

FRANK RIGGS SPEEDS TO REACH BEDSIDE

Son-in-Law Ill in Portland, He Overtakes Missed Train.

RACE WITH ENGINE IS WON

414 Miles From Los Angeles to Sacramento He Drives in 14 Hours in Willys-Knight Car.

The laurels of Harry Hays are safe enough as road king of his own Oregon territory, but herewith is presented nomination for the name of Frank C. Riggs, western district manager for the Willys-Overland company, as road emperor of California.

Two weeks ago Mr. Riggs in a Willys-Knight car drove from Los Angeles to Sacramento, 414 miles by highway in exactly 14 hours. This is an average of just a fraction less than 30 miles an hour for the entire distance.

There was no thought of setting a road record for the mere sake of the record in the mind of Mr. Riggs when he shot out of Los Angeles at 8:30 o'clock that morning at the wheel of the Willys-Knight. Far otherwise.

At his hotel a few minutes before he had received a telegram from Portland that his son-in-law, E. T. Sturgeon, manager of the Douglas Fir company here, was lying desperately ill of pneumonia. In fact, the doctors had given him up before the telegram was sent, and Mr. Riggs was urged to hurry to Portland by the first train if he hoped to see him alive.

Takes the Fighting Chance. He got this telegram a short time too late to get the train. To wait meant a wait of several days. Mr. Riggs instantly decided to take the one fighting chance of getting that train, which was to drive from Los Angeles to Davis, Cal., which is 14 miles from Sacramento, heading the train to that point and boarding it there.

The train had too much of a start for him possibly to overtake it at San Francisco. To reach Davis ahead of it was his only chance. It meant a schedule of 30 miles an hour to Sacramento, but Mr. Riggs, a driver of long experience, knowing the Willys-Knight and the power and endurance of its sleek and nimble motor, was confident he could do it.

He stopped only to take on gasoline, and at 9:30 o'clock was on his way. He figured that to win he must reach Sacramento, 14 miles from Davis, by 11:30 that night.

At exactly 11:30 o'clock he was there. For the first time in the 14 hours, he stopped long enough to get a bite to eat before he sped on for the remaining 14-mile lap to Davis. He was there ahead of the train with time to spare.

Two Stops in 414 Miles. The next night Mr. Riggs was in Portland and at the bedside of Mr. Sturgeon, who was ill he did not recognize his father-in-law. Mr. Riggs remained there for three days. Then the crisis was passed and Mr. Sturgeon began to improve. Mr. Riggs then returned to California, completed his business there, and last week came north to Portland again to take a few days of needed rest in his old home town. He told last week for the first time how he managed to catch that train.

On the whole 414-mile run from Los Angeles to Sacramento, he made just two stops. One was to take on oil and gasoline. The other was for a sandwich just the few moments required for this, and he was on his way again. He didn't have so much as a sandwich to munch on the long haul.

Making the performance more remarkable was the fact that the high-ratio climbs to a 400-foot elevation in crossing the mountains a Tehachapi pass. But the Willys-Knight took the grades at the same steady, unworried gait as the levels, and never paused for an instant. There was not so much as a puncture to mar the run.

