

## LONG RACES FOUND LACKING IN THRILLS

'Jack' Prince Declares Speedways Are Conducted on Erroneous Principles.

"DRIVERS GET SHORT END"

Noted Competitors Regarded as Chief Asset of Promoter and Subsidy Rather Than Forfeit Is Considered Only Fair Plan.

"The day of the 350-mile and 500-mile automobile race is ended," declares John S. ("Jack") Prince, pioneer builder of wood track for bicycle, motorcycle and automobile racing. "The Sheephead Bay race was most tiresome to the spectator after the first 150 miles was covered, and only the fact that a new world's record was hung up saved the day.

"Likewise, the construction of huge racing plants involving expenditures ranging from \$1,000,000 to \$4,000,000 is a thing of the past. The long-distance automobile race craze and the extravagant ideas of constructing speedways can be likened to the war-stock craze now prevalent in the East. The comparative smallness of the Sheephead Bay money receipts and the elimination of four-fifths of the best cars and favorite drivers before the finish of the race, was the one thing needed to open the eyes of the public to the fact that of the seven big speedway plants in the country, only two have a chance to pay more than running expenses. The fortunate two were constructed on an economical basis and require no huge sums each year for interest, taxes and maintenance.

**Condition Regarded as Unfair.**

"Another reform that must come to pass before automobile racing on a large scale will be successful is in the matter of subsidizing the starters in these big races rather than squeezing them for exorbitant entrance fees. The famous drivers and their equally famous mounts draw the people into the speedway gates. No one will pay good money just to look at a speedway. When these great drivers enter an announced race and their names are used to exploit and advertise the race, they certainly deserve to be insured against a total failure to participate in the prize money. An account of some mechanical defect over which they have no control. The promoter pockets the money drawn into the strongbox by the names and reputations of the drivers and the driver gambles everything on the chance of not having a flaw in a piece of steel.

"When such famous pilots as Resta, Cooper, Burman, DePalma, Rickenbacker, Wilcox, Aitken, Mulford, Pullen, Porporato, and other noted drivers, gave up weeks of preparation at big expense and suddenly found themselves 'out of the money' the situation must have provided much food for thought.

**Guarantee to Be Demanded.**

"In the speedways in which I am interested, I shall certainly insist in future that each driver starting in our events be given a substantial bonus to insure him a portion of the money he has drawn in advance. The prize money the more fortunate ones will receive will certainly provide sufficient incentive for each man to try to outdo the other. Otherwise, the race for competition will not be found at the end of another year.

"The best track is the only surface for a motor speedway. Seven years ago I pleaded with the promoters of the Indianapolis speedway to permit me to construct a board track for them. They refused, and built at an ultimate cost of \$750,000 a 2 1/2-mile track which has never shown as high speed as was shown repeatedly over a one-mile oval I constructed at Los Angeles in 1910. Last year I built in Des Moines a one-mile board track, highly banked, over which Ralph DePalma in a Stutz car showed a mile at the rate of 103 miles an hour. My next speedway at St. Joseph, Mo., showed 1 1/2 miles around a one-mile oval at the rate of 115 miles an hour will be shown on it within two months after its completion.

**Money Losses Shown.**

"To invest more than \$150,000 in an automobile speedway is the height of folly. The receipts at Sheephead Bay amounted to \$225,000. With the 50,000 purse offered the money winners the actual expense of running the first meet without figuring overhead charges, interest, taxes, etc., surely amounted to \$175,000. It does not take a lightning calculator to figure the ultimate 'finish' of such expensively constructed plants. The Chicago Speedway is mortgaged for \$1,000,000. Its first meet, with a tremendous attendance, just about made actual expenses, and two subsequent meets lost money. Of Minneapolis there is still a worse tale to be told.

"The promoters of these expensively constructed speedways have their argument and prospectus on the success of the Indianapolis Speedway during its first three annual 500-mile races. I have been at this race since its inception, and I should know what I am talking about. Economically and intelligently constructed speedways, operated economically and intelligently after they are built, will be the only survivors."

