

PILOTS ARE NAMED FOR GREAT RACE

Two American Drivers to Be in Old World Classic as Competitors.

NEW CARS STIR INTEREST

American Engineers Will Watch Closely Work of French Machines in Grand Prix Over Lorraine Course.

BY F. E. MOSKOVICZ.
Rumors are floating in America today that the racing of automobiles is on the decline, but an example of the fact that it will continue to exist and not become a memory is shown by the present status of the game in Europe.

France, the nation that nursed the sport in its infantile days, will again engage in speed contests with Italy and Germany in 1912. The Grand Prix over the Dieppe course will see this trial of speed motor producing countries fighting for supremacy and will mark the re-entry of the famous French Darraco and Lorraine-Dietrich in the speed arena.

World's records probably will withstand the assault on them in this race owing to the distance being 1200 miles, but these two French cars are going to make the famed Italian and German teams exert every energy to win the greatest of the Old World classics.

The Dieppe course will hardly admit of the setting of a new world's road race record, as it is full of short hills, abounds in winding turns and is not as fast as the Santa Monica, where Harvey Herrick averaged 74.63 miles an hour when he made the world's new road record last October, or the Boissia circuit, where Nasarro in a Fiat made the record that stood for so long. This will work together to cut out higher speed than the present mark.

However, it will be the first severe test of the new long stroke motor, and wire wheels, new designs in brakes and clutches will be put through the grueling ordeal of 1200 miles over the road and engineers on both sides of the Atlantic will await the results of this race more from a technical than from a sporting standpoint.

Great Trio Nominated.
The famous Lorraine-Dietrich will re-enter the racing game after an absence of several years. The drivers have not yet been announced, but I have it from David Bruce-Brown, who has recently returned from Europe, that the great Hemery, of Benz fame, will drive one of the mounts. I have also heard that the Baron Turkheim will make a great effort to have drivers the equal of the great Durraco and the ever-sensational Gabriel.

The Fiat makers have planned to win the race at any cost, and the makeup of their team bespeaks victory. The great Frenchman, Louis G. Wagner, the American-born Italian, Ralph DePalma, and our own David Bruce-Brown comprise the trio. These three will drive probably as good a team, taken as a whole, as it is possible to form in the world today, and make a formidable combination of mechanical knowledge and driving skill. Considered as a team it would be difficult to find a trio of drivers to compete with them in a long-distance race.

