

# SAVANNAH THROUGH WITH AUTO RACING

Disastrous Result of Recent Meet Causes Georgians to Make Decision.

## CALIFORNIA MAY GET PLUM

Oldfield Predicts Gigantic Merger of Automobile Manufacturing Interests as Result of Studebaker Policy.

BY BARNEY OLDFIELD.  
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Where will the Vanderbilt cup and the grand prize races be run in 1912? The reason this question has arisen in my mind and will, without doubt, be asked throughout motoring circles shortly, is because there is little chance that there will be a racing carnival in or near Savannah, Ga., this year. This news will surprise many well-posted automobilists who have considered that the bustling Georgians solved the road-racing problem when they provided an excellent course, and promised that visitors would be fairly treated during the carnival period. The real reason there will not be a 1912 race near Savannah is that with the gouging and overcharging the citizens and business concerns were guilty of, the race would have lost a lot of money and up to date there has been no scramble between the members of the automobile club or business organizations to see who would put the amount of the deficit.

The first week I was in Savannah things went fine. It was two weeks before the racing dates. But as soon as the crowds began pouring in, rumors for hotel accommodations soared sky-high and restaurants put out new bills of fare on which the prices were twice as high as in any other city. Newspaper writers, usually protected by reporter committees, were "stung" just as hard as the most hapless victim. Nine-tenths of the visitors went away from the town declaring they would never return.

I remained in Savannah for almost a week after the grand prize race and am qualified to speak of the manner in which the different automobile club officials who posed in the spotlight before and during the races, are now trying to "back" the race. In other words, since the meet was a big financial failure.

"We've had enough racing" is the popular cry in Savannah. "We've had enough of Savannah" is the cry of the racing drivers and entrants who were held up for rent for training camps and supplies.

I endeavor to give my readers advance information whenever possible. From an authoritative source comes news that Los Angeles is going to make a strong bid for the two races next year. A Los Angeles enthusiast purchased the car which Bruce-Brown drove to victory in the grand prize. This man wired to the Coast there was a chance to have the two great races awarded the Santa Monica course for next year. A reply was made in a few hours later to the effect that the California sportsmen would raise any reasonable amount of money necessary to stage the races and would guarantee that there would be no hold-ups in their dealings with visitors.

I am strongly in favor of the grand prize race going to Los Angeles, but the Vanderbilt event should stay in the East. In the first place, it is a most unwise plan to pull the two races off less than two months apart. In the second place, the name of Vanderbilt, which spells magic in portions of the East, does not mean anything to the people of the West. The Vanderbilt race should either be abandoned altogether or be assigned to Philadelphia to be run in conjunction with the Fairmount Park race or the Fairmount course as the Vanderbilt cup race.

There is no questioning the fact that there are far too many racing events. It should be a survival of the fittest. Philadelphia has shown that it can run a big road race in an almost perfect manner. New York has shown clearly that it cannot do the same. It should simply be a question of whether or not the Quaker City crowd would accept the Vanderbilt trophy in place of their founder's trophy.

In every mail I receive at least one query as to whom I consider the champion driver of America. Of course, I have my own opinion as to the driver I believe to be the best and most consistent of them all, but I realize that my readers do not want my opinion on the subject but rather they are anxious to decide which driver has made the best all-around record during the past year.

The year which is about to end has produced many champions, all of them occupying the spotlight for a short length of time. "Wild Bob" Burman came to the front in March in the sensational performance in the straightaway beach record trials. Then Burman stopped for quite a while, only coming up now and then with a spectacular drive on mile races. The sensational performance in the straightaway beach record trials. Then Burman stopped for quite a while, only coming up now and then with a spectacular drive on mile races. The sensational performance in the straightaway beach record trials. Then Burman stopped for quite a while, only coming up now and then with a spectacular drive on mile races.

