Auto Section

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Motoring News

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ROADS SOUTH IN FINE SHAPE

Mr. and Mrs. Ed Ford, on Trip to California from Portland, Find Travelling Excellent.

"As a number of La Grande people are contemplating a trip to California a little information regarding road conditions might not be amiss," writes Ed Ford, former theater proprietor of La Grande who is now located at Santa Ana, Cal. "We left Portland Sunday morning and arrived in San Francisco Tuesday afternoon. We had the finest weather possible all the way and the highway was in wonderful shape. We encountered little snow in either the Cascades or Siskiyou mountains. The only snow at all was at the very summit of the Siskiyous — for about two miles—and it was barely enough to cover the pavement. They are keeping the roads in fine shape."

Mr. Ford states that he attended the Chicago Bears-Frisco game which Red Grange's team lost. "Grange was a disappointment as they don't let him do much except show off," he says, adding that "Wilson was the real star and did some wonderful work. It was a great game — played by the best stars in the United States."

Mr. and Mrs. Ford met Mr. and Mrs. Roy K. Stanfield in San Francisco. Mr. Stanfield was at one time leader of the Arcade orchestra.

Small Pistons for Racing.

The smallest engines ever assembled in racing automobiles will propel the one-seated cars entering the fourteenth annual 500-mile automobile race at the Indianapolis motor speedway next year. The piston displacement will be a maximum of twenty-one and one-half cubic inches—little more than half that of the smallest automobile engine in the United States. The cars used in all outstanding races in America in the last three years have had a piston displacement of 122 cubic inches.

Automobile Racing Feature Of The Past Twelve Months

Yankee Drivers at Top of Heap—Peter De Paolo, A. A. A. Speedway Champion for the Year, Rolled Up Total of 3,260 Points.

WASHINGTON, D. C. — A review of 1925 by the contest board of the American Automobile association, which supervises official automobile racing in the United States, shows that the past twelve months brought more brilliant achievements and sensational developments than any similar period since road races were started two decades ago.

In a statement issued from A. A. A. national headquarters today Thos. P. Henry, president of the association, declared that the year was the most successful in the history of the game and that automobile racing proved its case to a greater extent than ever before as a vital factor in the automotive industry and in motoring progress.

"The success of the year," said Mr. Henry, "perhaps to the performance of American cars and American drivers in the gruelling contests of the tracks and speedways under the jurisdiction of the contest board; it pertains also to the tremendous progress in track and speedway construction as well as to the strides made by the sport in its appeal to the public."

An idea of the proportions that official automobile racing has assumed, it was pointed out, can be gotten from the statement of the contest board, that during the past racing season it has distributed the sum of $441,487 in cash prizes to racing drivers on behalf of the tracks and speedways on which championship events are held. Of this total, $292,000 was made up of speedway purses and $146,487 went to the dirt track performers.

DePaolo Speedway Champion.

Peter DePaola, who was crowned A. A. A. speedway champion for the year, rolled up 3,260 points, the greatest number of points amassed by a driver since system of designating a yearly champion under the rules of the contest board. In addition to the championship crown DePaolo accumulated approximately $90,000 in prize money during the season. The four runners-up to DePaolo showed a performance only less brilliant than the winner. These were Tommy Milton, Harry Hartz, Bob McDonough and Earl Cooper. While there is at the present no system of designating the dirt track champion, Ralph DePalma, according to the contest board, established himself far and away in front of the dirt track drivers. Twenty-six racing drivers won points on the championship circuit during the past season.

Commenting on the results of the year, President Henry said:

"With such a successful year it was inevitable that the automotive industry should learn new lessons and these lessons will be to a very material extent embodied in the new models that the factories will place before the public in 1926. As a result of the experience gained, it has been virtually decided to reduce the piston displacement of cars taking part in official races from 122 to 91½ cubic inches, thus bringing the size of a modern racing car engine to half the size of a Ford car. This refinement will have its counterpart in engine refinements of millions of cars produced by the factories. The lessons are by no means confined to the engine, but relate as well to other mechanical improvements, such as oil distillation, brakes, steering gear, wheels and tires.

Full Accord Is Achieved.

"One of the outstanding features of the season was the closer working accord brought about between the contest board of the A. A. A. and and managers of speedways and tracks throughout the country. This closer accord will stimulate racing during 1926 and also help the contest board to put into effect plans that have been developed for enlarging the official circuit. The fact that only one life was lost in races conducted by the contest board last year, speaks volumes for the care exercised by the representatives of the contest board and also for the effectiveness of the safety measures insisted on by the A. A. A. in a form of sport which, under the best conditions, is hazardous. It is true that many lives were lost in so-called races last year, but these fatalities occurred at the hippodroming, circus events that are not under the jurisdiction of the contest board and which are conducted by promoters, mainly for personal profit.