**EARLY DAY AUTO TALES VARY**

Pioneer Driver Tells How Family Deserted Wagon to Seek Safety.

Robert Allison tells two interesting anecdotes relating to the first Winton car which he purchased in 1898. One day as he was driving to Philadelphia he was observed at a distance by a farmer and his family, who quickly deserted their wagon and scampered up a high bank to get out of danger. "But the old gray mare attached to the wagon stood perfectly still and calmly looked me over as I chugged by," says Mrs. Allison. "Since then I have had a good deal of respect for horse sense."

In Philadelphia Mr. Allison dodged a big dray and almost ran down a policeman. "I was exonerated by the officer and went on my way," Mr. Allison remarks. "Later I told of the incident to another officer, and I shall never forget his reply. 'For goodness sake, man,' he exclaimed, 'don't kill a policeman. It costs every man on the force \$3 every time a policeman dies.' Which goes to show how all of us think of ourselves first. He didn't worry about how much more than \$3 it might cost me."

**Auto Wins Collision Verdict.**

Motor cars which dispute the railroad right of way with occupants of the tracks usually come out second best, but such was not the case with J. R. Fuller, of Farmer City, Ill., whose Maxwell was hit by a speeder without damage to the car, but with disastrous results to both the speeder and its occupant.

THOUSANDS SEE START OF LONG AUTO RACE AT SHEEPS-HEAD BAY, NEW YORK.



GIL ANDERSON, NORWEGIAN VICTOR SHAKING HANDS WITH HIS WIFE. SHEEPSHEAD BAY, N. Y., Oct. 16.—One hundred thousand persons traveled down to the new auto speedway to see 22 of the crack auto racers of the world start off in what was the biggest of all auto races.

Gil Anderson, the Norwegian driver, who made the 350 miles in three hours, 20 minutes and 42 seconds shook hands with Mrs. Anderson, his wife, after the race was over.

## REPAIR TIME HERE

"Stitch in Time" Advocated in Care of Motors.

GENERAL CLEANING URGED

Owners of Cars Advised to Stay Depreciation's Inroads by Putting Machine Away for Winter in Good Condition.

Autumn means either one of two things for the automobilist. It either brings a period of renewed activity or, on the other hand, it may mean the shelving of the faithful vehicle until the next summer season.

In either case there are several duties that should be performed by the car owner if he wishes to do himself justice and get the full return from the money he invested when the vehicle was purchased.

Old oil is often allowed to collect in the crank case; the Fall is the time to take it out. Storage batteries may have been somewhat neglected during the unpleasantly hot days; the Fall is the time to bring out the hydrometer and see that the electrolyte is in good condition.

The supply of air-tight inner tubes may have dropped so low that the car owner has had a puncture on the road. Now is the time to go over the old tubes and bring them back into such condition that in case the season-old tires should be punctured it would not necessitate a hasty and most likely unsatisfactory repair on the road.

In a word the hundred and one duties that every automobilist knows should be done to put the car back into first-class condition should now be performed. Deterioration is the worm that gnaws at the value of a car, and the Fall cleaning and repairing will minimize the effects of the deterioration.

If the car is to be put away for the Fall and winter season it would be better for the car and for the peace of mind of the owner if the car were put away in such condition that when the next summer comes along it will only be necessary to dust it off and bring it out, ready for use.

**NEW DIFFERENTIAL DEvised**

Jeffery Plan Operates on Both Rear Wheels, Helping in Bad Spots.

It remained for the war in Europe to bring out the latest development in automobile manufacture. And the wonderful performance of the Jeffery "quad" on the battlefields of Europe has given to the public a knowledge of the genius of an inventor who is winning international renown.

Except for minor improvements the manufacturers of motor cars were at a standstill until the introduction of the self-starter. Broken arms were responsible for that.

