got pinched for speeding. It is reported that he was burning it up again and a motor cop took after him. With visions of facing an angry judge and loss of a ten spot staring him in the face, "Pix" gave her the gun and made a successful getaway, but in dodging through one of the dark alleys he took the above-mentioned spill.

Tragedy for the Foolish

One of the worst motorcycle accidents to happen in Sacramento occurred last Saturday night when Jay Rackerby, a member of the C. C. M. C., and John O'Brien collided at 13th and G streets with a street car. Rickerby who was going north on 13th, with O'Brien riding on the tank. The street car was crossing on G street. Rackerby, who it is said was traveling fast, reached the intersection at the same time as the street car, turned, skidded, and both riders and machine hit the car hard. O'Brien had both legs broken and Rackerby had his arm broken. Both boys were taken to the hospital, where O'Brien died on Tuesday morning. Rackerby will pull through. Rackerby has been cautioned by his relatives and friends a number of times for the careless manner in which he rode. The boy has learned a good lesson, and good lessons can be gained by other speed demons from this accident.

Murray Takes a Chance

Frank Murray, who handles the motorcycle end for the Kimball-Upson Co., last week slipped quietly away with Miss Gladys Chance, a cashier for the same firm. They are spending their honeymoon at the fair in San Francisco. Both are very popular.

Trade Men's Doings

Several months ago the Smith Motor Wheel made its appearance. Upon first sight almost everyone gave it the laugh and the go-by. Others gradually appeared, and now one sees almost as many of them as of motorcycles and bicycles. On K street, about 11:30 a. m. one may see L. S. Upson coming down the street on one. Upson says: "Some class." He is the distributor.

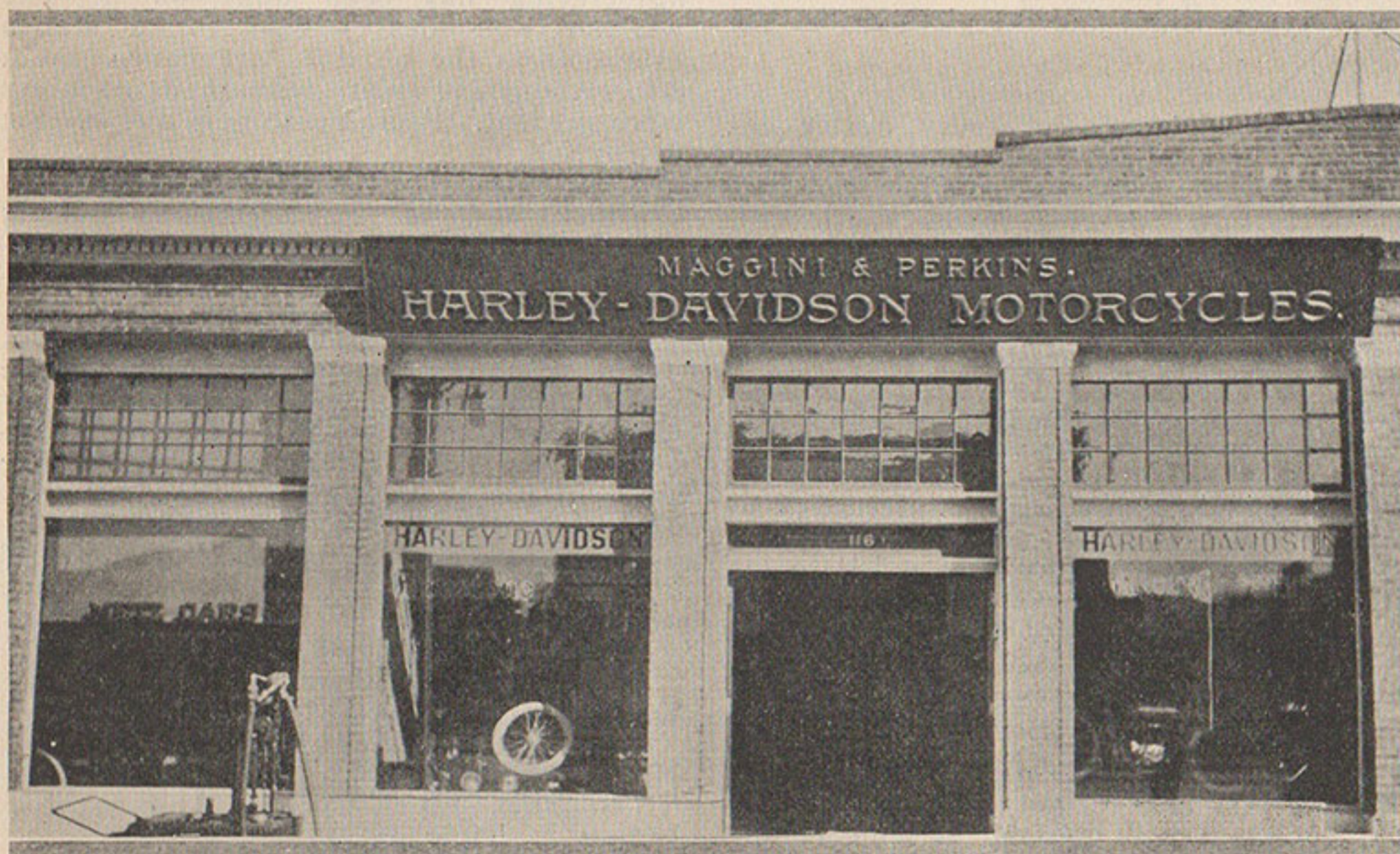
The first of the 1916 Indians, the Power-plus, was seen at Woodland Sunday. Hap Alzina brought it from San Francisco. The boys all claim that it has plenty of "hop."

None of the Sacramento dealers have as yet received their 1916 models. Some of these were due since the 15th. All the dealers will say is, "They're on their way."

The lightweights are causing considerable argument around here, and we are all anxious to see them and ascertain what they can do.

Easterbrook and Smith, who have had the agency for the Cyclone for the past year, have given up the agency.

Captain E. L. Fabian, who recently went into the repair business for himself, reports business good, with all the work he can handle. His shop is located at 1510 M street.



MAGGINI & PERKINS' NEW EMPORIUM

AN emporium, says the dictionary, is a commercial center. Witness the new establishment of Maggini & Perkins, Harley-Davidson and Firestone tire dealers in Van Ness Avenue, San Francisco; photo taken by Stewart Slosson, who says the window at the left, which like the right one is given upward illumination at night, is a permanent Firestone exhibit, earned by Firestone merit, not to mention his own industry in getting a number of dealers to let him embellish their establishments, the Firestone-Slosson way. He says the new Maggini & Perkins place, which was formerly the Renault agency, is the only motorcycle garage he knows of on the Coast, for visiting motorcyclists. The whole rear wall of the building bears an enormous legend—"Harley-Davidson Service Station. Firestone Tires." There is vacant land behind the building, through the block to Market Street, the city's main thoroughfare, and that big wall advertisement is visible—fog permitting—from most of the eastern section of San Francisco.

\$65; Freeman Hotel, dinner, \$28; Union, advertising, \$7; Fair Oaks feed—the one which was accidentally passed by, \$20; United Fruit Co., \$9.25; and so on. The printing of various kinds, buttons, ribbons, amounted to nearly \$500.

There is dissatisfaction with the cost of the F. A. M. medals, but it has not—at least not yet—been given the official expression of the club. Through no fault of the club, it believes, many of its members have acquired a lack of enthusiasm for the F. A. M., on the basis of incidents connected with the national meet and impressions as to the degree of impartiality and unselfishness characterizing certain features of the control of the national organization.

to-1 shot that Hansen and Duke will be elected as the social committee at the annual election in December. Hansen is some cook and Duke knows how to please the boys.

Rooted for Wickham and Hess

About 60 members and their friends attended the races at Woodland last Sunday. While the races were not as interesting as those held here in Sacramento, nevertheless they were greatly enjoyed. Wickham and Hess were the stars. Houghton, also a member of this club, also gathered in a few merchandise prizes. The meet was strictly amateur.

While returning from the Woodland races Arthur (Shrimp) Mallett had the mis-



FRESNOANS AROUND A FIREPLACE WITH A HISTORY

WE don't know who Sontag and Evans were, but they evidently had done something serious against the law, for the friend who sends in the picture says the stone pile is what is left of the fireplace in the house which the aforesaid Sontag and Evans defended 24 years ago against a posse, whose .44 shells can still be picked from the ground. Presumably S. and E. were as well ventilated before the posse got through, as the site of the house is in the picture. The photo was taken Oct. 24, during the run to the famous Stone Corral, by the recently formed Fresno County Motorcycle Club; and the picture, and the run, form evidence of the vitality of the club.

Bay District News

A Society Woman's Kindness

San Francisco, Nov. 2.

YEARS ago a dashing young girl of Castilian type, but a thorough American and the daughter of a great American organizer and inventor, George M. Pullman, wrote a literary bit entitled "Pippa Passes." The heroine's experience was but a delineation of the author's own brave spirit.

Last Sunday two young men of San Jose, Cal., both students in Santa Clara University, were riding tandem on a motorcycle near Mayfield. They were Hector Zapeda, 18, and Joseph Ottens, 21.

An automobile struck them. Zapeda was killed outright. Ottens' leg was broken. The auto driver, instead of stopping, fled like a locoed Lobo.

Mrs. Francis Carolan, a leader in the millionaire colony in Burlingame, was returning with Mr. Carolan in a limousine, from their country place in Los Altos. They saw the collision and the flight.

Mrs. Carolan ordered their chauffeur to pursue. At Palo Alto the runaway's number was reported to the police, and by telephone call to San Mateo the fleeing driver, Antone Federa, of San Francisco, was stopped and arrested.

