

WATKINS BACK FROM GREAT SPEED EVENT

Portlander Tells How Indianapolis Accidents Happened.

WHEELS DISHED ON TURN

Modern Racing Cars Too Speedy for Track, Which Is Not Banked High Enough on Curves.

"Greatest races I ever saw," said Frank E. Watkins, of the Oregon State Motor association, who returned Wednesday night from the great Liberty sweepstakes automobile race event at Indianapolis. Mr. Watkins went there as official representative of the American Automobile association for Oregon.

When he says the races were the greatest he ever saw, it means something, for Watkins has seen most of the big racing events for the past 10 years. He hasn't in that time missed one event on the Pacific coast and he has gone east for several.

"The most remarkable thing about this event," said Mr. Watkins, "was the number of cars that entered the race, and the extraordinary speed they maintained for the first 200 miles. Thirty-three cars qualified for the start, and the average speed for the first 200 miles was better than 52 miles per hour, with De Palma in his Packard leading."

"The average speed for the 500 miles was about 38 miles per hour, which isn't a record for the distance, but considering the number of cars in the race, and the weather, which was intensely hot, it was remarkable."

Old Stutz Car Second. Fifteen of the best European drivers were there, in the fastest European cars. Yet two American boys, Howard Wilcox of Indianapolis in a Peugeot, who was first, and Eddie Hearne, in a Durant special, beat them out.

"This Durant special is none other than our old friend, the famous No. 5 Stutz car, which was one of the three cars with which the Stutz Motor company won first and second in the four big races of 1915, establishing many world's records. This particular car then driven by Gil Anderson at Sheephead Bay track, New York, in October, 1915, won the Astor cup and set the world's record of 102.6 miles per hour for 350 miles. This mark still stands, and I think it will stand a long time."

"So the Stutz, while not officially entered as a Stutz, deserves credit for winning second place and being the first American-built car to cross the line."

Mr. Watkins, who drives a Stutz himself and is personally acquainted with Harry Stutz, brings the interesting announcement that Stutz was so elated at this showing of a Stutz that he will campaign a team of three new racing cars, of the 183 cubic inch type, next year.

The chances are, says Mr. Watkins, that his drivers will be Wilcox, winner of this race, Earl Cooper and Gil Anderson, all of whom are old Stutz drivers. So automobile race fans are assured of an American racing team next year that will bring glory to American entries.

Track Too Slow for Cars. "Mr. Stutz said it would cost him \$100,000 to put in these three cars and race them," said Mr. Watkins, "but that he is going to do it. He is one of the youngest big men in the automobile business, being still in his thirties, and he is certainly a racing fan."

Eddie Rickenbacker, American ace of aces, who will referee the Tacoma speedway event on July 4, paced the first lap for the racers at Indianapolis. "The cars at Indianapolis," said Mr. Watkins, "were too fast for the brick track there. This isn't generally known, but Mr. Watkins says the turns are not banked high enough for the speed of the modern racing cars."

"At the beginning of the race the official starter warned all the drivers that their cars were too fast for the track, and urged them to drive with proper caution," said Mr. Watkins. "They used caution, all right! They took the stretches at 120 miles an hour, and then would take the turns at faster than 80 miles. It was interesting to note how the different drivers took the turns. The Americans would swing wide in the stretches and cut the turns closely, while the foreign drivers hugged the inside of the track in both straightaway and turns."

"The real reason why the average speed fell so markedly after the first 200 miles was due to the heat, and also to considerable extent to the accidents that had already occurred."

Most of these accidents occurred while the drivers were straightening into the back stretch of the first turn.

How LeCocq Died. "LeCocq and Bandini, his mechanic, in their Roamer, were killed because the right front wheel came flying out of this turn. Their car turned over three times, and crashed into a 5-inch reinforced concrete wall and went through it as if it were a piece of paper. Then the gasoline tank exploded and the car and its occupants were burned. But it was the wheel that killed the other drivers and officials that they were dead before the car quit rolling, for their skulls were crushed."

Arthur Thurman, in his Thurman special was killed in the same way. His right front wheel dished on this turn and his car rolled over, crushing him to death.

Louis Chevrolet did some of the most wonderful driving I ever saw. The same thing happened to him on the reverse stretch to this one. His front wheel dished, yet by his remarkable physical strength and driving ability he held the car straight and kept it from turning over as the other cars had done. He drove into his pit on three wheels and a brake drum.