Now comes a radical change in the differential gear. All of us that have had anything to do with automobiles, and that includes most of us, have at one time or other been stuck in the mud. Motorists know what that means on a long tour, especially when they have been away from a friendly garage. They have condemned the motor when the engine was doing its level best to help them out.

But the fault was really in the dif-

ferential. While one wheel was at a dead stop the other was spinning to no purpose. The car didn't move.

Now comes an improvement, known as the M. & S. differential, that acts on both rear wheels to the end that when the wheels get trapped in mud or sand, the new differential makes it easy for the engine to pull the car out of the hole.

All motorists know what that means to automobile tourists, a saving not only in gasoline but in tires.

**NEW TOP AIDS WINTER DRIVING**

Cost of All-Year Use of Auto Also Is Reduced Materially.

The cost of all-year driving has been so materially reduced by the introduction of the new Mitchell demountable Sedan top that motor-car owners are coming to a realization that the automobile is no longer a "fair-weather friend."

The demountable Sedan top means an all-the-year car for any and all kinds of weather at the expense of only one car and one body, and the fact that for a very slight additional investment "the Six of '15" can be converted into a luxurious enclosed car, suitable for winter use, will mean a material increase in the winter use of cars.

The owner who heretofore has garaged or put up his car during the winter months will now have the use of his car throughout the year, and at an extremely nominal outlay both himself and passengers can enjoy all the comforts and luxuries of the more expensive coupes, limousines and berlines.

**SNOHOMISH TO VOTE ON BONDS**

Issue of \$1,800,000 Is Sought for Building Paved Roads.

CENTRALIA, Wash., Oct. 23.—(Special.)—W. W. Blaine, secretary of the Everett Commercial Club; W. C. Rickford, chief deputy in the Snohomish County engineer's office; C. H. Quatt, of Marysville; Snohomish County Commissioner; E. L. Turner, of Edmonds, and G. B. Moore, of Three Lakes, all members of a special committee of the Snohomish County Good Roads Association, have inspected the hard-surface roads of Lewis County.

The revelations in motorodom this year have unquestionably been more startling and more significant than in any previous season. Motorists have seen the advent of electric and twelve of radical changes in body design, of a thousand refinements and improvements on the motor car of yesterday. Today the automobile business is more than ever before a survival of the fittest," said A. B. Manley, president of the Dulmage-Manley Auto Company, distributors of National highway six and six and a half cars for Oregon and Southern Washington.

**TRUCK TIRE HINTS PROVIDED**

Goodyear Company Publishes First of Series of Pamphlets.

"Saving Dollars on Truck Tires" is the practical and suggestive title of the first of a series of folders just issued by the Goodyear Tire & Rubber Company's service department. They are not full of selling talk on Goodyear truck tires. Primarily, they show "how the driver of any truck on any make of truck tires can obtain maximum mileage by observing a few simple rules."

Many booklets of instructions and sets of rules for pneumatic tires for pleasure cars have been issued by tire companies, but the truck hitherto has received less attention. Now that trucks are taking an ever greater part in transportation and haulage, the subject of truck tires and their upkeep is of interest and importance to more and more people, and the Goodyear series is timely.

**Two Maxwells Score "Perfect."**

In the annual tour of San Francisco and Oakland motorists to the Yosemite and return, two Maxwell cars finished with perfect scores and with plenty of time margin at every control.

**NEW NATIONALS HERE**

A. B. Manley Says Highway Sixes Are Motor Revelation.

**LINEs ARE DISTINCTIVE**

Car Is Compact, Having Smaller Wheelbase Than Old Model.

Perfection of Design Is Said to Be Striking.

What do you think of A. B. Manley's smile, or did you glimpse see him last week? Well, anyway, a couple of the new National highway sixes have arrived in Portland and Mr. Manley is just about the happiest man in these parts.