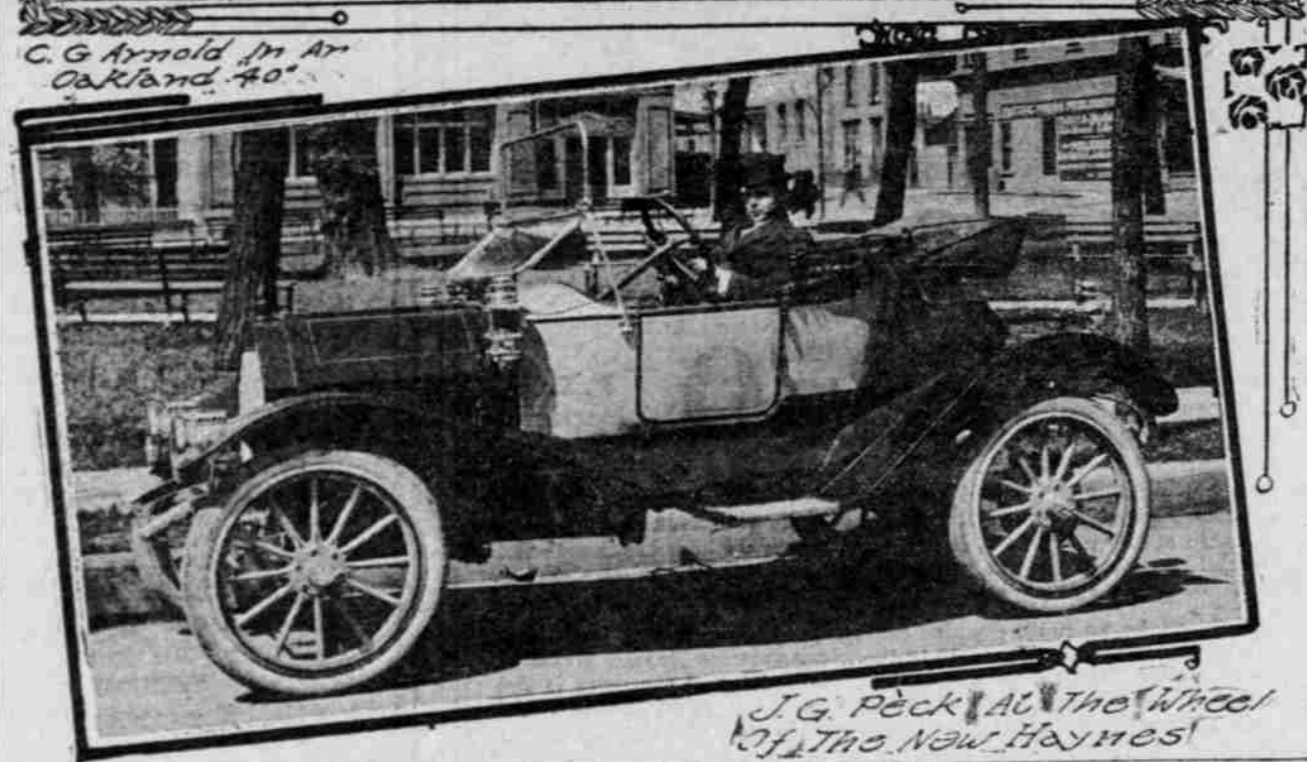
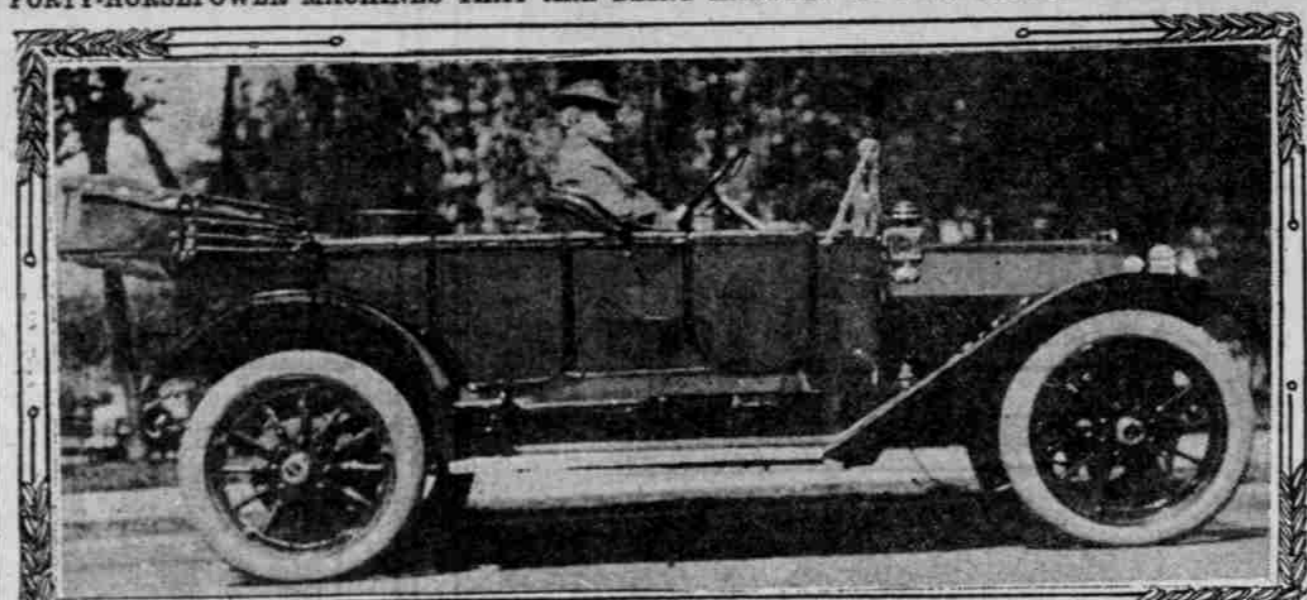
The famous Wagner, with his marvelous all-around knowledge of motors and speed driving, has but one drawback. That is his violent temper, which seems to be almost a part of him to curb when the race is at a crisis. Ralph DePalma, with his deep mechanical knowledge, is probably one of the best sensational drivers that ever sat behind the steering wheel of a speeding motor juggernaut. He has been peculiarly unfortunate in never having won a road race of any importance, but his record on tracks and speedways speaks for itself. In these events he stands in a class by himself.