Apparently, here is a notable opportunity for the legal action department of the Federation of American Motorcyclists; and if memory fails not, for the woman's fine act of sympathy and fair play the motorcyclists of the Bay District—roughnecks and gentlemen alike—are indebted to the same spunky personality which, years ago, exercised itself with pen and paper, and one day produced an adventurous skit entitled "Pippa Passes."

Booking Orders Daily

B. Anderson, manager of the Pacific Coast branch, in San Francisco, states that the 1916 outlook looks good; that on a trip on a 1916 Powerplus three-speed Indian through Northern California towns, recent-

ly, "Hap" Alzina found every dealer enthusiastic regarding next year's business, both in motorcycles and bicycles; and that Alzina is now covering towns southward, from which "practically every mail brings in orders and deposits on 1916 machines."

Emil Agraz Quits

Emil Agraz, who for six years was traffic officer of Santa Clara County, is reported to be about to leave the service. Two versions are given newspaper publicity from San Jose and Oakland, but it is stated that, without violating any law, he interceded so zealously for friends caught speeding in San Jose and the county that it led to his present move. He is a veteran motorcyclist and formerly was one of the fastest bicycle riders on the Coast.

OAKLAND BREVITIES

Oakland, Cal., Oct. 30.

THE Alameda County Motorcycle Association will hold an 18-hour endurance run of about 400 miles before Jan. 1. The committee in charge is William Bulger, W. P. Rigney, I. W. Storey, Frank E. Karlake.

The A. C. M. A. had a clambake run to Pablo Point, on San Francisco Bay, Oct. 10. Twenty attended, including three ladies—Mrs. Karlake, Miss Culver and Miss Scougall, the three riding on one sidecar outfit. Easy to guess which one did the driving.

Contra Costa County is building a road to the summit of Mt. Diablo, which is going to be one of the most scenic trips in this part of the country.

W. P. Williams is moving into larger quarters which were recently vacated by the Weinstock-Nichols Co., the big department store people; across the street from his old location. He will handle auto supplies in addition to the Excelsior.

Harley-Davidson riders are elated at the arrival of 1916 Harley-Davidson demonstrators at George A. Faulkner's agency. Mrs. Karlake is counting the days for her new one, having sold her 1915 and not liking tandem riding.

Mr. Sayre ("Bob") of the Appeal Company headquarters in Los Angeles, was in Oakland this week.

Otto Walker, of racing fame, is back from Milwaukee.—F. E. Karlake.

Yolo County Races

At Woodland

E. H. BRENDDEL, secretary of the Yolo County Motorcycle Club of Woodland, Cal., states, concerning the Oct. 24 races held on the mile track at Woodland Stock Farm, that the meet is likely to net the club perhaps \$120 profit, and that the success of the meet is due to the diligent efforts of three members—L. E. Du Four, the India dealer; O. Fisher, of Fisher & Richter, Excelsior dealers; and A. E. Donald.

Fabian Made a Track Record

"Dutch" Fabian of Sacramento, on an Excelsior, established a record of :54 1-5 for the track. That helped some, too. He rode alone, not in a race. The former record, :58, was won by Cajtain Scott two years ago. The club handed Fabian a return compliment—a \$10 check.

The track was fine, very little dust, a bit sharp on the turns. Some of the fastest horseracing has been done on it. The weather was ideal except for a stiff breeze from the north. Attendance, about 800. About 250 riders with their machines were present. Sacramento sent the largest delegation.

F. M. Woodson was referee; George McCormick and M. F. Trebilcox, judges; "Hap" Alzina and Joe Bush, timers; Clarence Rust, clerk of the course; Herb Gallino, starter. F. A. M. sanction.

The Eta Beta Pi Rites

There was not a single mishap, and there was exciting racing, with many rooters for Otto Fisher, the local rider, and the members of the Eta Beta Pi Society, who ate a bit of pie at the end of the first mile, drank a bottle of soda on finishing the second mile and then dashed through the third mile of the novelty race, furnished some fun. The results:

Summaries of the Races

Five miles—Wickham, Indian, 1; Hess, Cyclone, 2. Time, 4:51 1-2.

Five miles, singles—Osborn, Indian, 1; Houghton, Indian, 2. Time, 6:15 2-5.

Ten miles—Hess, Cyclone, 1; Houghton, Indian, 2. Time, 10:13.

Five miles, for Y. C. M. C. members—Fisher, Excelsior, 1; Cook, Excelsior, 2.

Ten miles—Fisher, Excelsior, 1; Hess, Cyclone, 2. Time, 9:53 3-4.

Three miles, novelty—Hess, Cyclone, 1; Wickham, Indian, 2. Time, 6:05 1-5.

Fifteen miles—Wickham, Indian, 1; Hess, Cyclone, 2. Time, 14:37 1-5.

JOHNSON OF MODESTO

Walter Johnson, of Johnson's Cyclery, Indian agent in Modesto, Cal., has moved from 1005 Tenth Street to 911 H Street. He needed larger quarters and he now has one of the largest, most up-to-date shops in the valley. Its salesroom is 20x100. Other departments are large also and the arrangement is very up-to-date.

Within less than a year ago he has built up a fine trade in motorcycles and bicycles in Modesto. He knows, and uses, the value of organizing delightful picnic runs. He is Firestone agent.

HESS PROTEST DISMISSED

Chicago, Nov. 2.—The protest of Hess, the Sacramento amateur, against the award made in favor of Liggett, of Santa Rosa, in the point contest at the F. A. M. national meet in Sacramento in July, has been dismissed. The protest was not made in correct form. Details follow by mail.

Lindsay's Road Race

Won On a 1913 Pope

ON Oct. 8 Lindsay, Cal., had its "1913 achievement celebration." The achievements included the new \$50,000 school, many blocks of pavement, beautiful new depot, and so on. Among the events of the day were a race for Fords, and a 52 1-2-mile motorcycle race on the same 1.5-mile course for a \$100 purse, divided \$50, \$25, \$25, \$10. About half the course was paved, the balance good dirt road.

The entries were: Pope—Ray Redmond, Lindsay.

Harley-Davidson—J. H. Mahling, Visalia. Excelsior—B. R. Gilmore, E. M. Miller, Ed Thiele, Bakersfield.

Indian—Steve French, Ralph Lloyd, Visalia; Doc Garrett, Porterville.

They started in groups of three, the groups five seconds apart. Redmond took a long lead immediately. He and Mahling lapped all the others. At the 23rd lap Redmond, nearly a lap ahead, stopped for oil and Mahling went by; and the way Redmond took the corners afterward was something awful. He repassed Mahling, got a 30-second lead and kept it on his 1913 Pope, 7 h. p. The judges gave Doc Garrett second place, which Redmond claims was an error, as a number of timers knew Mahling was within eight seconds of having a lap on Garrett.

FRESNO PICKINGS

THE Fresno County M. C. rode to the famous Stone Corral last Sunday, starting at 9:30 a. m., down the state highway to Fowler, Parlier, Reedley (where the Reedley club joined), Dinuba, Sultana, Orosi and Cutler for dinner.

After dinner, on to the Corral. Just out of Cutler Frank Murphy, captain for the day, stopped quick to ask two men the way, and one of our boys collided with him. Two lamps junked, but nothing worse.

After being photographed at the Corral, some climbed to the top of the mountain and spent an hour rolling rocks down the steep sides.

Last Tuesday, at the club's regular meeting, four new members were elected, and we had a smoker with old-time corn cob pipes. Chfs, Dickman and "us."—George Wood.

At the recent county fair in Fresno, Cal., Hertwick & Weilheimer, Indian agents, had a booth under the trees which was decorated by their Mr. Anderson and which drew much profitable attention. On exhibition, and explained by "Hap" Alzina of the Coast branch, were rigid-frame and spring-frame 1916 three-speed models.

NOTES FROM MADERA

On Oct. 27, A. Barsotti, with Eddie Welch on his tandem seat, and Walter Shepp and others were riding, about 8 p. m., and allegedly not faster than 25 m. p. h., from Madera to Sanger. It is alleged that a Fresno-Hume stage was not where it should have been on the road and that one of its lights was not burning properly. Anyway, Barsotti's machine was junked; Welch had to go to the hospital. The stage driver is said to be willing to pay part of the loss and expense, and if he or the stage company do not make good a Fresno lawyer may have a chance to make a celebrated case. Shepp and Barsotti went to Fresno to consult an attorney and the company last Saturday.

On the night of the accident the Madera Motorcycle Club voted to turn the receipts of the last social dance over to James King, a member who is recovering from a long illness. His is the third case in which the club has helped with a donation, and a committee is also working on a plan to help a lady member who was recently operated upon for appendicitis.

Last year the club's endurance run occurred in January and the next one may occur on Thanksgiving Day, perhaps on a changed course.

The club's dance, Oct. 23, was greatly enjoyed by a large crowd.

BRANCH DENIES IT

M. F. Branch, of Branch's, Inc., in Stockton, Cal., denies a report which has been circulated, that he has any intention of closing any of the four stores in which he is interested. One of these is the Excelsior agency, one the Indian agency, and two are bicycle stores. He states:

"We are having a closing-out sale of our entire stock of second-hand machines, both in the Excelsior and Indian agencies, also what new machines we have in stock.

"We shall continue to run our different stores, unless we should sell them, but we will not sell machines in the future as we



THAT EXTENSIBLE AXLE

THERE are said to be many wheel-way bridges like the one in the picture, in Northern California. There's a woman in the Harley-Davidson sidecar, which is on the convenient extensible axle; and there's another woman driving—Mrs. Frank Karslake, of Oakland. It was up in Mendocino County, which is three counties north of San Francisco, on the ocean.