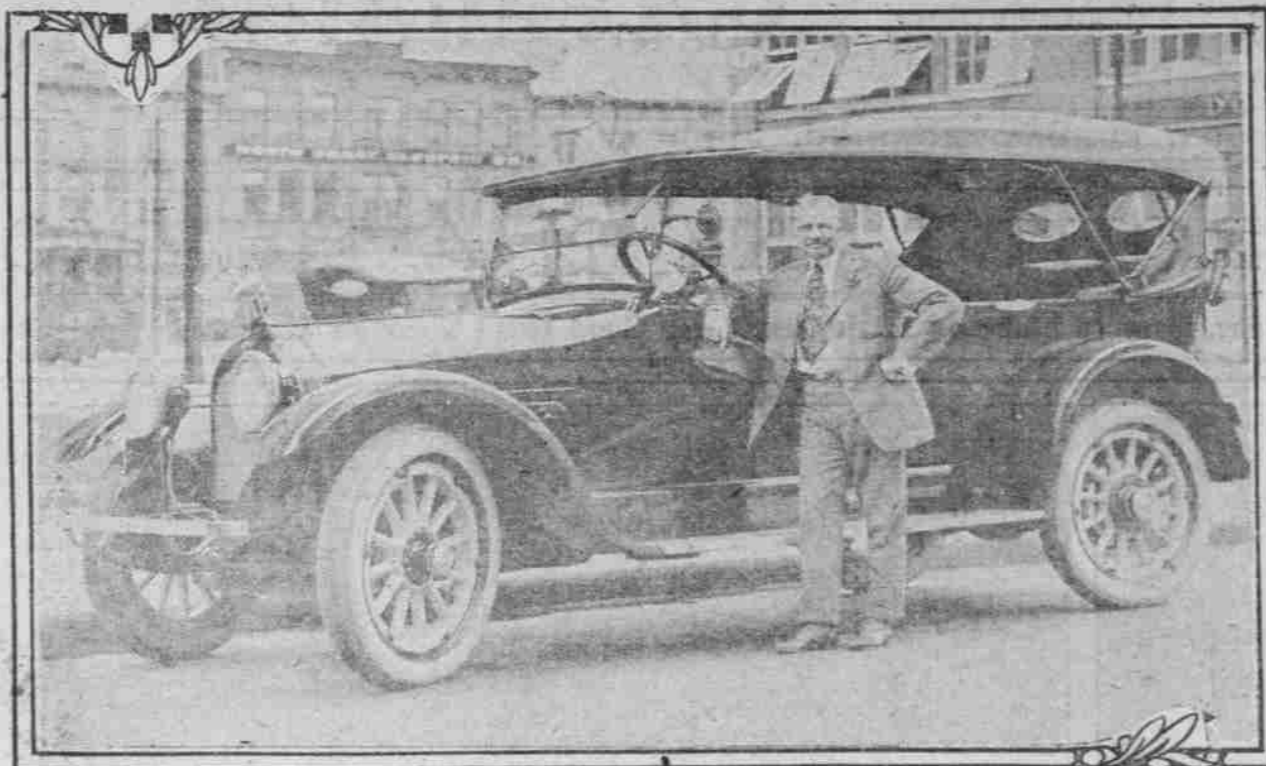
It's the Steady Gait that Counts. Another remarkable fact about this run was that Mr. Riggs, while maintaining a consistent 20-mile per hour average, did not drive faster than 35 miles an hour at any time.

If ever there was an occasion that would warrant breaking speed laws, with the fine paved highway along the whole distance inviting it, this would seem to be the one. But Mr. Riggs is too old and experienced a driver for that.

"If I had yielded to the temptation to speed up to 45 or 50 miles per hour," he said, "I would not have caught that train. One of the first lessons a driver must learn is that the way to make time is not by driving at excessive speeds."

"Entirely aside from the more than doubled liability of accident is the fact that driving at 45 or 50 miles an hour will tire a man more in 15 minutes than driving at 35 miles an hour will do in four hours. And I believe the ratio is even greater than that."

WHEN HE WANTS TO HURRY, HE DRIVES A WILLYS-KNIGHT.



This is Frank C. Riggs, western district manager for the Willys-Overland company, who is here on a visit, snapped beside a Willys-Knight car. A couple of weeks ago Mr. Riggs drove in a Willys-Knight from Los Angeles to Sacramento, 414 miles, in 14 hours flat, to catch a train for Portland.

anism of the car at that speed. The tires are subjected to tremendous stresses. The driver himself is not at a tension.

On this run I set for myself an average of 30 miles per hour, which meant driving 35 miles per hour, and I never varied from it. My time to Sacramento was one hour faster than the schedule of the Owl from Los Angeles to San Francisco, which is the same distance.

REPUBLIC DEALERS EXPAND

Roberts Motor Car Company Opens a Branch in Vancouver, Wash. The demand for Republic "yellow chassis" trucks and light trucks has become so great that the Roberts Motor Car company, distributors for Oregon and part of Washington, last week found it necessary to open a branch in Vancouver, Wash.

AUTOS NECESSITY IN ITALY

Motor Lines Link Up Country Not Reached by Rail. Italy has 8700 miles of broad track railroad and 8070 miles of roads over which regular service is run to time tables. The big development of motor passenger carrying and good service is largely explained by the fact that Italy is a mountainous country in which railroads can only be built with difficulty.

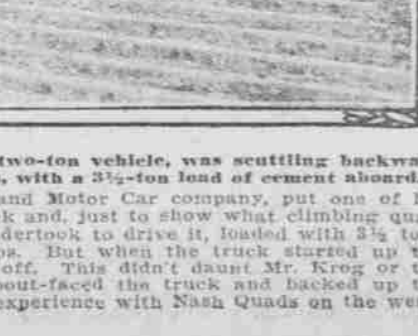
TO TROUT LAKE IN A HUPP

White Salmon ferry was quickly made to the Hood River side. This ferry, operated by Johnson & Van Allen, can take as many as five cars across the river at one time, and the rate charged, \$1.02 per car and four passengers, including war tax, is mighty reasonable, indeed, as ferry tolls go.