New Speed Records Entered.
DePalma's performance at the wheel of the Mercedes entry, the same make of car that he will pilot in the next 500-mile race at the Indianapolis Motor Speedway, May 30, is still fresh in the minds of the race followers, for he drove remarkably well in the last Grand Prix and Vanderbilt at Savannah with this car, and showed marked ability in keeping his car going.

In David Bruce-Brown the Fiat has to my mind the most natural driver in the racing game. With his dash and fire coupled with his knowledge of motors, he is the equal of the famous Szaizer. His ability to drive road races will stand him in good stead as his wonderful physique will make him a contender from beginning to end. The racing fans know what Bruce-Brown, horn the hair to millions, has done as he entered during his career except the last Vanderbilt. He has won the American Grand Prix twice, in 1910 at the wheel of a Benz, and in 1911 driving a monster Fiat. He has defeated in these races such pilots as the French driver, Wagner, Victor Hemery, DePalma and the Americans, Burman, Mulford, Hearne, Bragg, Diebrow, Aitken, Zingle and Dawson. He finished third in the first 500-mile race at the Indianapolis Motor Speedway. It might be noted that this is the first time that the Old World has ever placed American drivers at the wheels of European cars in the big classics of the Continent.

Bruce-Brown also told me that while he was in Europe he saw the new racing creations of the speed inclined automobile engineer. He also said that the French firm had obtained one of the engineers from the Benz factory at Mannheim, Germany, that had produced the famous speed monster that held the straightaway records and that had they had the time to build another car, they would have made entry to the 500-mile at Indianapolis and probably sent the famous Hemery to defend their colors in the Grand Prix.

FORTY-HORSEPOWER MACHINES THAT ARE BEING HANDLED BY NEW CONCERNS IN PORTLAND



C. G. Arnold in An Oakland '40
J. G. Peck at the Wheel of the New Haynes!

NEW BODY IS POPULAR

CONVERTIBLE DESIGN FILLED WITH GOOD FEATURES.
Limousine, Open and Closed Car, All Included in Latest Product of Body Builders.

The "two-purpose" or "convertible" car is one of the promising innovations of the automobile year. The first thoroughly successful car of this type was shown in the Stevens-Duryea exhibit at the automobile show this Spring, and the demand already indicates a high degree of popularity.

Although the Stevens-Duryea people speak of their convertible phaeton as a "two-purpose" car, it really can be used in three forms. It can be used as a closed car, quite as weatherproof as a berline-limousine, or as a touring car with a top; or as an entirely open touring car. And the mechanical ingenuity with which the top part of the body is designed makes any one of the three forms of the convertible a complete car in itself.

When used as a closed car, the convertible phaeton is particularly comfortable. The seats are specially designed for ease, and there is ample space. The non-shrinkable cloth top fits in a graceful curve so snugly that it does not look removable at all, yet one person can change it from closed to touring form on the road in three or four minutes.

The windows in the closed car are on hinges that hold them close against the bottom panel, where they are protected by leather flaps which match so closely fitted that they are not even apparent. The other windows are removed from the framework and stored in an inconspicuous case attached to the back of the front seat. The standards that compose the window frames

40 years building the Tough White Tread

Long before there were any rubber-tired vehicles, we were learning about rubber—how to add durability, yet retain the elasticity of the pure gum. When the automobile arrived, this experience made Goodrich Tires—the

Original American Clinchers,
—the standard of value, because they were "made of real rubber"—and made right.

GOODRICH TIRES

Experiences, also, led us to adopt, from the first, the right method of construction:—
the mileage-producing tire, integrally molded—

Wearing as a Unit
Last of all, over thirty years of experience was responsible for the first really tough tread; the famous

White Tough Tread
—the most durable form of rubber known, made inseparable with tire, so that it cannot peel, part or come loose.

Like the Sole of a good Shoe
the White Tough Tread stays on, wears slowly, and protects the "upper" or flexible part from injury and contact with the ground... Goodrich users never "travel on their uppers!"