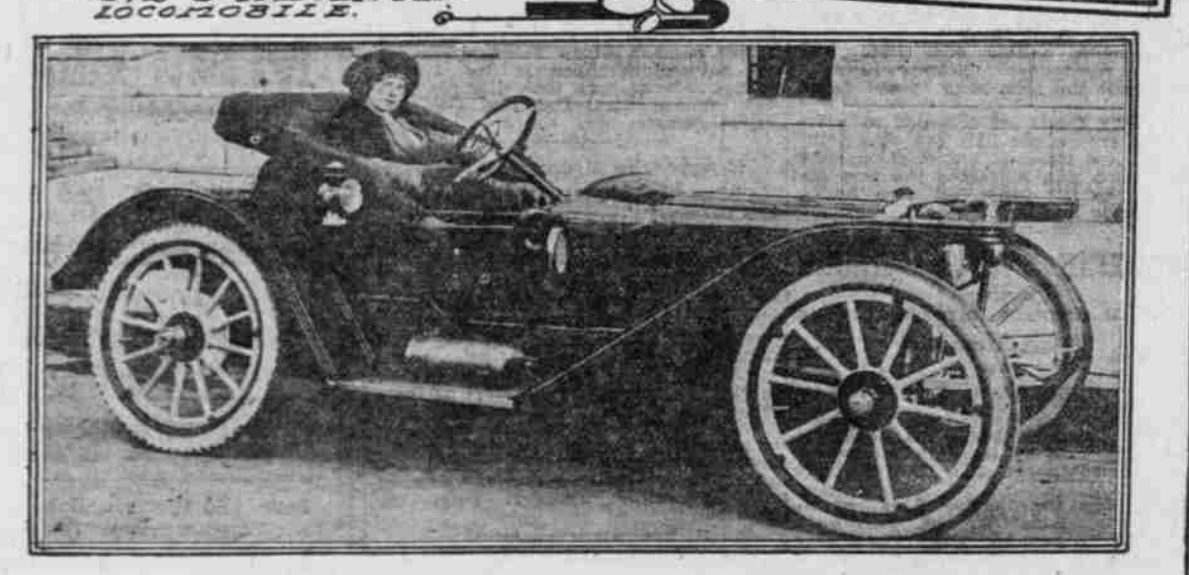
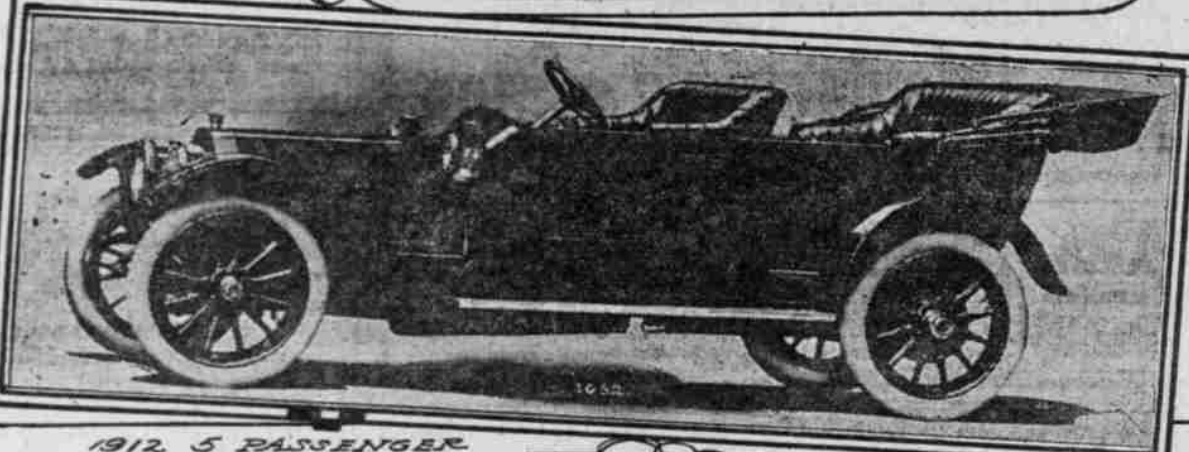
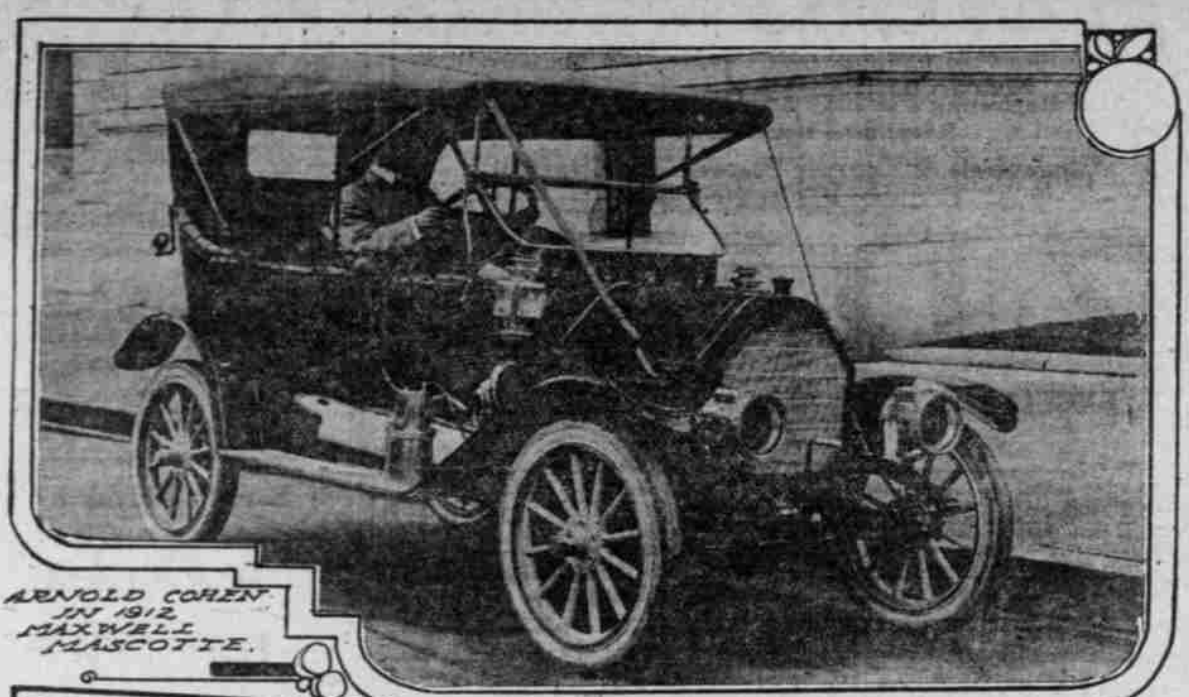
Ray Harroun, when he won the \$25,000 Indianapolis sweepstakes event on May 30, was proclaimed the greatest of them all. Then Harroun retired from the racing game and, of course, he cannot be accepted as the all-around champion.