The new car, with a 128-inch wheelbase, is more compact than the 1915 model, which had a spread of 134 inches. L. D. Whitehurst, the star National salesman, explains this by reiterating that precious parcels usually come in small bundles. The highway six sells for \$1850, Portland.

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"For this reason it is exceedingly gratifying to me to realize that a car which has been an outstanding leader for 15 years in the realm of automobiles, has this year in no wise surrendered its leadership, but come to the fore in a more superb and complete manner than ever before.

"After all, an automobile is not

made, but bred from a long line of distinguished ancestors. A motorcar of the type of the National shows its breeding. It cannot be any better than the factory behind it. And certainly this highway product of the 16th year of National activity bears out the theory in every purr of its motor and in every line of its body. It has a certain smartness which is a matter of lineage.

It is a car of distinction, the mark of the correct thing in motorcars. Every new style of body that has been created by the National in recent years has proved to be in advance of the time and all have been widely copied, yet at no time has there been any strain in the National's makers or obvious attempt to stifle the motor-buying public.

The changes the National has made in its design have been those suggested by the assured judgment of an acknowledged style leader and the National new perfection in line or beauty of exterior which has marked it as the motorcar you would be proud to have standing in front of your door, a young country club or on the boulevards.

**Advance Is Typical.**

In this year's highway models, the National twelve and the National six, there is found the same advance, the same forwardness and advance, both in mechanical construction and beauty of finish.

"True, no doubt, to their associations with racing, which is certainly no pink tea affair, National cars have always been known as a real man proposition. There is a certain virility and distinctive appearance about the National that has caused it to be known as an aristocrat among automobiles, carrying an appearance of more masculinity, perhaps, than any other extremely high-grade car. As the National design has tended towards refinement, it has avoided effeminacy. The lithe, law-lined body design of the National today tells of the racing proclivities of its ancestors. The National is a car with fight in its blood and strength in its sinews, and with an appearance of the vigor of youth in these inner characteristics."

**CAR DEMAND IS EMPHASIZED**

Sales Manager of Reo Company Says He Is Swamped With Orders.

"Things have come to a pretty pass when dealers begin to accuse the sales manager of favoritism and set sleuths on his track to prove it," says Sales Manager Rueschaw, of the Reo Motor Car Company.

"Just look at that batch of telegrams—every one of them begging for cars, and some of them using mild cuss words to emphasize their demands. I've one from Omaha: 'Just learned that Council Bluffs has received demonstrators. Since when was Omaha second to Council Bluffs?'

"Another one, this time from Kansas City, the Middle Western metropolis: 'Just informed on reliable authority that Wichita has received demonstrators. Where do we get off at?'

"Here's one from Chicago, complaining that we have favored Cleveland, and reminding us that Cleveland is now only fifth city in the country."

**TOLEDO ROAD IS EXTENDED**

Four-Mile Stretch of Pacific Highway About Completed.

CLEVELAND, Wash., Oct. 23.—(Special.)—The work of building the additional four miles of the Pacific highway on the south side of the Cowlitz River below Toledo, to the Lewis County line, is reported to be practically completed. The grading has been done, and it is expected to begin the surfacing of the grade immediately with river gravel.

"Another one, this time from two miles of the Pacific highway just across the Cowlitz River bridge at Toledo, extending toward the Cowlitz County line. This work was done under the appropriation of the 1913 Legislative session.

# Seven Passenger Forty Horse Power FOUR \$885

What's the DIFFERENCE?

Many a man who wanted to buy a car has said that to himself as he looked over the 1916 market. What IS the difference? Why does this car cost more than that? What extra POWER or quality or comforts do you get? You must have wondered it yourself, and—

## -this is the Studebaker DIFFERENCE in QUALITY

It is the ONLY car ever offered in America or Europe that has decreased its price and at the same time so GREATLY INCREASED its quality.