"The year was the most sensational in the history of racing as far as the creation of new records is concerned. The most sensational was established in the final meet at Los Angeles, when Frank Elliott, driving the Miller special, which once was piloted by the late Jimmy Murphy, traveled the two hundred and fifty miles to one hour fifty-seven minutes and eighteen seconds, which is an average of 127.87 miles per hour, beating the time of one hour, fifty-eight minutes thirteen seconds of Milton on the same track last March. In the same race Earl Cooper broke the record of 75, 100, 150 and 200 miles. On the one-mile dirt track, the contest board accepted DePalma's record established at Syracuse, N. Y., September 19th, for the 1, 2, 3, 4, 5, 10, 15, 20 and 25 miles all of these being at greater than eighty miles an hour."

MAKERS STARTS RUBBER FIRM

Ten-Million-Dollar Corporation Will Protect Automobile Owners from Soaring Prices.

Authorization of a $10,000,000 rubber corporation to assure the public and the motor vehicle manufacturers of adequate supplies and reasonable prices of rubber, was voted by the directors of the National Automobile chamber of commerce at their monthly meeting in New York.

A committee was appointed to take the necessary steps toward the formation of the organization and the application for a charter.

The plan provides that all automobile manufacturers will be permitted to take stock in the corporation on the basis of their production in 1925.

Several of the largest producing companies immediately announced that they would take their allotment of stock.

President Charles Clifton announced the following as members of the committee:

John J. Raskob, vice president, General Motors corporation; C. W. Nash, president, Nash Motors company; A. J. Brousseau, president, Mack Trucks, Inc; Roy D. Chaplin, chairman, Hudson Motor Car company; Alvan Macauley, president, Packard Motor Car company; Arthur T. Waterfall, vice-president, Dodge Brothers, Inc., and A. R. Erskine, president, Studebaker corporation.

The action is the result of the abnormal price of rubber which ultimately is paid by the American consumer as 70 per cent of the world's production is used in this country.

It is the purpose of the automobile industry, through this corporation, to take definite and effective steps looking toward the safeguarding of the future supply of rubber to meet the normal increasing requirements for motor transportation and to prevent excessive prices.

The proposed charter will be broad in its scope, including the authority to produce, purchase and deal in raw rubber, in rubber products, as well as to manufacture automobile tires.

Following the directors' meeting, representatives of the principal automobile manufacturers went into active session to reduce the plan to a definite form for immediate action.

Within the next few days it should be ready for submission to all manufacturers who have not already subscribed.

A stout woman drove up to a filling station:

"I want two quarts of oil," she said.

"What kind, heavy?" asked the attendant.

"Say, young man, don't get fresh with me," was the indignant response.

Drunken Driver Still Runs Wild on Highway, National Survey Shows

WASHINGTON, D. C.—A nation-wide survey by the American Automobile association and its affiliated motor clubs has disclosed the fact that the intoxicated driver is still running wild in many of the large cities of the country.

According to a statement from A. A. A. national headquarters today, official figures secured for the large centers of population show that there has been no diminution in the number of arrests and convictions for driving while under the influence of liquor.

While the total number of arrests and convictions on this charge are small in comparison with the number of law-abiding motorists, the A. A. A. takes the position that this is not a question of ratio or proportion and that the intoxicated driver should be treated as a dangerous criminal on which the law should bear down with a heavy hand.

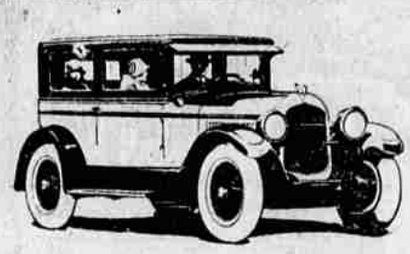
"It looks as if the law-enforcing authorities and the courts are much more adept in convicting and fining motorists for trifling and technical violations of traffic rules than they are in ridding the streets and highways of these potential murderers, who operate machines while under the influence of liquor," said Thomas P. Henry, president of the A. A. A.