Len Zengle won the Elgin Road Race in August, but aside from a transitory lot of handshakes and predilections for his another big race.

Harvey Herrick, the Californian, won the Santa Monica road race against a fairly representative lot of drivers and broke the world's record in a race at a distance short of the accepted idea of the length of a road race. Herrick also won a road race at Bakersfield, Cal., on July 4, but the class of his opponents was below the standard and the race was of such a local character that it should not count. Herrick also won a desert sand-plunge from Los Angeles to Phoenix, Ariz., and while this was a most thrilling event from a standpoint of endurance, it should hardly be dignified by the name of a race.

In California, however, they would probably latch anyone who claimed to be the champion of the world. Erwin Bergdoll, a wealthy lad of Philadelphia, won the Fairmount Park race after a great drive, but Bergdoll himself would hardly claim the championship title. Then Mulford won the Vanderbilt against a great field.

MANY NEW LINES DISPLAYED IN LATEST AUTOMOBILES TO ARRIVE IN PORTLAND.



MISS JESSIE OADES IN 1912 AMERICAN ROADSTER.

1912 5 PASSENGER LOCOMOBILE.

Bruce-Brown drove in the Indianapolis sweepstakes race and the Vanderbilt. He did not win either. But he won the grand prize for the second time. So, there is the lot of winners for the year. It is certainly hard to dope any one of them as the champion.

While my readers are trying to figure out which driver they want to crown with the laurel wreath, I am going to whet a word or two about my pick of the drivers of the country. Ralph de Palma is the fellow I consider the best all-around driver of them all. De Palma failed to win a single big race of the year, but his seconds and thirds in many big races, coupled with his great and consistent driving on the dirt tracks, give him, in my mind, points enough to win titular honors.

De Palma is a thrifty soul. At least a dozen times this past year he has driven cars which had no chance to win. But Ralph got his retainers and did the best he knew how. De Palma was close up at Indianapolis, in the Vanderbilt and in the Grand Prize. He was in the field. It costs too much to sell a car. Concentration of distributing methods will have to come. Cars must be sold to men who either have not the ready money to plunk down for an automobile, but who are able to meet monthly payments on a moderate-priced car.

The announcement a week ago that one of the largest automobile manufacturing concerns in the country, doing most of its business direct with retail purchasers from its own branch houses, will henceforth sell automobiles on the installment plan, came as a flash from a clear sky to the majority of dealers and manufacturers in the trade.

Owing to the standing of the corporation and the immense number of cars its factories turn out, there can be no monetary other than the installment plan. It was only a question of time before the end would come to such a policy. Competition is now the great and there are too many dealers in the field. It costs too much to sell a car. Concentration of distributing methods will have to come. Cars must be sold to men who either have not the ready money to plunk down for an automobile, but who are able to meet monthly payments on a moderate-priced car.