A second accident to him occurred 20 minutes later when his right rear wheel dished on the same turn. Again he held his car straight, preventing it from upsetting, and he went in on three wheels and a brake drum.

Chevrolet hit the turns faster than any other driver. He went into them wide open. His car was a Frontenac, an American-made car, built by Chevrolet himself."

UNITY NEEDED, SAYS KOETHER

Hyatt Bearings Chief Declares All Must Pull Together.

An automotive organization, whether manufacturers, distributors or dealers should be like unto a motor car, truck or tractor; despite being made up of many parts, or many hundred parts, it should have as its leading feature unity, sometimes also termed harmony of movement, according to R. G. Koether, manager Hyatt Roller Bearing company, Detroit.

Writing in his Hyatt magazine, The Quoterion, Mr. Koether says: "Without unity in the organization, without working together and for the same end, the work of each becomes nothing but unorganized effort. We become just so many individuals struggling and straining and all pulling against one another."

"Search out what destroys unity in the organization and in the department. Perhaps it is one who is uninterested for the work which he is doing. Possibly that young draftsman, who so laboriously works to make the lines of his drawing meet with required nicety and precision, is at heart an artist and would be better at work in the advertising department. Possibly that young chap in the accountant's office, who is now a bit of a laggard, would be better at work in the sales department. It is for you to be an author, who, striving for unity, does not throw away the thought, but rather places it here and there, until it adds its proper value and strength to the whole."

A few days ago a friend of mine dropped into see me. He is the manager of a big department of a big automobile business, but the department hasn't always been a big department. The management many times thought the department was not worth while and considered closing it out, and during these years there had been many sales managers and many sales methods, but always the department's account hung around the old mark.

"Finally my friend was placed in charge—to either make the department pay or close it out. My friend was young—but he was a man who appreciated that first of all he must have unity in his organization. Sales policies and plans were details which could easily wait upon unity, everybody working for the same end. "At the end of his second year his department had jumped from \$25,000 to \$1,000,000 a year, with the same product and the same manufacturing facilities—but, first of all, unity was established in that department for, as my friend in somewhat academic language pointed out, 'The lack of unity destroys the value of the whole work.'"

SNOW DEEP AT CRATER LAKE

PARTY OF THREE REACH RIM ON MAY 26.

Three Feet at Park Entrance and Six to Nine Feet More in Drifts at Crater Lodge.

MEDFORD, Or., June 6.—E. A. Welch of Medford, C. J. Seymour, United States road engineer, and W. E. Helfrich of Portland, left Prospect Monday morning, May 26, and drove to within a half mile of the Crater Lake park line, from which point they walked to and from Crater Lake.

Snow at the park entrance was three feet deep and the same depth at White Horse. They followed the south bank of Castle creek to its source, then took a northeasterly course up the mountain to the summit of the ridge, where snow was six feet deep.

From that point they descended to the engineers' camp and found eight feet of snow. Near there they ran upon a bear, getting within 200 feet of it. At half past 4 they arrived at the rim and obtained a wonderful view in all directions. The Klamath region lay before them particularly clear and beautiful, as was also Crater lake and mountains beyond. Snow at this point was six to nine feet deep, except in drifts, where it was deeper. On the north side of the building it was piled up to a depth of 25 feet.

The hour was late and they were compelled to spend the night there, so they entered the lodge through a second-story window, by means of a handy snowbank. Early Tuesday morning they were on the move, walked to their car below the park and reached Prospect at noon, tired, hungry, sunburned and happy, and arrived in Medford immensely pleased with the trip. They comprised the first party to reach Crater Lake this year, and the earliest to reach it any year, so far as there is any record.

MOTOR ROAD TO LOST LAKE

Fishing and Camping Paradise Soon to Be Accessible to Cars.

Word was brought to Portland last week by W. R. Winans, of Winans station on the Hood River-Mt. Hood railway, 1 mile from Hood River, and 14 miles from Lost Lake, that a good motor road to this scenic beauty spot near Mt. Hood will be completed late this summer or early in the fall. Hood River county at present has a road crew with tractor and graders completing a three-quarter mile cut-off at Winans and they will soon move their camp to a point nearer the lake, to improve the present wagon road in co-operation with the forest service.

