

FAMED DRIVER IS LA GRANDE CALLER

M. J. Goss Visited By Driver of Speedway Studebaker.

What it means to the motoring public when an automobile travels 30,000 miles in less than 27,000 minutes was explained to local drivers when Ab Jenkins, famous transcontinental road driver and holder of many hill climbing and endurance records, visited the showrooms of M. J. Goss, local Studebaker-Deakins dealer.

Jenkins holds more speed records than he has fingers and toes. He is now driving the identical Studebaker president eight sport roadster which covered 30,000 miles in 26,329 minutes elapsed time at the Atlantic City speedway between July 21 and August 9.

"Many people are curious to know why the 30,000 mile run was made," said Jenkins. "Others want to know what it meant to the average owner driver."

"Studebaker fully realizes that the automobile owner does not want to drive his car 30,000 miles in less than 26,000 minutes. In fact, the average speed during the lifetime of the average automobile is probably not greater than 20 or 25 miles an hour. But it stands to reason that an automobile capable of maintaining speeds ranging from 64 to 68 miles an hour for 19 consecutive days and 20 consecutive nights will give more satisfaction under ordinary driving conditions than a car not able to equal such tests as those just completed by the president eight," said Jenkins.

"Studebaker was fully acquainted with the speed, power and stamina of the president, due to the experiments of Studebaker engineers in their research laboratories and on Studebaker's million dollar proving ground. But Studebaker wanted to prove this performance in the most convincing manner possible. It would have been quite simple to hire a corps of timers, rent a speedway and drive the president eight to new records. But we wanted our test to have the authenticity of official sanction. We wanted to prove beyond all doubt and we wanted proof that everybody would believe.

"So we went to the highest court of motoring, the American Automobile association, and asked for their official sanction of our impending test. Our request was granted. Official representatives of the A. A. A. appeared in our Detroit factories and selected four president eight motors and four chassis at random from the assembly lines. Studebaker had nothing to do with the selection of the four cars that made the run—it was a matter entirely in the hands of unbiased A. A. A. representatives.

"The four cars were delivered into the hands of the A. A. A. officials, who drove them to Atlantic City, and there, behind locked doors, the cars were disassembled and examined by technicians to prove that they were strictly stock in every respect. Gear teeth were counted, pistons were measured, tappets were examined. In fact every detail of each car was carefully inspected and pronounced strictly stock.

"Then the cars were taken to the track, where drivers and pitmen and 16 official timers and judges of the A. A. A. were waiting. The drivers were hired by Studebaker, but all timing, measuring of laps and recording of speeds and mileages were in the hands of American Automobile association officials.

Lehman Springs Did Not Have Fire S. L. Thompson Charts Travelog

S. L. Thompson, manager of the credit rating bureau, seldom spends a Sunday that doesn't include a motor trip into one of the more or less unfamiliar sections of the vicinity. Consequently, though he's called La Grande home for not quite two years, he knows more about the geographical intricacies of the county and the neighboring counties than the average lifetime resident.

It was of particular interest for Mr. Thompson, following his "hobby," last Sunday to go to Lehman Springs, along the Pilot Rock road—and he brought back this specific information: Lehman Springs did not burn in a recent fire.

Said Mr. Thompson in a letter to the Observer, "Will you kindly correct the impression that the Lehman Springs summer resort was burning? When I took a trip to make a travelog for the benefit of the public Sunday over the splendid scenic loop, I found that there had been only a small fire in a slash pile and that no damage was done to the saw mill or to the summer resort which is adjoining the saw mill."