You know how prices have been reduced in many cases. In this Forty Horse Power Studebaker FOUR, nothing has been reduced but the price. That has been decreased from \$985 to \$885. But it has been INCREASED in wheelbase from 108 to 112 inches. It has been INCREASED in capacity from Five to SEVEN passengers. It has been INCREASED in motor from 3 1/2 x 5 to 3 3/4-inch bore x 5 inch stroke. It has been INCREASED in tires from 33 x 4 to 34 x 4 Goodrich.

The upholstery is the finest grade of genuine, hand-buffed, straight-grain, semi-glassed leather on the market. The body-finishing operations have been INCREASED from 20 to 25 in number. The steering-knuckle is forged of chrome-vanadium steel, and high-grade alloy steels have been lavishly used throughout the car. The motor bearings have been made oversize. The radiator, gas passages, propeller shaft, rear axle housing have been increased in size.

Wherever a change in materials was made BETTER materials were used.

And for performance, for long-time service, for economy of operation and for durability with a high re-sale value, this Forty Horse Power Studebaker stands alone in a class of its own. See the car today—judge its DIFFERENCE in quality for yourself.

STUDEBAKER

DETROIT, MICH.

WALKERVILLE, ONT.

OREGON MOTOR CAR CO., Local Distributors  
Chapman and Alder Sts. Main 9402, A 7656.

## AUTO TRIP PLAN UNIQUE

FASTING MAN WOULD DRIVE FROM CHICAGO TO SAN FRANCISCO.

Advantages of Spreading Fame of Kiesel Car Are Cited in Proposition Made to Factory.

Let it be known that the Kiesel company will give a prize to the first being that drives from Chicago to San Francisco without eating and right away I'm off," is the alluring proposition put up to the Kiesel Motor Car Company in a recent letter that is a gem—in its way.

The writer introduces his plan as "a scheme whereby the Kiesel Car may be advertised in the most terrible and novel way," then goes on to explain the details.

"I have decided to go on a fast—it's excellent for the health—but why not make a few beans by it? Have an advance agent ahead to spread the

news, so by the time we get there the people will be on hand to look us over. The editors will be only too glad to print the news, thereby enlivening their sheets, with also a picture of the outfit. The car should be rigged up to attract attention, with a sign to the effect that anybody seeing me eating or even buying food should be rewarded.

"Though the odds laid against me by the skeptical will be about 500 to 1, I will yet win with plenty of muscle still hanging on my bones. For I have fasted before, once 29 days, and still feeling well, so I know I can go 35 days or so—the time I figure the trip will take. Arriving at the golden incline, the management of the exposition will most likely invite us—me and the car—to a place of honor inside the gate, where the people will view us every day, and wonder how a car could be built with such perfection that even a starving man could manipulate it with ease for thousands of miles."

**Elks to Give Carnival.**

NORTH YAKIMA, Wash., Oct. 23.—(Special.)—The North Yakima Elks will give a carnival during the week of the Cascade International Stock Show. The proceeds will go to the Elks' Christmas fund for poor children.

# National HIGHWAY Six-Cylinders 1600 12-Cylinders 1900

ARRIVED

The new "National Highway" Six, in all of its beauty and excellence, is here, ready for your critical inspection.

This is the car of 15 years' successful experience.

National Highway Six.....\$1690

National Highway Twelve.....\$1990

National Newport Six.....\$2375

Prices f. o. b. Factory.

Demonstration of the New Six today and tomorrow.

National Highway Twelve will arrive early in November.

**Dulmage-Manley Auto Co.**

Distributors.

46-48 20th, Near Wash.

Phones: Marshall 1699 A 1299

## FIRST MODEL OF NATIONAL HIGHWAY SIX ARRIVES IN PORTLAND.



A. B. MANLEY, PRESIDENT OF DULMAGE-MANLEY AUTO COMPANY, PORTLAND AGENCY FOR NATIONAL (AT RIGHT), AND L. D. WHITEHURST, SALESMAN (AT LEFT).