BLEWETT PASS NOW IS OPEN

But Snoqualmie Pass, Also on Sunset Highway, Still Closed. ELLENSBURG, May 31.—Automobiles are making daily trips over the Blewett Pass section of the Sunset Highway between Cle Elum and Wenatchee, and drivers report the road in good condition. It was not expected the highway at this point would be cleared of snow until June 1, as it crosses the mountains at a higher altitude than Snoqualmie Pass, but warm weather during the past two weeks melted the snow rapidly.

NO, THIS NASH QUAD IS NOT GOING DOWN THE STEPS; IT IS BACKING UP THEM.



This photo was taken as the Quad, a two-ton vehicle, was scuttling backward up these stairs at the old fairgrounds, with a 3 1/2-ton load of cement aboard.

SECONDS LOWER PRICED

JUST WHAT TERM MEANS EXPLAINED BY G. A. MALCOM.

There is a good deal of misapprehension among car owners as to just what is meant by the term "seconds" as applied to automobile tires. There is all the difference in the world in this term according to the dealer who uses it.

STALLED 3 DAYS IN DESERT

BEND MAN OUT OF LUCK WHEN PLATINUM POINT DROPS OUT. Fifty Miles From Burns and 100 Miles From Bend, He Makes Camp and Awaits Service Car.

L. K. Shepherd, a local music dealer, spent three dreary days and nights on the high desert 50 miles from Burns and 100 miles from Bend, on account of the platinum point dropping off the magnet of his machine while on a return trip from Burns.

GOODRICH PRICES DOWN

LOWERING OF TIRE PRICE NOT DUE TO LESS DEMAND.

Reduction Made Possible by Industrial Efficiency and Removal of Restrictions. A general decrease in the cost of automobiles and motor truck tires, tubes and tire accessories has been announced by the local branch of the B. F. Goodrich Rubber company.

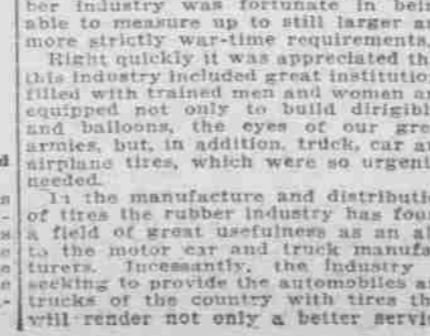
CANADA ON LEFT-HAND DRIVE

Internationalizing of Rules Advocated by Motorists. Canadian automobilists have obtained co-operation of associations in America and other countries in the campaign to internationalize road rules. They believe peace and good road projects will result in many transcontinental tours and that a standard code of rules will be needed.

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SOLID TIRES NOT GUARANTEED

British Makers Don't Warrant Their Solid Output. The abandonment of a guarantee on solid rubber tires by the British tire makers has naturally aroused a good deal of criticism, and many business organizations do not know just why this step was taken.

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JORDAN advertisement for Mitchell, Lewis & Staver Co. featuring a car illustration and text: 'From Across the Sea', 'That dreary monotony of line and color created by blind imitation inspired Jordan to seek a new design from across the sea.'

RESEARCH WORK REAL NEED

Experts Discuss Plans for Developing the Rubber Industry. At a recent meeting of the development department of the Goodyear Tire & Rubber company, Akron, Ohio, Willis R. Whitney, director of research for the General Electric company of Schenectady, N. Y., and C. F. Kettinger of the Dayton, O., engineering laboratories, two of the foremost industrial engineers of the country, were the chief speakers. These gentlemen, both of whom have many inventions to their credit, emphasized the need of intensive research work in the future development of the rubber industry, and commented on the many improvements which they had pioneered in the tire development.

TIRES

Table with columns: FIRST GRADE—NEW GOODS, 4000-Mile Guarantee, Our Prices Include War Tax, and a list of tire models and prices.

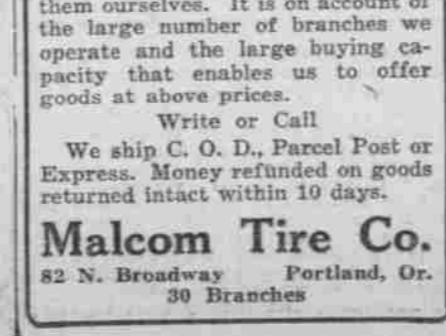
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