BUICK MAKES FAST has of the run evia Goble, Or. and MANY CARSARE HERE TIME TO SEATTLE

Actual Running Time Over Distance of 206.8 Miles Only 8 Hours 58 Minutes.

The Gobie road is vastly the better of the two, however. It is now paved all the way to Scappoose, and is good from there to Gobie. Any motorist who plans to make the Seattle trip will do well to go to Gobie and ferry to Number Represented in This Territory Totals 47.

From Portland to the end of the Pacific Highway pavement beyond Vancouver is 14.7 mffes. From that point to Kalama the highway is nothing for any man to brag about.

In fact, taking it by and large, it is by long odds the worst section of the whole highway from Portland to Seat-the. This is due marrity to the fact that

by long odds the worst section of the whole highway from Fortland to Seat-tle. This is due partly to the fact that a detour road must be taken nearly into Lac Center, and partly to the fact that much of the main highway be road. La Center and to the other side of Martin's Biuff is not greatly better than this detour road.

Trip Part of Tri-State Run Pus on by Automobile Club of Western Washington to Show Winter Touring in Northwest Good.

The detour is for the most part plain mud—and deep mud, made worse by the fact that it has been cut up by heavy team hasling. The mud comes to the huses of a car and over. More than half an hour of the two hourse of the two hourse of the huses of a car and over. More than half an hour of the two hourse of the trip was devoted to trying to make chains fit the over-size cord tires on the rear wheels just before the plurage was taken into the mid of this detour road.

By Lair H. Gregory.

While the East was snow-bound and composite the fact that it has been and over. More than 47 different makes of passenger and of this detour road.

The handy Knox finally solved the chain storether with wire fliched from the coming automobile show. Since last year's show 12 new cars have been entered in the coming automobile show. Since last year's show 12 new cars have entered Portland. Seven or eight other manufacturers are known to be speedometer—sver the Pacific High.

IN FRONT OF HEADQUARTERS OF AUTOMOBILE CLUB OF WESTERN WASHINGTON AT SEATTLE



Left to Right-Irving Crocker, Irving Brogan, S. E. Brokaw, of Automobile Club of Western Washington; Dudley Fortin, of Eldridge Buick Company: Douglas Shelor, Manager Automobile Club of Western Washington, Receiving Message Brought by George M. Chambers (at His Right) From Oregon State Motor Association; W. C. Montgomery, of Howard Auto Company, Driver of the Portland Buick; Henry Erben, Edward V. Knox, of Howard Auto Company, Mechanic on Trip: L. H. Gregory, Automobile Editor of The Oregonian, and William A. Simonds, Automobile Editor of the Seattle Times.

Washington.

The actual elapsed time for the Portland-Seattle leg of the tri-state run
was 11 hours almost to the minute.

That in itself is an average speed of
18.3 miles per hour, without deducting
way time at all for stops.

The car left Portland at 4 o'clock
sessunday morning. It was due to arrive
in front of the headquarters of the
Automobile Club of Western Washingtype, at 1 o'clock.

Montgomery Boy There as Driver.

Montgomery Boy There as Driver. Well, the watches of the official ob servers registered its time as 1's min-utes to 2 o'clock as the car rolled up to its destination and poked its radia-tor almost against that of the car from Blaine, which had arrived shortly be-

There was no camouflage to this ar-

couldn't have been better timed had it been arranged for a limited railroad And that is where W. C. Montgom

And that is where W. C. Montgomary, Buick salesman for the Howard
Autemobile Company and veteran pilot
of many a hard road trip, has coming
to him more than an ordinary meed of
praise. When Montgomery learned
that the time set for his arrival at Seattle was 2 o'clock, he fixed the proper
leaving time from Portland at 4 M.
He surely anew what he was doing.
Amount and size, he knew his car.
In the car from Portland were four
persons: Montgomery, the driver; Edwarn V. Knox, fourch salesman and also
expert mechanic; George M. Chambera
of the Oregon State Motor Association,
observer, and L. H. Gregory, automobile editor of The Oregonian, observer,
To make it an all-Pacific Highway
ron, it was decided to go from Portland via Vancouver and Kalams.
Wash, rather than to make this first

way last Sunday in 5 hours 58 h min- the perils of the La Center hill. It is having representation before another

Authoritable Solvine of the Section of the La Center Nil. It is possible remained to the shade an antitable while distributed from proving representation before another seek than 23 miles per hour over the whole distance, taking the roads an extra the shade of the remained to the proving the shade of the remained to the shade of the remained to the remained to the remained to the shade of the remained to the re

SUMMARY OF PORTLAND-VAN-COUVER, B. C., PACIFIC HIGHWAY MIDWIN-TER RUN.

Total distance covered, 368.1

miles between Vancouver, B. C., and Pertiand, Or.
Actual running time, 15 hours 4 minutes 30 seconds.
Actual time deducted for atops. 5 hours 4 minutes 20 seconds.
Total miles pavement covered, 154.