Corning, Cal.—There is a grand rush for the Pacific Motorcyclist when it is delivered. The other magazines lie around unread.—Gerald B. Hartley.

have in the past, viz., by trading in old machines or taking them for sale. We have a large sundry and repair trade at both of our motorcycle establishments, which is more profitable than the sale of machines."

Stockton has the reputation of being one of the best motorcycle-selling centers in Northern California and of approximating the sale of 150 motorcycles a year, which indicates a correspondingly good business in repairs, parts and sundries.

SORROW IN SOLEDAD

In Soledad, Monterey County, Cal., recently, George Filippini had the misfortune, due to reasons indicated but not made plain in the report, to run over a little miss named Dorothy Mattei, of Swanton, and as he failed to stop to render first aid, he got into trouble and these are the provisions of his probation: A fine of \$150; six months' sentence in county jail is suspended; must pay the medical bill of the Mattei girl; must deliver over his motorcycle to other parties, who are to sell it; he is not to ride a motorcycle again during the next two years; must refrain from entering a saloon and never indulge in intoxicating liquors, and make a report in person monthly to the sheriff.

HOLLISTER'S NEW TERROR

State highway traffic through San Juan, if it knows what is beneficial to its pocket-book will now take heed.

Griffin and Joice are their names. They are Hollister's motorcycle cops. By this time Griffin is sporting his own new three-speed Indian, but Chet Joice beat him to it and since June 11 has been cavorting around on an Indian 7, block test 20 9-10 h. p.—so blamed near 20 h. p. that there's no fun in it, for ye careless, unobservant automobile overspender who may think he's going some. It is Chet's firm belief that on that boat he can overhaul anything. May he collect many auto fines, yet never have to go so fast as to hit something and break his—journey.

MAKES 'EM LAUGH

A new subscriber, pleased especially that the steamed middle-western motorcycling journal gives so much space to bicycling, said so. His letter was printed as a "bouquet from California." Here's another: Recently it mentioned a syphon in a southern canyon as "furnishing water to San Francisco, Los Angeles and outlying towns"—including, no doubt, Phoenix, Sacramento and Seattle; a job which would make a whole aqueduct pause to consider. Thus the s. m.-w. j. gives eastern readers information free from bias and inaccuracy, and makes western readers laugh.

DOINGS AT UPLAND

Next Sunday, Nov. 7, at Uplands, Cal., near Los Angeles, Roy Creighton, Thor agent, will manage a contest in which, of course, he expects the power of the Thor, under difficult conditions, to be demonstrated. A similar contest was held last year, with other makes competing. The "piece de resistance" is a grade about 200 feet long, with an alleged rise of 1 to 18.

DISCORD IN CONCORD

Concord, Cal., is up in arms against the constant concatenation of the open muffler boob. The Transcript says he "makes night hideous. With each succeeding night the wrath grows stronger." Well, get busy. Get him, or them, and soc et tu um.

The prospective get-together picnic, by dealers and clubs of San Jose, Cal., met opposition and may not occur.

A Chat With a Lad

From Riverside, Ill.

HE had had such a good time, so full of every-day-out-in-the-wide-world experiences, that he really didn't remember when he started; he had lost his diary; but he thought he had left Chicago "about a month ago," and he had spent some days here and some there and quite a bit of time in San Francisco.

He had ridden over a rattlesnake somewhere. The sheriff in Lexington, Neb., had taken his gun away. He had started out from his home in Riverside, a Chicago suburb, on his Excelsior 1914 regular, with the idea that some pretty good roads were pretty bad ones, but by the time he reached the California line, via the Lincoln Highway route, he had learned to believe that some "roads" with celebrated names were good to keep away from and that some pretty rotten roads were pretty good ones. And life looked good to him.

He was a tall, 20-year-old lad, good-looking except for an over-sun-baked nose; a Lewis Institute student in Chicago, well acquainted with some newspaper cartoonists; with a penchant for electricity and possessed of a wireless outfit at home; and with enough mechanical ability to have overhauled his motor thoroughly before starting out.

He shipped his "boat" by boat from San Francisco to San Diego, rode northward again, the coast route, dropped in here and took supper with ye editor one evening, and next morning rambled on toward Paso Robles, where his uncle has a ranch.

Yep—He'd Have "Mud" on His Pie

A. C. Cameron was his name, and Tommy Girton, the "X" distributor, sent him over. Thanks, Tommy. It's like a day off to talk with an intelligent young fellow—whether he was educated in a school or by experience—out to see the world as one of the best ways in which it is possible to see it—on two wheels, with either a motor or a good pair of legs to push them and an open, cheerful set of brains above them. It was great to just gabble with this six-foot boy about the world's nothings-in-particular; as a wideawake boy, untouched by slum stuff, sees them; and just as great to see the facility with which his cheerful countenance absorbed a well-cooked supper and expressed wistful hesitancy when he was asked if he would have a little "mud" on his pie. He had lost his memory of dates, but not his tourist's appetite.

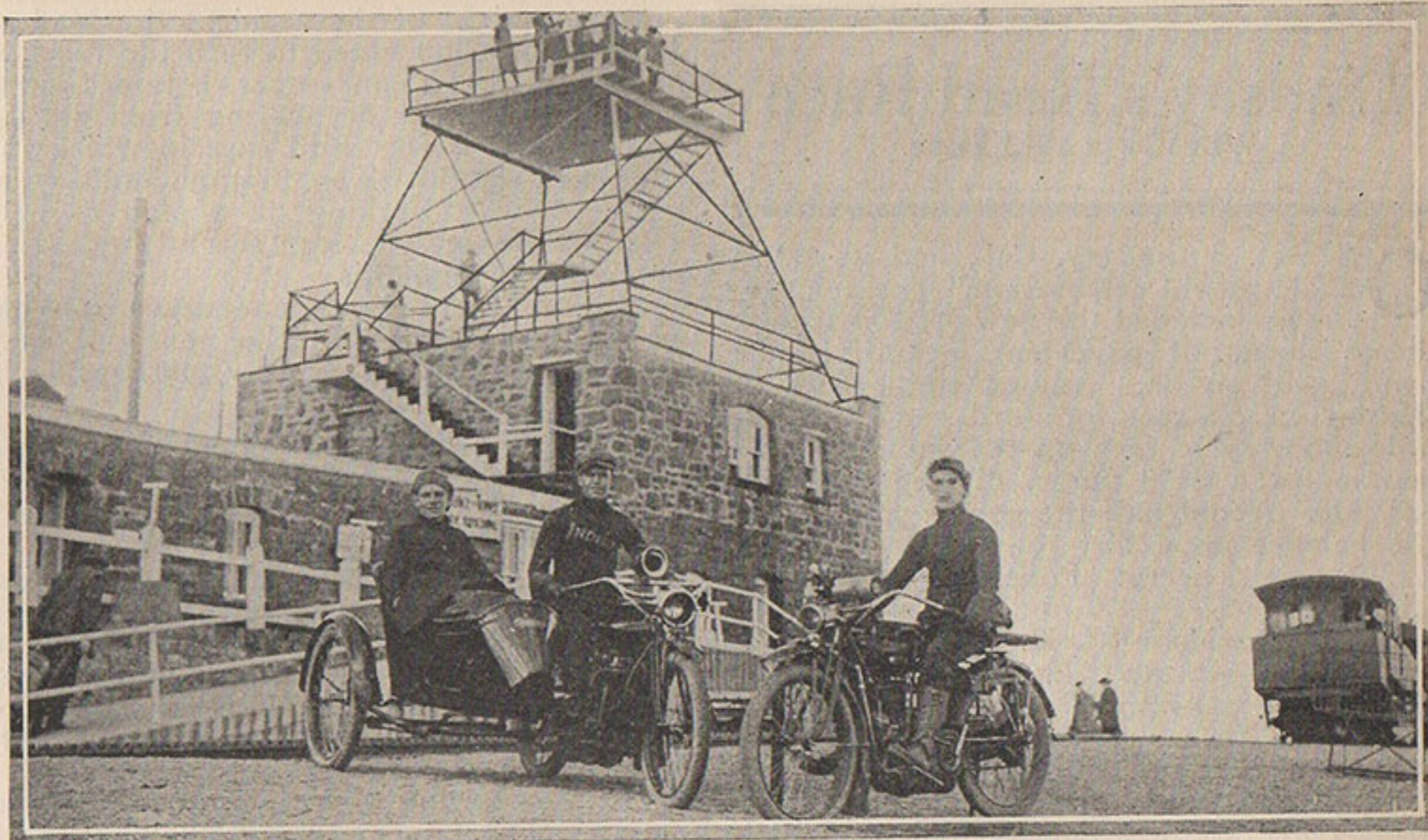
He Didn't Rob the Soldier

He shipped his "store" clothes through; wore a corduroy lined tan leather coat (leather side out while riding, vice versa when in town—good cleanliness idea) and corduroy breeches. At San Diego he met a United States soldier, and in Los Angeles, later, was wearing a good-as-new pure wool army shirt and breeches. And he didn't rob the soldier, either. Soldiers save 'em and sell 'em.

Mechanical Experiences

He highly praised his 1914 "X," which is a quiet runner, and found the handlebar clutch fine in the sand.