Goodrich Service is a "Good Will Service." One hundred branches and supply stations furnish all styles, to fit all times—and take care of the user after sale

Which will you have this year: Pleasurable Mileage, from tires that started right and are right, together with generous service, or—"just tires"?

1869

1912

The B. F. Goodrich Company Akron, Ohio
Largest in the World U.S.A.

Portland Branch, 325-327 Burnside Street

TENT COVERS BIG PLANT

CANVAS HOUSES MITCHELL ASSEMBLING ADDITION.
Increase in Heavy Demand for Cars Necessitates More Room for Production.

The tremendous growth of the automobile industry, even to those constantly in touch with the manufacture of cars, is a marvel. With more than 250 makers already in the field it would seem that the growth in the demand for any particular make would be comparatively small. Yet each year the leading builders find extensions necessary. Buildings are erected with a view to caring for expected normal increases and sometimes to provide for those increases over several years. But, notwithstanding these precautions, the Mitchell-Lewis Motor Company has been forced to provide space for the final assembling of the cars made necessary by the tremendous influx of orders from both domestic and foreign agencies.

This extension is in the form of one of the largest tents ever built and which has been erected on their property. This huge canvas adds to their already enormous floor space more than 45,000 square feet. The present capacity of the plant is 1000 cars a month and indications would seem to show the necessity for immediate extensions to provide for double that number.

Manufacturers from various other parts of the country report an unusually large business and 1912 bids fair to be the banner year in the automobile business.

There is also the Levy-Kramer Auto Company, of Dallas, who, within two months, has sold close to 100 motor cars. They have just contracted for a motor truck agency.

Factory Force Increased.
With the Spring rush in full swing

Studebaker Service

Makes Real Motoring a Certainty

THE SAME THOROUGHNESS THAT GOES INTO THE construction of every E-M-F "30" and Flanders "20" is put into our Service Department. We don't believe in half-way measures—especially when it comes to automobiles.

IN ORDER TO GIVE YOU GOOD SERVICE, the kind of service that is your due—the present equipment and facilities of this direct factory branch are absolutely necessary.

THAT'S WHY WE HAVE 22,500 square feet of floor space—housing a good-sized factory—where every modern facility is found—where \$60,000 is invested in parts—sufficient to build several E-M-F "30" and Flanders "20" cars without going outside the building.

THAT'S WHAT WE HAVE TO BACK UP OUR service claims. Now, how do we carry them out? You know every automobile maker should have skilled knowledge in making adjustments. It pays in the life you want in a car. A horse doctor is no good for scarlet fever—

SO WE HAVE SPECIALISTS AND EXPERTS from the factory—men who know every part of a car—whose knowledge enables them instantly to find and remedy any trouble. This knowledge you buy with every E-M-F "30" and Flanders "20." You are always sure of getting the right attention. No guesswork for you to pay for later on.

IT'S QUITE AN IDEA, THIS TAKING CARE OF YOU SO THOROUGHLY after taking your money, isn't it? 60,000 owners are finding it the kind of service that makes real motoring a certainty. That's what you want—A Certainty.

Studebaker Corporation of America

L. H. ROSE, Northwest Manager
Seattle Branch 2201-3 Second Ave. Portland Branch Chapman and Alder Sts. Tacoma Branch 1129 Tacoma Ave.

automobile factories are beginning to increase their forces. According to advice received by Frank C. Riggs, Oregon Packard distributor, there are now employed in the Packard factory approximately 6000 men, and new employees are being added at the rate of 100 per day.

Alleged Slayer of Five in Tolls.
SEATTLE, May 11.—Charles Mar-

Cut Out the Vacation

THIS SUMMER AND PUT THE MONEY INTO A CAR
You Will Get More Enjoyment Out of It and It Will Last Longer

In Choosing Your New Car Don't Overlook the

MARION and KRIT

TWO OF THE BEST BUYS OFFERED
25 and 35 Horsepower Prices to Fit Your Pocketbook
Come in and See Them

CROWE AUTO CO.

SIXTEENTH AND ALDER STREETS
DISTRIBUTORS MARION, KRIT, RAMBLER AND STUTZ CARS

Maxwell

Glidden Tour Winner
Wins
Santa Monica Road Race
101 Miles in 1:37:57
—beating the world's record for this distance

Sold in Portland by the
United Auto Co.
522 Alder St. Phones—Main 4337, A 7171