Total miles hard gravel road, Total miles ordinary road, 20.7. Total miles muddy road, 46.6. Total miles covered in high gear, 381.2.

Average speed attained during stire distance, 25.8 miles per

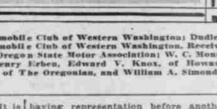
Average miles per gallon of gusoline, 15.5. Total number tire changes, 1, for nail puncture.

Weather Conditions. Amount of snow seen on road.

Hours of rain, 40 minutes. Cars used, Buicks, six-cylinder Drivers, A. A. Ross, McLaugh-lin Carriage Co., Ltd., Vancou-ver, B. C.: Dudley Fortin, Eld-ridge fluick Co., Seattle, Wash; W. C. Montgomery, Howard Auto Co., Portland, Or.: Edward V. Knox, Howard Auto Co., Portland.

Territory Totals 47.

IN FRONT OF HEADQUARTERS OF AUTOMOBILE CLUB OF WESTERN WASHINGTON AT SEATTLE SUNDAY AS BUICK CAR FROM NORTH AND BUICK FROM PORTLAND MET ON GREAT TRI-STATE MIDWINTER RUN.



all the Buicks in the great run went

through without mishap. The Buick from Portland had one punctured tire, caused by a nall picked up somewhere this side of Kelso. This nall caused a slow leak, which did not show until a half hour's stop was made at Kelso for breakfast.

Average 23 Miles Per Hour. Incidentally from Portland as far as

Incidentally from Portland as far as Kelso the run was made under night driving conditions, which makes the record of only 8 hours 58½ minutes for the trip from Portland to Seattle, 208.8 miles, in mid-winter all the more remarkable. That is an average of just a shade less than 23 miles an hour. In every respect the run was a great success. And from Portland all the way to Vancouver, B. C., they are saying that the Bulck once more showed its dependability and justified its seits dependability and justified its se-lection for the honor of making the mid-winter tour. Here are a few interesting figures on the Portland-Seattle end of the

than half the distance between the two big cities is over paved highway. The writer has been over the route several times, but it was a surprise to him to find, from carefully kept mileage statistics taken on the trip, that there are 115.9 miles of pavement on the highway. And it was also a surprise to find mid-winter travel conditions on the highway so good.

By taking the Gobie-Portland route.

5.2 more miles of pavement are added

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Portland, Oregon. Miles of pavement between Portland and Seattle, 115.5. It will no doubt be a surprise to most motorists that more han half the distance between the two

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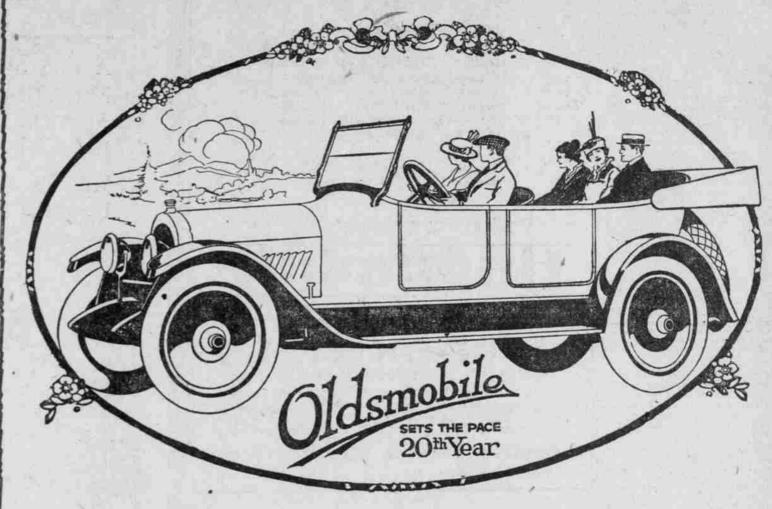
-The Olds Motor Works have been successfully manufacturing Oldsmobiles for 20 years, and they know how.

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experience.

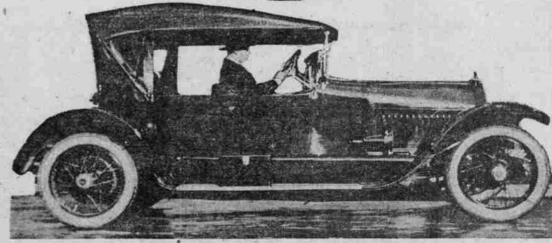
The Hemphill's Trade School is one of the best-equipped automobile and tractor schools on the Pacific Coast. The reachine shops overhauling batteries, magnetos, electric starters, vulcanising shops, autos, tractors, from 10 to 20 cars being repaired every day, classrooms, washroom, all this is PRACTICAL. All cars are overhauled free.

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