He had three-inch Goodyear studded tires. The front one he had ridden to Boston last year, on the same machine. That tire was used 4500 miles before it started on this tour. In Los Angeles he still had Chicago air and looked good for a return trip. The new rear tire, put on in Chicago, leaked slowly. On last year's Boston trip he had many punctures—but on this trip he



WHAT A MAN SEES IN A PICTURE

IF it's a pretty girl, it's all very plain to him, and all right. Otherwise, the picture looks only as good as it looks to him, and not a bit better. For you or me, the accompanying view of three lads, and a skeletonized structure, and a few rocks, and much perfectly vacant sky—"show us," why print it? But to the lads themselves—Jerome, Louis and Joseph Unser, aged 16, 19 and 18, it pictures a whole scrap-bookful of marvelous views, sensational experiences, awe-inspiring masses of rocks, far-distant expanses—perhaps down through clouds—of something they knew was the world; a hazy crazy-quilt from which they knew they had, somehow—they hardly knew how—ridden and walked and climbed and struggled up; with two Indians, one with a sidecar. All inside of 2 hours 15 minutes, which seemed a week. It was on Sunday, Sept. 19. They left Manitou at 9:45 a. m. After leaving Glen Cove, on account of blasting, parts of the new auto road were practically impassable and the motorcycles had to be carried.

did not have a single one.

Last year, frequent chain breaks—chain too light. This trip, none. Short chain, Perry; long one, Duckworth.

Last year, on "good" roads, many spills. This trip only three—one entering Cheyenne, where he broke his pedal gear, which was excellently duplicated by a blacksmith; one coming into Laramie and one near Elko, where he made a 30-foot dive into sand.

At Grand Island, Neb., a wise garage gazabo noticed the magneto control worked hard, so he oiled the magneto—salivated it. Later Cameron, at Columbus, discovered no spark of life in the mag, and cleaned it with gasoline, fortunately being lucky and getting it reassembled as one, not more than one, magneto.

Somewhere along, somebody sold him something called oil—fit for a harvesting machine, it proved. Result: Had to have a bunch of carbon burned out at Cheyenne.

At Winnemucca, Nev., he smashed his rear wheel and with his machine rode in an army truck about 160 miles to Reno, where it was fixed.

A Scotchman and Three Dollars

Maybe that carbon burning-out at Cheyenne is what made him consider the finest stretch of road on the whole tour to have been the 60 miles between there and Laramie, though it was a 2500-foot climb and he had a passenger perched on top of the specially-constructed miniature trunk—better than a suitcase, he found—on his luggage carrier. The passenger, a Riverside, Ill., man, selling pianos, he met in Cheyenne. The man said the fare to Laramie was \$3. He would give the same to Cameron for a ride on the roof of his caboose. Though young, Cameron's Scotch. He took him.

How He Found the Roads

Till he had reached Cheyenne, nothing special, roadwise; a gradual change from the well-worn though not always creditable roads of the Middle West, to the two-

trails-in-the-grass of the western prairies. At Laramie, after the good stretch from Cheyenne, and copping that \$3, it snowed—something always follows good luck like that. Spent several days there. Then on, over roads fairly packed by snow, but rather slippery. Through Rawlins, Rock Springs, Green River, Evanston—he remembered his map if not his dates; Ogden; then north of Salt Lake, via Kelton—sandy, rotten road, and very hot heat crossing into Nevada; Cobre, Elko, Battle Mountain, Winnemucca—sandy, much sage brush, plenty of hills visible on either side. Winnemucca to Reno, 160 miles, in a truck, as aforesaid. From Reno to Truckee, Cisco, Emigrant Gap—he should have gone the Lake Tahoe way for even finer scenery—to Sacramento and San Francisco.

Meeting his machine, which went by boat, at San Diego, he took in the s.w.-cor-of-the-U.-S. and crossed the line to Tia Juana (Tee-ah-Wahna, "Old Aunt Jane"). Coming north, he found a few sharp turns; detours all very well marked; slept at sleepy Laguna. Then on to Los Angeles.

Concerning His Tank Capacity

This road and that road, everywhere, O. K. considering; people O. K.; life O. K. He carried a two-quart canteen across, and in the warm spots filled it—and emptied it—twice a day; in other words, drank a gallon of water a day! Oh, to be a boy again; an always-empty boy, with unlimited capacity. But the other day a resident of Daggett, in the Mojave desert, said he always drank two gallons a day!

The Quick or the Dead?

Cameron knew Charlie Balke—was at Hawthorne track, Chicago, the day Balke ran into a track roller by mistake. Balke rests quietly beneath the green grass and a neatly carved and polished piece of granite, in a beautiful, well-kept cemetery, near Los Angeles. Cameron lives on. There's a difference—but who knows? Maybe Balke has the best of it.

EDITORIAL

JUST BETWEEN US

If clubs in the Bay District have a grain of gratitude—and we believe they have—resolutions of appreciation and gratitude will be sent to Mrs. Francis Carolan, of Burlingame, Cal., for having pursued and caused the arrest of the driver of another automobile, who ran down and killed one motorcyclist, and broke the leg of another, near Mayfield last Sunday. See the report in this issue.

The other day Secretary of the Treasury William G. McAdoo expressed the opinion that the United States is entering on "the greatest era of prosperity in its history." Say it some more, Mac. And push on the handlebars.

This time the shows were early shows because everybody had decided that early shows were wanted. Meantime—between deciding time and show time—a good many dealers decided to keep their "chicken feed" and miss the shows; for various reasons, including a desire, despite approaching good times, to keep the "chicken feed."

If—that's a big little word—if the show dates had been postponed to early 1916, the attendance of dealers would have been greater; but what has happened was hard to foresee.

Nothing mentioned so far is especially to be laid at the door of the great war. But this should be: The delay being noticed right now in delivery of motorcycles, heavy or light, following the shows. The show models and some demonstrators, and a few more, have been finished and sent out, but owing to the war, factories from which motorcycle makers get certain necessary materials and tools are very busy on war work; which fact may delay plentiful deliveries more than anybody concerned expected.

Had certain knowledge about cost of materials, etc., due to the war, been as certain recently as it is now, certain 1916 prices on motorcycles probably would have been higher. Did you know that the prices of Packard automobiles have been increased from \$200 to \$250? The low-priced-car makers should be heard from soon.

A bicycle salesman "cleaned up" in three large cities in different parts of the country, by getting certain riders, on commission, to help him in various parts of each city. It can be done in the motorcycle line, too, and in every big and little city and locality in the country. And the less "the other fellows" let some one wide-awake fellow do it, the more business for everybody.

The lightweight will help very much—a good deal—or a little bit—according to the way it is pushed and the way it is "bucked." At the very best, it will not be a cure-all for several serious ailments of the business, which include financing of time sales, the abominably dressed open-muffler boob, unclean second-hand machines, unclean and unsystematic shops, local knocking; and a

curiously insistent demand for still lower prices on heavyweights and parts, by too many who in the face of greater upkeep costs hanker for automobiles.

Frank B. Rodger, Harley-Davidson publicity man, writes: "My recent trip to the Coast has more firmly impressed upon me the mailing distance from Milwaukee." If others would realize that it is just as far from where they are "at," their own interests would benefit, because they would "do it now," in mailing anything to this journal.

The weekly sheet of printed motorcycle publicity, for newspapers to copy from, if they will be so kind, which used to be sent out from Indianapolis, now hails from New York. The official F. A. M. heading is signed by President A. B. Coffman, with E. F. Hallock, who was trained by Betts on Bi-World, as the unsigned writer. On an early sheet received the first item was a breezy five-inch bit about a New Jersey engagement, broken by tuberculosis, which was cured in Colorado in two years on a motorcycle; the engagement then renewed and marriage as the happy conclusion. The stuff ended: "That's the story." And a dog-gone good story.

New Henderson Deal

For Southern California

ARRANGEMENTS were completed today in Los Angeles wherein the distributing of the Henderson Motorcycle for 1916 in Southern California will be handled exclusively by a new company, incorporated under the laws of the State of California and to be known as the Henderson Motorcycle Sales Co.

The new concern, amply backed and operated through eastern capital, is the outcome of negotiations that were started at the New York Show. At that time these capitalists, who are now distributing the Henderson

PUBLICATION DATES, ETC.

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PUBLICATION DATES for 1915: January 14, 28; February 11, 25; March 11, 25; April 8, 22; May 6, 20; June 3, 17; July 1, 15, 29; August 12, 26; September 9, 23; October 7, 21; November 4, 18; December 2, 16, 30. We issue Thursday but go to press Tuesday. "Copy" (text or pictorial) should come earlier.

SUBSCRIPTIONS: One year, \$1; two years, \$1.50; three years, \$2; three copies of each issue to one address, one year, \$2.

CALL ON US when in Los Angeles. We want to see you; know you; get information from you or give it to you. We never work. We are especially lazy just before publication dates. And the views from our open windows, these friendly November days, are fine.

throughout the New England states, practically reached an agreement with the Henderson Motorcycle Co. for the distributing rights in this field.

Why Henderson Came West

For the past week the two principals of the new company have been in this city with President T. W. Henderson, carefully studying the situation and making provision to take care of all the needs in connection with the operation of their new stores.

In Los Angeles, a store site has already been selected and it is announced that the new quarters are to class with the finest on the Pacific Coast. Nothing is to be overlooked in either shop or store equipment that will detract from the completeness of the service that is to be given their patrons. In fact, the officers assert that many features will be incorporated in the store and shop, entirely new to the trade in this section of the country.

Who the Capitalists Are

The identity of "these capitalists" is of interest. They are Charles A. Hubbard, who some years ago retired as treasurer of the United Fruit Co., the largest fruit importing concern in the country, and T. Lee, also of Boston, for many years engaged in paper pulp manufacture. Mr. Hubbard, in behalf of his son, organized the Henderson Motorcycle Sales Co. which, in Boston, is Henderson distributor for New England; and his investment in this new California company is jointly with Mr. Lee, who will manage the company. Mr. Hubbard personally desired to have something more than a tourists' excuse for visiting Southern California every winter, and all concerned believe the present deal will prove one to be pleased with, financially and in every other respect.