Mr. Thompson is enthusiastic about the attractiveness of the drive and the springs itself. His travelog follows:

- Starkey, Lehman Springs, Ukiah, Pilot Rock, Pendleton and La Grande scenic loop road. Travelog made by Lion S. L. Thompson, Sunday, July 21st, 1924. 00.0 Set speedometer at night leaving Sacajawea Hotel. Start in direction of Pendleton on Old Oregon Trail. 00.1 Turn left off Oregon Trail. Sign reads Starkey. 00.4 Cross Mt. Emily Lumber Co. R. R. tracks. 00.5 Cross bridge over Grande Ronde River. 13.5 Cross Jordan Creek. Road very narrow from 15.8 to 16.2. Needs widening as there is not room for cars to pass. 16.9 Cross bridge over Grande Ronde River. 17.2 Cross tracks of Mt. Emily Lumber Company R. R. 17.6 Road very narrow 3 of mile. Rocky hill on right, loose rocks. River on left. 18.3 Starts out into a little valley away from rocky hills. 19.1 Road very narrow 7 miles. Hill on the right. 19.7 Came out into open again. 19.8 Turn left under Mt. Emily Co. Railroad. 20.1 Cross over Grande Ronde River. 20.2 Narrow road again. 20.3 Opening. Road wide. 20.5 River on left, narrow road. Steep mountain on right, going up steep grade. 20.9 One hundred feet above river. Narrow road along side of mt. 21.2 Cross over wooden bridge over dry canyon. 21.4 Star valley. 21.8 Cross Mt. Emily R. R. tracks, wooden bridge over Beaver Creek. 22.4 Away from river and up a little grade, good wide road. 22.5 Entering large rolling prairie. 23.3 Cross Beaver Creek. 23.5 Turn left to Starkey. Sign reads road to right to Mt. Emily Lumber Company camp and over hill to Pilot Rock and Pendleton. 23.8 Cross bridge over Beaver Creek. 23.9 Cross bridge over branch of creek. 25.1 School house. Passed several substantial farms splendid bldgs. 27.0 Starkey Post Office on right. Frazier Ranger Station 17 miles. Lehman Springs 18 1/2 miles, Ukiah 36 1/2 miles. 27.3 Road very rocky for little grade. 27.5 Over rocks, road very smooth. 27.8 Prairie on all sides extending for miles in all directions. 28.4 End of Starkey road taking mountain road to Lehman Springs. 28.9 Turn left over loose rocks. 1 mile. 29.7 On top of wide rolling prairie. Some scattered timber. Patches of rock. Very easy road to improve. 30.7 Summit of ridge, rocky in spots. Open rolling prairie. Good going. 31.3 Short steep hill. Side Loop to Fly Valley 35.0 Fly Valley straight ahead. Long steep rocky grade. To take easy grade into Fly Valley turn right and go to 33.4 then turn left down along easy grade into meadow, to the left through the meadow road up to George Atchey's cabin. This is much the easier way. Don't try to drive up steep hill but come back to 33.4. 36.2 Foot of steep hill .07 miles long. Fly valley. 36.3 Creek. Fine fishing. Elk seen in herds of twelve. Abundance of deer. 36.3 Turn around. Take road through meadow. 38.3 Up long grade. Easy going. 39.4 La Grande, Starkey, Lehman Springs, Ukiah road. 39.8 Turn sharp to right for Lehman Springs. Sign reads Starkey 3 mi. Sheep Ranch 7 mi, Lehman Springs 10 1/2 mi, Ukiah 28 mi. 39.8 Sign: Frazier 5 mi, Lehman Springs 6 mi. Road from 35.0 runs