The announcement in question will hasten the formation of a gigantic merger of the big automobile factories of this country. Wall street has furnished money at times for many more manufacturers. The "sure thing" financiers will soon become aroused to the prospect of a big business and the formation of a huge automobile trust is sure to follow. Too many millions are tied up in the manufacture of automobiles to permit individualists to dictate the selling policy of so great an industry. Combinations have always taken place in other vast manufacturing lines, and one is certain to occur before a year passes in the automobile industry.

Centralia Realty Gets Boom  
CENTRALIA, Wash., Dec. 16.—(Special.)—It is evident from the plans and specifications for the new passenger depot in Centralia that the cost will be a great deal more than the original \$150,000 estimate. The beginning of actual work on the depot has already made its influence felt in the real estate field in Centralia, and the price of downtown property has risen 15 per cent during the last few days. The monthly payroll of the Seattle concern awarded the building contract will be approximately \$1500.

**Bob Burman says:**  
"Polarine Oil is the best ever."  
Indianapolis, Ind., May 29, 1911.  
"Standard Oil Company:  
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Bob Burman.  
World's straightaway records made with  
**Polarine**  
Standard Oil Company (Incorporated)

Kilometre	15.88 seconds
Two miles	51.25 seconds
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Look for the flat, convenient Polarine can—gallon and half-gallon sizes. It just fits in the tank.  
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surprise to those on the "inside" to see prices gradually raise before very long. Foolish competition will wear out when certain companies come to a realization that it is hard to make a success of the work they will back out. Then it will be left to the selected few who thoroughly understand the business. And in this elimination—a veritable "survival of the fittest" test—it would not surprise us much if the increase began to come. The raise, if any is made, will come in the medium-priced cars—those using between \$1000 and \$2000. It is different with the high-priced product. Those manufacturers do not have to give the value for money received that others do, and with their big leeway of profit there is no occasion for them to boost the price.

**AUTO IS PUT TO NOVEL WORK**  
Electric Lighting System Furnishes Lights for Sickroom.

The loss of many lives may be traced to the automobile, judging from the many casualties reported in the daily papers, while occasionally one reads of the motor car being instrumental in the saving of lives. Usually this is done by record-breaking runs in which valuable time has been saved.

Dr. T. H. Noble and Dr. A. C. Kimberlin, two of the most prominent physicians in the Middle West, are using their Premier cars in a new and original way in their practice, and it is believed other physicians in all parts of the country will copy their methods. By the use of an electrical apparatus they provide their own lights for the sick rooms in which they minister to patients and in many instances they have been provided with perfect light in houses that were deficient in this respect.

Both Dr. Noble and Dr. Kimberlin drive six-cylinder roadsters, both of which are equipped with an electric lighting system. Plug sockets for two lights have been fastened on the dash. To these are attached wires of any length. These wires are passed through a window or door into the sickroom. One of the wires is attached to a globe and shade that fastens around the neck of the physician, while the other is attached to a hand light similar to those used in repairing automobiles, and is carried by a nurse or attendant.

It is surprising, according to the physicians, how many houses are inadequately lighted. Many of the best houses that are lighted by electricity do not have lights near the sick bed. The new lighting system is particularly valuable in instances of this kind and where lights are poor. Dr. Noble and Kimberlin would be pleased to see all physicians use a lighting system of this kind.

## PRICES MAY GO UP

Continual Addition of New Features Is Cause.

## AUTOS NOW AT LOW FIGURE

Public's Demand for Something New Each Year Must End in Manufacturers Getting More Money, Says Dealer.

cheap machine now turned out is of far greater value than the car that sold for \$2000 and \$3000 five years ago. The improvements made in construction and selection of material in that time are so numerous that it would take columns to enumerate them.

**Prices May Be Raised.**  
"Unless some motive power is discovered that will prove cheaper than a gasoline engine, you can look for no further lowering in the price of machines. Any one familiar with the automobile industry knows full well that the rock-bottom price has been reached. It is safe to say that there is as much money lost as there is made in the manufacture of automobiles. Better construction is demanded year after year; finer quality of material and more artistic body designs, is the hue and cry of the public. And that same public does not want to pay for it. It is demanding something that it expects for nothing. Because of this there are very few automobile manufacturing concerns paying dividends. "Our business has reached such a stage that it would not be a great

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