Fargo's New Position

The Pacific Coast factory connection will be retained, with the headquarters at the new store. Hugh A. Fargo, formerly Sales and Advertising Manager at the Henderson factory, announces that he is to remain here permanently in the capacity of Pacific Coast Manager. It seems that Mr. Fargo has been seeking a permanent transfer to this western field for over a year. Although his business connections have compelled him to spend the greater part of his time in the East for a number of years, he states that he has always been desirous of returning permanently to California.

Coast Service Will be A-1

"We will stop at nothing to give the Henderson rider every service that he could have if he lived within 100 miles of the factory," says Mr. Fargo. "President Henderson is fully aware of the need of handling this great territory west of the Rockies in a way that affords 'complete factory service.' He is convinced that local factory representation, in constant touch with the dealer, is the only logical solution. It gives both dealer and rider the immediate attention to their wants that is so necessary to the business success of the one or the contentment of the other."

In speaking of his own future, Mr. Fargo said: "I consider this great Pacific Coast the field possessed of the greatest possibilities, with our product, that exists anywhere in the entire world. As a section of the country to call home—it is my choice. That's why I am here to stay."

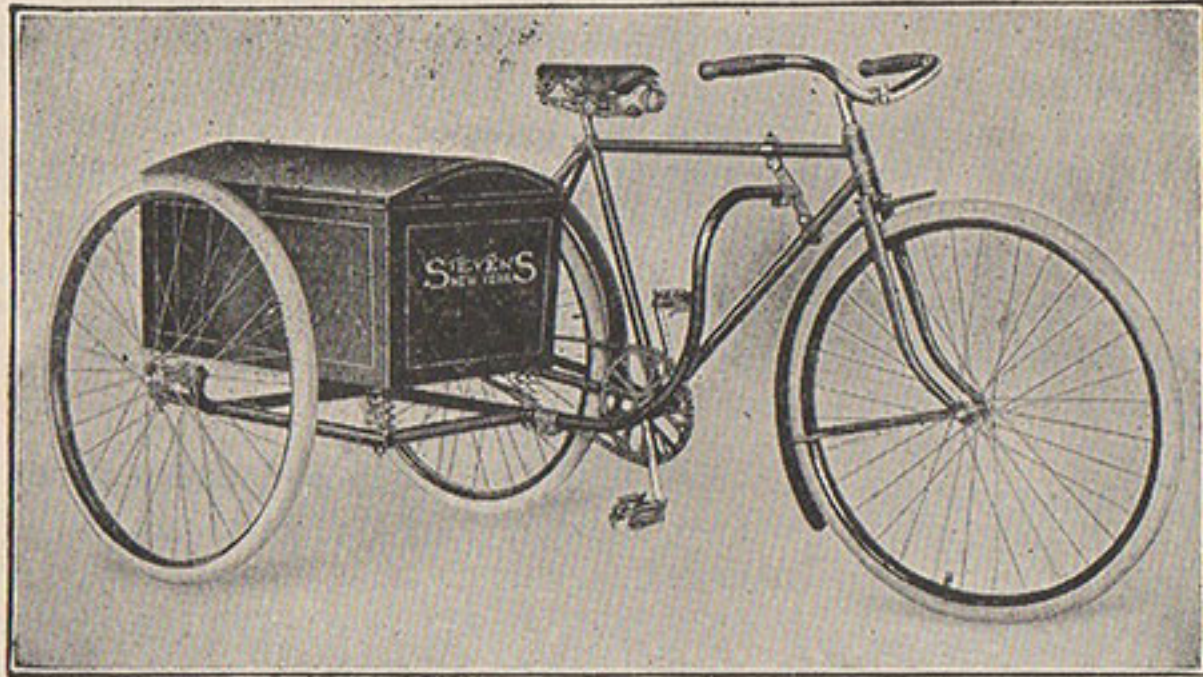
Plenty of Capital

"The new company is entering the business on possibly a more extensive basis of operation than will have been announced by any new entry in the Pacific Coast trade

THEY'RE PRACTICAL---

STEVENS

SERVICE SIDE CARS



It's easy, and takes very little time, to attach or detach the STEVENS Service Side Car to any make of bicycle or lightweight motorcycle. It is so constructed that weight is distributed evenly.

With a carrying capacity of 100 pounds, a waterproof covered box, size 24x16 inches and 14 inches deep, and with shock absorbing springs, its utility value is unlimited. List price \$25—complete ready to attach.

Send for a catalog of this and other Stevens products.

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The very latest in bicycle tires; not an experiment. Thoroughly tested and tried out and found to be an entirely practical tire.

Notice the cut, it tells the story—most resilient and easy riding tire ever made.

Be up-to-date and let us send you a section of the latest.

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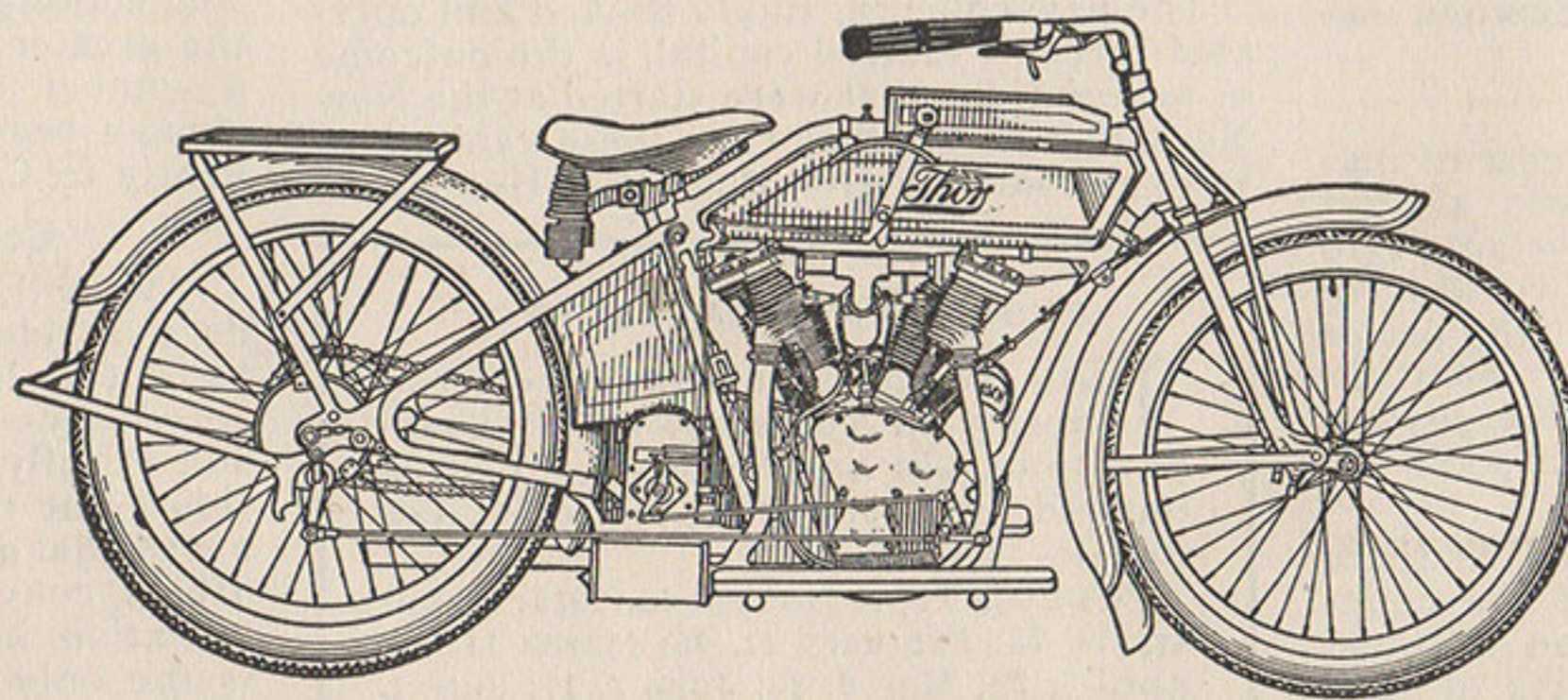
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NEW STARTER
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New Band Brake
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926 S. Main St., Los Angeles, Cal.

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for several years. They are financed to handle their outside territory in a way that will prove of great interest to many in the business in Southern California."

Mr. Fargo states that several carloads of the new machines are now on order and shipments are in transit. He mentioned that provision has been made to carry as complete a stock of parts as are available to the rider at the factory; the factory idea being to supply all needs of the entire Coast from the Los Angeles branch.

Work has already been started on the new store and will be rushed to completion. In the meantime, the Henderson will be handled at the present temporary quarters, 916 South Main street. All inquiries for agency privileges in Coast territory will be promptly answered if addressed to Mr. Fargo at the above address.

GIBSON O. K.'S SWENSON

F. A. M. Secretary Gibson writes that Ray Weishaar was not "O. K. F. A. M." when he won third in the 300-mile Chicago race, his membership having expired June 20, 1915; and that, in relieving him of both stigma and \$2, in Providence, Referee Swenson was as efficient a referee as Secretary Gibson wishes all referees could be.

In October the F. A. M. gained 194 new members, 223 renewals. Northern California's total was 8; Southern California's, 14.

In July, motorcycle exports amounted to nearly \$305,000—more than in 1914, but a little less than in June.

The Cover Picture

A Wisconsin Idyll

THE world over, woman is symbolized by an interrogation point. While the right woman is the best friend in the world, yet is she the eternal question. As she responds, so empires rise or fall, hopes soar or crash to earth, hearts swell with ambition or shrink with the pain of disappointment.