along comparatively smooth. Scattered timber. Very little work necessary to make excellent road. 40.7 Back to sign. 41.9 Sign: Lehman 3 1/2 mi, Ukiah 22 mi, Canas Creek 13 1/2 mi. 42.4 Road from 35.0 in excellent condition along prairie. Start down hill to Creek. 42.5 Dry Canas Creek. 43.9 Small Creek. 44.0 Frazier Creek. Frazier Ranger Station. 44.1 Cross Frazier Creek to right of pole bridge. It is not safe. 44.5 Dirt and pole culvert. Hillside road, not much grading necessary. 44.7 Wire gate across road. 44.9 Quite level—timber very dense. 45.5 Sawmill. 45.6 Wooden bridge over large creek, frame house on left. 45.6 Lehman Springs. Cottages, hot springs, swimming tank, sawmill. 47.8 Sign: Lehman Springs 2 mi, Frazier 3 1/2 mi, Starkey 20 mi. Sheep Ranch 18 1/2 mi, Hidaway 4 mi, Ukiah 16 mi. Another Sign: Bear Wallow Ranger Station 3 mi. Pilot Rock 33 mi. Take road to left. 52.1 Large Creek to left. 52.3 Hidaway. Several cabins, swimming pool. Sign: Ukiah 10 1/2 mi, Frazier Ranger Station 8 1/2 mi, Lehman Springs 7 mi. Another Sign: N. Cable Creek 4 mi, North Fork John Day river 13 mi. 54.4 Good road. The road from Lehman Spring this far was rather rough and hilly. 55.7 Cable Creek. Turn right. 55.8 Cross bridge over creek. 55.4 Ukiah—52 mi. to Pendleton. Good oil graveled highway. 55.2 Oregon-Washington highway from Heppner to Pendleton. Sign reads Ritter 54 mi, Long Creek 72 mi, John Day 193 mi. 101.5 Pilot Rock. Pendleton 15 mi. 117.0 Pendleton. 174.5 La Grande. Take this trip. It is a beautiful drive. Different. E. M. Masters, construction engineer of Lexington, Ky., was driving his motor car when he caught fire. Unable to quench it otherwise, Masters dumped a pint of buttermilk on the blaze. It went out peacefully. The federal railway of Germany estimates that every German on the average, takes 23 railroad trips a year. You can always win an argument with a woman by listening.

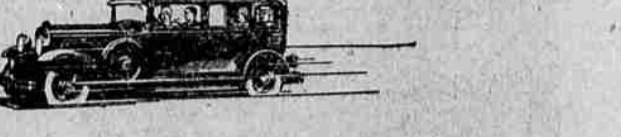
Plymouth Builders Recall Old Days Of Buggy Excursions

Summer time is picnic time to the average American family. Not so many years ago, the family could enjoy only one or maybe two outings in the country a year. To go on a picnic was a task as well as a pleasure. Lunch baskets had to be carried to the street car, for the hot, uncomfortable ride to the picnic grounds at the edge of the city. The more fortunate were able to blithely dohbin to the survey for the slow, tiresome ride into the country—not over five miles away. Long before the day was over, spirits were dampened by thoughts of the long, dusty ride back home.

Now conditions have changed. The modern family packs the lunch, steps out to the automobile and is away on a pleasant, comfortable drive far into the country. Distance from home now lends pleasure to the picnic, for a car that is dependable, powerful, and sturdy always furnishes enjoyable transportation. "The large and roomy bodies of the Plymouth make it the ideal car for the entire family," said A. VanDerZee, general sales manager of the Plymouth Motor corporation. The Plymouth sedan is the real family car, for it will reel off the miles quickly and safely, while a family of five enjoys its amiable hours of operation in uncramped comfort. "When Chrysler engineers designed the Plymouth sedan, they realized the need for a real family car in the lowest price field. They knew that the family car must be dependable, economical, and large enough for the entire family. The Plymouth sedan meets all these requirements. Built according to Chrysler standards of quality, it is easy to operate, so that Mother and sister may drive without effort or fatigue, while the full sized body permits of the utmost personal comfort even on the longest trips. Cigar factories of Tampa, Fla., produced 505,331,219 cigars in the fiscal year 1923.

AWAY AHEAD THEN—FARTHER AHEAD TODAY

"Adhering strictly to the soundest principles of design," Chrysler engineers have, nevertheless, developed and applied these principles in a manner just as revolutionary as the application of steam to ocean-going ships. We believe that the creation of the Chrysler accomplished an all-important evolution in motor cars no less valuable than the original invention of the automobile.