USED CARS

1925 TUDOR SEDAN—Balloon tires; guaranteed	$450.00
1925 TOURING—Balloon tires; guaranteed	$350.00
LATE MODEL BUICK COUPE	$650.00
1923 STAR ROADSTER	$250.00
1924 TOURING — Good tires; excellent mechanical condition	$250.00
1923 TOURING — Hassler shocks; 5 good tires	$200.00
1922 TOURING — Shocks; semi-balloons on rear; very good condition	$175.00
1919 TOURING—Good motor; good rubber	$ 75.00
1920 ROADSTER—Starter	$ 90.00
FORD—Good for bug	$ 20.00

Perkins Motor Co.

Phone M-500. Cor. 4th and Adams



Factors in the sensational Chrysler "70" performance, which have revolutionized automobile design and manufacture, include—

- 70 miles and more per hour.
- 5 to 25 miles in 6¼ seconds.
- 20 miles to the gallon of fuel.
- 68 horse-power.
- Air-cleaner.
- Oil-filter.
- Radimeter.
- Thermostatic heat control.
- Fumer for cold weather starting.
- Manifold heat control.
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- No-side-sway springs.
- Low center of gravity.
- Balloon tires.
- Closed bodies by Fisher.
- Hydraulic four-wheel brakes.
- Watson Stabilators—front and rear.
- Wide range of striking colors.
- Fedco theft-proof numbering device.
- Light controls on steering wheel.

Chrysler "70" alone combines all these and scores of other attributes joined to a superiority of design and fineness of quality and workmanship, heretofore thought possible only in cars of twice the Chrysler price.

Discriminating men and women are refusing to accept less than Chrysler gives. This extraordinary demand for Chrysler quality and value accounts for the ever-increasing production of the Chrysler "70"—a production which has steadily outgrown expanding factory capacity, and has established for the Chrysler "70" new popularity records for the industry.

We are eager to demonstrate each of these outstanding qualities to you at your convenience.

CHRYSLER "70"—Phaeton, $1395; Coach, $1445; Roadster, $1395; Sedan, $1595; Royal Coupe, $1745; Brougham, $1695; Royal Sedan, $1695; Coupe, $1695; Sedan, $1695. Disc wheels optional. CHRYSLER "58"—Touring Car, $895; Roadster, $895; Club Coupe, $895; Coach, $925; Sedan, $995. Disc wheels optional. Hydraulic four-wheel brakes on all Chrysler "58" models, at slight extra cost.

CHRYSLER IMPERIAL "80"—Phaeton, $1695; Roadster, (seats on disc wheels optional) $1695; Coupe, four passenger, $1795; Sedan, five passenger, $1895; Sedan, seven passenger, $1895; Sedan limousine, $1895.

All prices f.o.b. Detroit, subject to current Federal excise tax. Bodies by Fisher on all Chrysler enclosed models. All models equipped with full balloon tires.

We are pleased to extend the convenience of time payments.

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Its new designs lead the industry in style. No others combine such smartness, dignity and originality.

The present rapid adoption of air-cooling for airplane engines warrants the prediction that in five years all motor cars will be air-cooled.

Increased power efficiency adds to Franklin's famous ability to cover most miles in a day. It's riding comfort reaches new heights---the longer, lower chassis enlarges the advantages of Franklin's exclusive construction.

Quality has been increased---not impaired. The public knows it, and the car shows it.

See this wonderful Franklin today---ride in it---then you will want to buy one.

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Now we all know

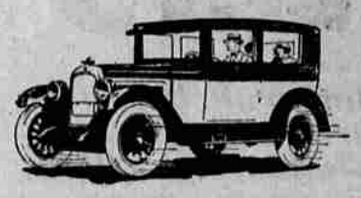
The formal 1926 exhibits of new motor cars have been made. The veil has been lifted from new productions. The plans of builders of competitive cars, have been disclosed. The dominating value of the luxurious, fast, extra-powerful Overland Six is even more apparent than ever before. It is creating a great, new group of enthusiasts.

Now we all know that nowhere, within a price range much higher in dollars, can the specifications, dimensions and beauty of this car be even approximated.

The New WILLYS FINANCE PLAN

offers easy time-payment terms at the lowest cost at which an automobile can be purchased. Why pay more.

Six Sedan $895 F. O. B. FACTORY



Overland Six

Gettings & Hanks

Veltex FACTS:

Veltex Motor Oils are refined under exclusive patents for North America. This process is also patented in more than Thirty countries. A characteristic of Veltex Oil is that it is "OILIER" and "GREASIER" than other oils. It spreads and sticks to the part to be lubricated, at all heats.

And it DOES NOT cost more than other oils.

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