Of course, the front-cover picture was posed. Yet it is not hard to imagine that, as they stood there, in beautiful Wisconsin, with the spell of Indian summer still upon the land, he asked her something and she said:

"Why—yes, if you will wait just a minute till I change my dress."

After which he stuck around an hour or so.

The Road Ahead

Coming Events

Nov. 2-6—Motorcycle races, auspices San Angelo M. C., San Angelo (Tex.) annual fair. Purses, \$700.

Nov. 15—Road race, Tucson to Phoenix, 136 miles.

Nov. 20—100-mile race for \$500 purse (\$250, \$150, \$100), Phoenix, Ariz.

Jan. 5.—Meeting Motorcycle Manufacturers' Association, Hotel Astor, New York.

Nov. 11—75-mile road race on pavement, Porterville, Cal. Prizes, \$75, \$35, \$15.

Nov. 25—Visalia, Cal., road race, 100 or 150 miles.



BICYCLE NOTES



TOURING TO CHICAGO

For the Six-Day Race

Chicago, Oct. 30.

THOSE who rode their bikes out of Newark, Oct. 18, to come here, as training for the six-day race, arrived after ten days on the road. There were two parties, one composed of Mitten, Ernest Ohrt, Miller and Lawson, and the other of Ryan, Hansen, Lawrence and Thomas.

One Party's Daily Mileage

We separated the first day, our bunch reaching Middletown, N. Y., 77 miles, the first day. We lost the road at Paterson and made a seven-mile detour.

The second day found us away up in the mountains, with lots of walking. We made 66 miles from 7:30 a. m. to 5 p. m.

The third day we landed in Binghamton, 66 miles—208 miles from Newark. Our party had one puncture that far.

The fourth day we made Corning, N. Y., 78 miles, from 8 to 5 by the clock. Strong winds. Roads improving. No tire trouble.

The fifth day we reached Mayville, 77 miles. Strong wind; fair road, hilly.

Waylaid the Other Party

The seventh day we came out of the mountains and sighted Lake Erie. After about 20 miles we got off, tackled a grape orchard, and while we ate—and ate—who comes along but Mitten's party, covered with dust. We lay in wait and bombarded them with grapes. Then we all rode to Erie, Pa., for lunch, then all afternoon to Girard. We made 53 miles. It was our poor day for mileage—too many grape orchards, I guess. [Yep. It's apples that grow in vineyards.—Ed.]

The eighth day we reached Elyria, O., 114 miles, 7 a. m. to 5 p. m. It was 641 miles from Newark.

The ninth day, Toledo. We had a big sprint of more than ten miles into the town, with Hansen and the writer far ahead at the finish.

Stealing Marches on 'Em

Next morning it was found that Hansen, Mitten and Lawrence had left four hours "ahead of the gun." Business of conspiring to get them. We arranged to change pace every five miles, and we rode all that day and kept on all night! While Mitten's crowd were dreaming in the hay, we were rambling along in the moonlight. We passed through South Bend at 6 a. m., with 110 miles to go to reach Chicago.

We reached the Windy City at 5 p. m., a tired, sleepy bunch. We had lots of tire trouble the last 50 miles, but we beat the others in—Mitten, Hansen and Lawrence.

We "ate our heads off" and drank lots of beer, after it was all over. We had all lost weight—Lawson 12 pounds, Mitten 7, Ryan 5, Hansen 6, Thomas 6.

The Other Party's Mileage

The other party—Mitten, Miller, Ernest Ohrt, Lawson, Story—rode 80 miles the first day, from Newark to Wappinger's Falls; second day, Schenectady, 105; third day, Utica, 82; fourth day, 85 miles to somewhere; fifth day, 106 miles to Buffalo; sixth day, 112 miles to Erie; seventh day, 114 miles to Girard; eighth day, 100 miles to Toledo; ninth day, 129 miles; tenth day, 136 miles to Chicago, reaching there at 11 p. m.

Miller and Ohrt were very tired the first

day, but with a good sleep that night they pushed on. The roads were good, mostly concrete, but some mud.

They ran into rain after leaving Albany, but after that fine all the way. They made 52 miles one morning in 2:55:00.

Concerning "Her" Silk Stocking

The second day out, Tuesday, Ohrt hit a tollgate keeper and got his sport shirt and himself mussed up a bit. Another joke on Ernest—it happens that we call him Lizzie. At Hudson, N. Y., a dog was made mad—or at least was peeved—when he saw "her," and tried to chew "her" leg off. "She" lost a silk stocking.

Iver Lawson's feet got so swollen that he is now wearing No. 10 outing shoes.

But it was fine training for a six-day race.—Lloyd Thomas.

PHOENIX ROAD RACE

Phoenix, Ariz., Nov. 2.

JOHN SUTHERLAND won Sunday's 22-mile bicycle road race, held over the Phoenix-Tempe Loop, under the auspices of the Phoenix Cycle Club. There were 14 starters—Elmer Caveness, Harold Barker, Vernon Ford, Joe Tubb, Neal Doheney, Joe McFate, Ralph Woon, Paul Jones, Elmer Caveness, John Sutherland, Frank Reuter, Earl Houser, Harry Newhall, Olian Runyan.

They started in the order named, two minutes apart. No handicaps. Sutherland's time was 80 minutes. Tubb was second in 82:00; Elmer Caveness third, in 83:00; Wood and Doheney tied for fourth in 84:00; Newnham was fifth, 87:00; Runyan sixth, 88:00; Ford and McFate tied for seventh, 89:00; Houser, eighth, 91:00.

First prize was \$10, donated by the Phoenix Cycle Club. Other prizes were merchandise. Each rider was allowed five minutes' rest at Tempe. They went to Tempe one road and returned another. The going trip was over a very bad road.

The Bicycle Club is negotiating with the State Fair Commission for holding races during fair week.—Pottinger.

SAN JOSE'S BIG MEET

Up to Saturday night, Oct. 30, about 50 entries had been received for the bicycle races at the driving park in San Jose, Cal., under the auspices of the California Associated Cycling Clubs, and it was expected that there would be fully 75 entries before the races started at 2 p. m. Sunday, Oct. 31.

The 30-mile six-man-team race was the big event and was run heats and won on points, the Garden City Wheelmen winning 130 points, the New Century Wheelmen 110, Acme team of Oakland being third. Five points went to the leader at each mile, three points to second man. The number of heats, and the number of contestants, produced a lot of racing—and then some.

The winning Garden City team in the 30-mile race was Nick Eisentrout, W. Plummer, G. Simondi, D. Humburg, E. Cooper and F. Flint.

The three-mile handicap was a great race by Hoffman, of the Olympics, who finished fourth, but from scratch rode grandly through the big field ahead of him. The winner was Callabro, Garden City Wheelmen, from 300 yards; Cooper, G. C. W., 100 yards, second; Vic Spence, N. C. W., 200

yards, third. Time, 7:21. The time was fast considering the track's condition.

Hoffman, and Jones of Stockton, who rode for the Acmes of Oakland, both were beaten by Eddie Carroll of the Acmes in his heat of the quarter-mile sprint. Time, :33 3-5.

Simondi, of the Garden Citys, won his quarter-mile heat from Eisentrout of his own club, and Hammitt of the New Centurys of San Francisco, in :32.

Anderson, of the Acmes, beat Hoffman, Olympic, and Berger, N. C. W., in his heat in :32.

Vic Spence of the New Centurys won his quarter-mile heat against Cauthen, G. C. W., and Futardo, G. C. W., in :34 3-5.

SAN FRANCISCO RACING

On Oct. 24 a series of freak team races between the New Century Wheelmen, San Francisco, and Garden City Wheelmen of San Jose, occurred at the Golden Gate Park Stadium. Total points counted. The events were a five-mile pursuit, a five-mile event with points for the leader of every alternate lap, and so on—an odd assortment of events and awards. The Garden City riders won by a narrow margin.

In the last heat Harry De Brie of the New Centurys sprung a surprise by beating Eisentrout of the Garden Citys in four out of six sprints, scoring 26, Eisentrout scoring 22.

The winning Garden City team was Eisentrout, Moon, Cansilla, Simondi, Fink and Plummer.

After the races the New Centurys acted as host to the San Jose riders at a San Francisco restaurant.

TOM ECK'S PLAN

Tom Eck, who knows what was done in the old days, uses his experience as a trainer and manager of bicycle riders to give force to his plan for a circuit idea, embracing professional bicycle and amateur motorcycle racing in a number of cities between Boston and Denver; the co-operation of local motorcycle clubs to be secured and interested manufacturers to provide a guarantee fund of \$5000; the racing men—a score or so—to travel with Manager Eck in a special car, as of old, and an expert booster who can write to go ahead.

It can be done; but in these non-co-operative days, will it be done?

SAN DIEGO-TO-"LOS" RECORD

It is reported from San Diego that on Oct. 23 Everett Lloyd and Leonard Munoz, riding Pierces, left there at 2 a. m. and rode to Los Angeles, stated as 142 miles, in 11:10:00. Thurow McCoy, formerly of San Diego, now of Los Angeles, is said to have done it in 10:44 in 1913.

THE ATLANTA TRACK

When Manager Chapman of the Newark velodrome got back from Atlanta, Ga., early in October, and announced he had closed a deal for bike racing there this winter, the riders at Newark were pleased. It will be an indoor track, eight laps to the mile. Opening, Christmas Day. Investment, said to be \$20,000.

NEWARK NOTES

Newark has had a bad season, financially. It is said the riders have lost something like \$10,000 in prize money, through rain, and that the promoters have to pay \$40,000 in bonuses to riders.