WHY CHRYSLER CAN'T BE COPIED

For five years the motor car industry has striven unceasingly to emulate and overtake Chrysler—yet all its best efforts and most persistent ambitions to, that end have fallen far short of their goal. As time rolls on, it becomes more and more manifest that Chrysler performance can't be copied—that only Chrysler engineering and Chrysler manufacturing methods can produce Chrysler results. Chrysler results are uncopiable because Chrysler engineering is of an entirely new school of thought, because Chrysler ingenuity is free from the hindering and hampering influence of our-dated and hide-bound traditions. Chrysler results are uncopiable, too, because Chrysler has the great manufacturing advantage of plant equipment as new and up-to-date as the Chrysler car itself. So Chrysler goes marching on, strengthening its leadership, maintaining a wide margin of superiority in performance—demonstrating a virile fleetness, an eager spirit, an unwavering stamina and an unruffled smoothness other cars find impossible to equal or even approximate. CHRYSLER "75"—\$1535 to \$1795—Eight Body Styles. CHRYSLER "65"—\$1040 to \$1145—Six Body Styles. All prices f. o. b. factory. Chrysler dealers extend convenient time payments.

AUTO BODY REPAIRS Metal and wood work replaced, refinished, all traces of damage removed and a guaranteed first class result given. Have us estimate on your job and you'll be pleased at the low cost. Auto Body and Fender Shop 209 Greenwood P. O. Daniels

ESSEX THE CHALLENGER has the right to dare! Challenging Variety at our Color Show

Come see the beauty and variety which Essex offers at no extra cost. In every other way open to proof Essex has proved its right to dare. It challenges the performance, the style, the luxurious comfort of any car at any price. No other gives you back so much for every dollar you put in. A big, adult-size "Six". Fine to look at. Roomy and comfortable. A SUPER-SIX motor—challenging up to 70 miles an hour. Hydraulic shock absorbers, 4-wheel brakes, radiator shutters and air cleaner are standard. A Wide Choice of Color AT NO EXTRA COST \$695 AND UP - AT FACTORY Your present car will probably cover the entire first payment. The H. M. C. Purchase Plan offers the lowest terms available on the balance.

BLUE MOUNTAIN GARAGE Opposite P. O. O. R. Barnes Auto Co. Elgin, Ore. M. A. Harrison, Mgr. Walk's Garage North Powder, Ore.

L. W. WEEKS Greenwood and Jefferson COMMERCIAL CARS AND TRUCKS NASH '400' LEADS THE WORLD IN MOTOR CAR VALUE \$2184 Delivered, Fully Equipped, Nothing More to Buy! THE AMBASSADOR BY NASH —TWIN-IGNITION-MOTORED THOUSANDS of people who drive the Twin-Ignition-motored Nash "400" Ambassador have discovered that the most luxurious type of motoring is not necessarily prohibitive in price. Obvious to every eye is the style and thoroughbred character of this charming motor car. There is beauty in the purity and grace of every line and curve. There is luxury in every item of interior dress and decoration, from inlaid walnut panelings to the deep, overstuffed cushions, upholstered in fabrics restricted to fine car manufacture. And equally obvious, to those who know good motor cars, is the high quality of "400" engineering and Ambassador performance. Here, in this moderately priced car, is the Twin-Ignition motor, the year's most notable achievement in power. Another very attractive "400" feature is the "world's easiest steering." And the Ambassador is one of the easiest riding cars ever built. The wheelbase is 130 inches. The springs are built of special process alloy steel, individually designed for Ambassador size and weight, and outboard mounted Houdaille double action, hydraulic shock absorbers are regular equipment. Other features of convenience and quality which Nash volume makes it possible for you to have at Ambassador: price, are Bijur Centralized Chassis Lubrication and Chromium-nickel bumpers front and rear—at no extra charge. Volume and its manufacturing economies plus Nash engineering skill make possible this value. More than 168,000 Nash "400's" were built and sold in the 12 months (just ended) since the "400" introduction. Delivered, Fully Equipped Price Range of 23 Nash "400" models \$1066 to \$2249 includes Touring, Roadster, Coupe, Cabriolet, Victoria and Sedan Models McKennon Nash Motor Co. 805 Adams Ave. Ph. M. 650