Oct. 10, Goulet made a clean sweep, though he is not supposed to ride well in cool weather. He won the brassard mile from Clark of Newark in 2:54 2-5, Clark

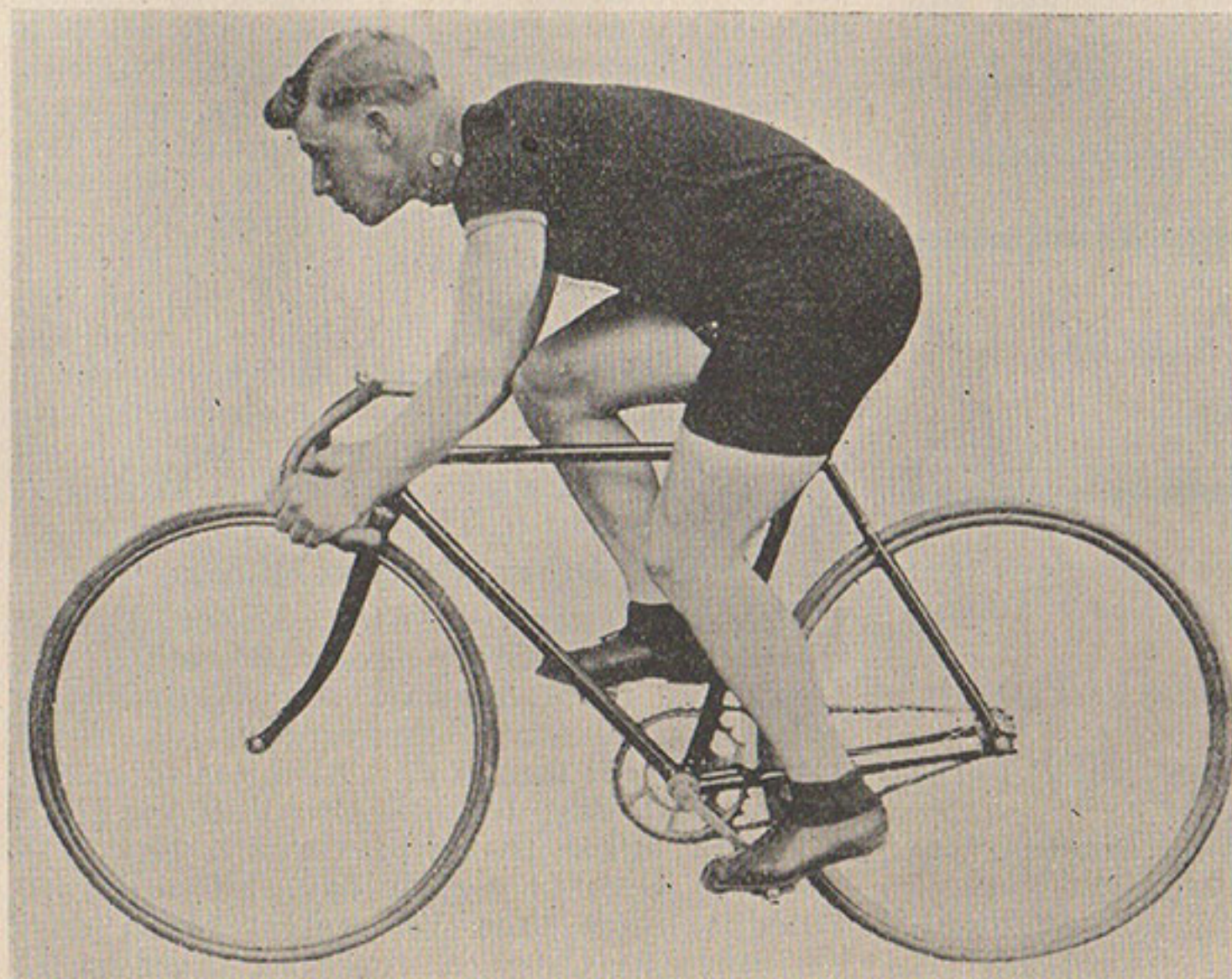


Georgie's daddie, who is James F. Pieper, of the James F. Pieper Co., Sacramento, uses a big Silvertown tire, but the lad himself is merely cutting didoes around one, on a bike which Dad, who is an old-time cyclist, built himself 11 years ago for his oldest son, who began riding it at the age of four. George is five—a little small for his age. The 16-inch wheels have one-inch Palmers on them.

winning but disqualified. Goulet won the ten-mile event from a big field. With Granda he won the one-mile team match, in which Kramer and Iver Lawson were second. Kramer and Lawson won the first heat, with Goulet and Grenda second, in 2:22 2-5; but the Australians got the other two, Kramer and his mate being third in the second heat, with Spears and McNamara second.

Oct. 17, at Newark, Hans Ohrt, of the Olympic Club, San Francisco, won the half-mile amateur handicap from Fred Taylor, Newark, in :55 4-5; both riders starting from scratch. Ohrt also beat Taylor in the three-mile open, from a bad start, in 6:56 1-5.

McNamara, of Australia, after three miles, lapped Kramer in a five-mile paced event, in 8:56 2-5.



Alfred Goulet, the Australian, good at any distance, quarter-mile to six-day, and Kramer's logical successor.

Dupuy, of France, beat Willy Hanley, San Francisco, and some others, in a half-mile handicap in :53. Both had 25 yards.

Oct. 20, Kramer, Goulet, Grenda and Clark did home-trainer stunts in the Prudential Insurance auditorium, Newark, as "features" of the company's entertainment of its office force.

Oct. 24 Kramer was selected to try to get the brassard away from Goulet, who had won it the week before, and Kramer did it—one mile in 2:49 1-5; last eighth, :12 1-5.

Kramer and Jackie Clark ranked fifth in the 50-kilometer (31 1-4 miles) team race, getting only 14 points. Corry and Walker, of Australia, won, with 37 points.

Oct. 30, the big men of East Orange, N. J., gave Kramer a dinner. Kramer lives there.

SUCH A SWIFTNESS!

On Sept. 1, St. Louis bicycle dealers formed a preliminary organization. Later they elected, etc. The news appeared in the Motorcyclist, issues of Oct. 7 and Oct. 21. On Nov. 1 it appeared in the Chicago "Authority of the American Cycle Trades."

A LATE TOURIST

Perry B. Hendricks left Bound Brook, N. J., June 17, and by Oct. 18 had covered more than 1000 miles, riding sometimes as far as 60 miles in a day, toward San Francisco, where he hopes to arrive about Nov. 15.

HERE AND THERE

Lancaster, Mass.—Mrs. Iver Johnson, wife of the founder of the Iver Johnson Arms & Cycle Works, died in Lancaster, Oct. 10, in her 79th year.

Sacramento, Cal.—On Oct. 18 Charles E. Stride and Robert J. Barr, building contractors of Westminster, B. C., were in Sacramento, en route to San Francisco. They started Aug. 25. Each carried a 60-pound pack. To Sacramento, 1270 miles, they had ridden 21 days. They worked in the Los Molinos orchards a week and stopped in Chico two weeks.

Reading, Pa.—R. N. Kocher, instructor of physiography at the Boys' High School, is at the head of a new bicycle club formed for the odd purpose of going out to study the "physical features of the surrounding country." There were 53 boys on the first trip, and out in the country officers were elected. There were lots of "physiography"



students among old-time high bicycle riders, but they didn't call themselves that. Sometimes their examinations of the physical features of the country were made on hands and knees—sudden like. Sometimes, even, close inspections were made with the inspector sliding gracefully along on one ear.

Merced, Cal.—Of the Trade Day amusements, Oct. 30, the 10 1-2-mile bicycle race was one of the most interesting. William Bailey won it in 34 minutes, with J. Hauck and H. Snell within 5 and 10 seconds of his time. Bailey rode an Appeal bike. C. L. Easton and H. Maxfield timed.

Omaha, Neb.—In a recent annual floral parade, no prizes were given to autos, as formerly—only to bicycles and motorcycles. Edwin F. Meyers lashed two bicycles together, built a canopy over them, produced a floral bower, mounted two boys dressed in Colonial style, and won \$15.

Chico, Cal.—Odd thief this. He stole Aubrey Smith's bicycle at night from the high school, rode it to the Bidwell almond shed intending to steal some sacks of nuts, was scared away, telephoned to Smith's mother, telling her where the bike was, and—the police are searching for the telephoner.

Pomona, Cal.—On Oct. 28, in Pomona, 15,000 people celebrated the city's progress, including 9 1-2 miles of new paving. A feature was a motorcycle race, won by Anson Hammer, and a motor wheel race, won by Walter Burke.

San Jose, Cal.—John R. Berryessa was a whirlwind rider for the Garden City Wheelmen 15 years ago, and might have been a world-beater but for an ailment which finally sent him to the simple life on the old Berryessa place, near the town of that name. Finally he has been operated upon and is rapidly recovering.

New York.—Oct. 21 on the Eastern boulevard, in Brooklyn, from the 1:30 mark, Edwin Jensen won the five-mile race of

"IDEAL DELIVERY VEHICLE"

The same argument that applies for the motorcycle, against heavier and more expensively operated vehicles, for delivery purposes, stands for the bicycle as against the motorcycle, the difference depending upon the character and degree of work. Both grace and great utility are combined in a service side car which is used at the San Francisco Exposition for distributing official guidebooks, programs, etc. It is supported by springs; can carry 100 pounds; has a waterproof duck top; is quickly attached or detached; is as good for a light-weight motorcycle as for a bicycle, and is well worth the moderate price charged for a van of its quality. Stevens & Co., New York, make it.

AN "APPEAL" CARLOAD

The Appeal Manufacturing and Jobbing Co. on Nov. 2 received a carload of 300 bicycle made to its own specifications and special nameplates in the Emblem factory in Angola, N. Y. There are single-bar and motorbike drop-frame models, with 20-inch head and 18-inch seatposts.

the Century Road Club Association in 1:09 faster time than the first scratch man, in 13:12.

Washington, D. C.—The Washington Bicycle Club, and some veterans, are "coming back." The club had racing on the Marlboro Pike recently and Joseph Baradaff, who had held the District of Columbia half-mile record, :58 3-5, for 12 years, equalled his record. In a 25-mile race on the same pike, with 24 starters, C. Cauffman, scratch, lost his road record championship for the District to L. Howell, also scratch, whose time, 75 minutes, was 12 seconds the faster.

Santa Monica, Cal.—A heavy team attached to a Japanese vegetable wagon broke from a hitching post, ran away and as they galloped at top speed toward the auto of A. R. Fraser, rich man of Ocean Park, people averted their eyes. W. G. Gaffey, a grocer's boy, riding his bicycle toward the horses, acted quickly. Throwing his bike

in front of them, they swerved, missed the bicycle, just missed the auto, snapped a telephone pole off clean, and got themselves badly dinged up.

REEDLEY BICYCLE LETTER

Reedley, Cal., Oct. 29.

NOT only our motorcyclists, but our bicycle riders as well, have been somewhat active in touring to the Fair and other points. Several weeks ago two high school boys, Tommy Turner and Alfred Gillingham, made the round trip to San Francisco, down the coast to Los Angeles, and back here, on their pedal wheels. They made over 125 miles one day on the downward trip, with the wind at their backs.

William Phillips and Rheuben Stay are now touring in Southern California on their bicycles. Either one of these boys could well afford a motorcycle, and each owns a 1915 touring car, but they prefer to see the country on plain pedal-driven bicycles.

So far, the various makes of lightweights and "boosters" for bicycles have not made their appearance in Reedley, but there is no community in which the plain bicycle is more popular. Just a few miles north, the active Wahtoke Club (all bicycles), are planning a race meet, and many of the Reedley riders will join in the sport. So far the Wahtoke Club has shown the most class and have carried away most of the prizes from the annual meets held in this vicinity.

Pete Stay and Marion Franzen, local champions, are keeping in training and are always ready to take part in races wherever they are held. Stay recently "cleaned" the best riders in Fresno, while Franzen captured the loving cup, in the annual Xmas races in Reedley.—Will Leonard.

COMING EVENTS

Nov. 18—Start of six-day race, Chicago.

Nov. 25—Reid bicycle race, Tucson to Pastime Park and return.

Dec. 5-11—New York six-day race, Madison Square Garden.

Dec. 25—Opening of \$20,000 eight-lap indoor track, Atlanta.

TRADE CARDS

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DE LUXE ENGINE PARTS—Complete stock carried for Pacific Coast dealers. Mail orders promptly filled. W. E. & W. H. Jackson, Bicycle & Motorcycle Distributors, 785-787 Mission Street, San Francisco, Cal.

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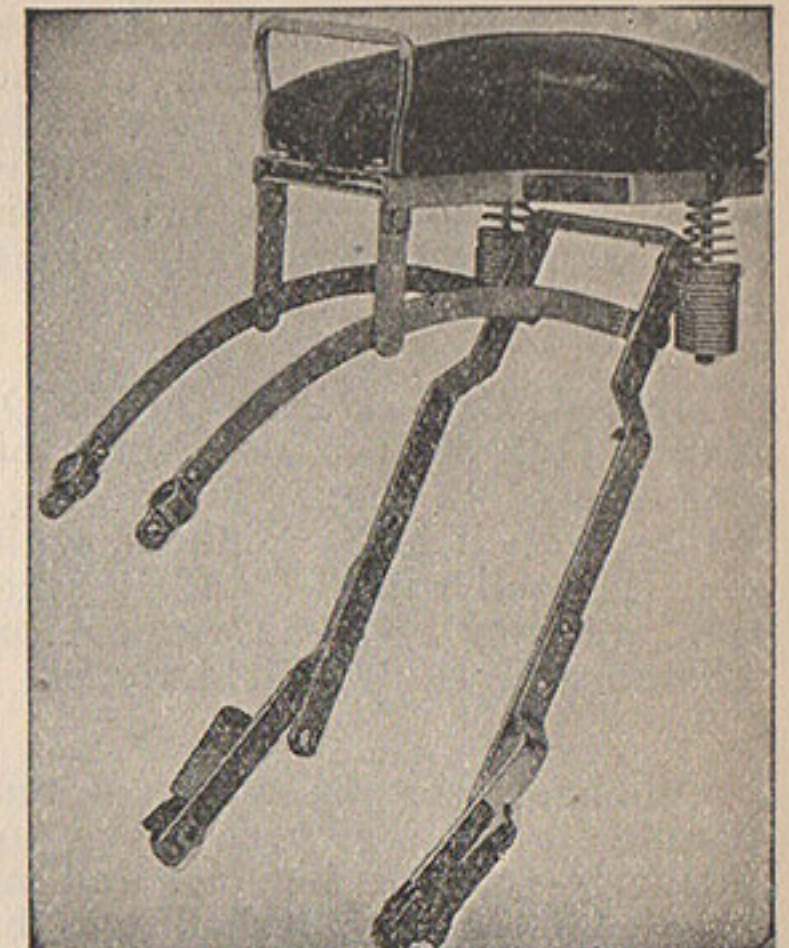


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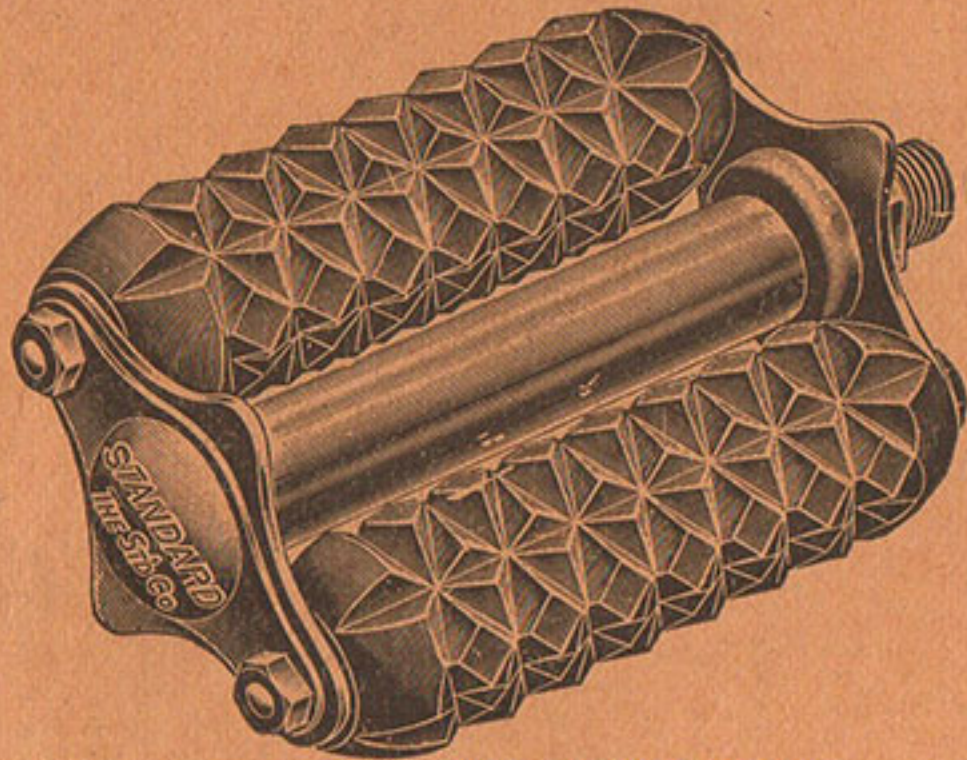
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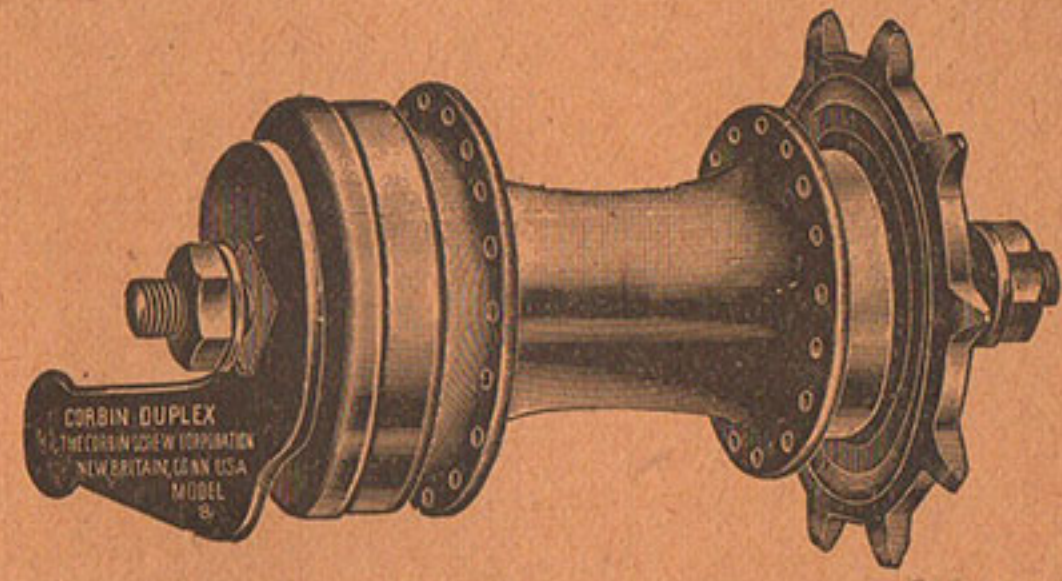
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