At present autos going from Hood River via Winans station can get to within about six miles of Lost Lake. But from that point, the mountain road can only be made by wagon, on horses or afoot. This 6-mile stretch is to be rebuilt at once on a grade to the lake not to exceed 6 per cent. Mr. Winans says it should be completed in time for huckleberry season in September, which should be good news to huckleberry lovers as there are great huckleberry fields near the lake.

Lost Lake is one of the scenic attractions of the Mt. Hood district. It is the lake so often seen in photographs with the reflection of Mt. Hood mirrored on its surface. It is in the forest reserve, with fine camping grounds around it, and it is well stocked with gamey trout. Lost Lake is sure to become a mecca for campers when the new road is opened.

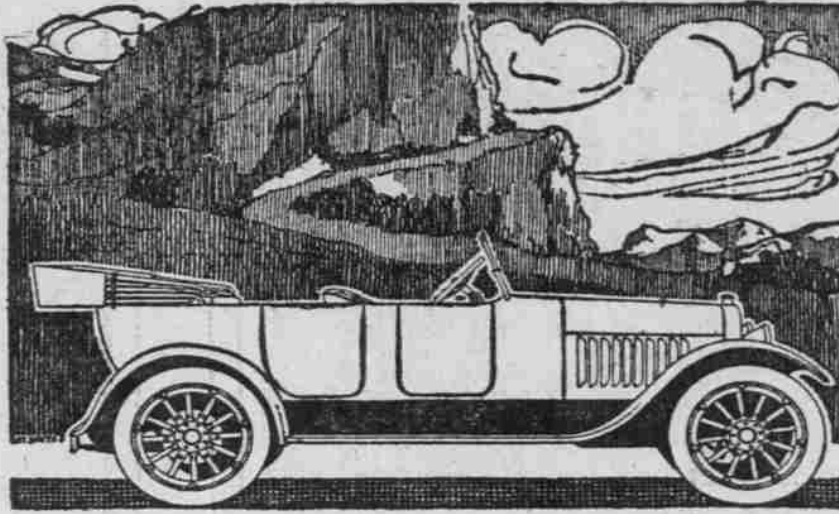
Don't attempt to run the car on the electric starter.

REPUBLIC TRUCK FOR FIRESTONE BRANCH HERE.



FIRESTONE CORD TIRES MAKE ITS EQUIPMENT COMPLETE. When the Portland branch of the Firestone Tire & Rubber company found it necessary recently to increase its delivery equipment the Republic one-ton truck shown in the photograph was its choice. The truck is equipped with Firestone 36x6 Giant cord tires. O. W. Roberts of the Roberts Motor Car company, Republic distributors, is standing beside the truck and H. E. Sangleiro, service man for the Firestone branch, is in front.

Why a HOT SPOT Chalmers is Well Nigh Trouble Proof



MOST troubles in a car come from faulty lubrication. An authority remarked the other day that 75% of all troubles could be traced to this cause.

A former professor at Yale said: "Give a car plenty of lubrication and it will take care of itself."

Now here's how the Hot Spot Chalmers happens to be free of lubrication ailments.

Hot Spot "heats up" the raw gas, "turns it into a vapor cloud," so that when the ingenious Ram's-horn has passed it on to the cylinders it's finely prepared for combustion.

No raw gas runs down past the pistons into the crank case to thin out the lubricating oil.

In engines of the old type—those without Hot Spot and Ram's-horn—raw gas has caused endless trouble:

- burned bearings that cost a great deal to replace;
- excessive vibration that develops countless rattles;
- engine knocks that are often taken for carbon knocks;
- overheated engines.

Such things you rarely experience in a Chalmers and then only through extreme personal carelessness.

See the modern engine in the modern car—the Hot Spot Chalmers, one of the few great cars of the world.



C. L. Boss Automobile Co.

615-617 Washington St., Portland

WHY NOT EMULATE THEM?

55,000 SIGN POSTS PLACED BY CALIFORNIA AUTO CLUB.

Oregon Certainly Needs Road Signs, but There Doesn't Seem to Be Any Rush to Place Them.

A foot path 18 inches wide and more than 15 miles long could be conveniently built from the highway signposts now erected on southern California highways.

According to some figures issued recently by the Automobile Club of Southern California, this organization has placed 55,000 guide posts for travel on the roads of the southern part of the state. That this is a record which probably will never be reached by any other motoring club in the world is generally admitted.

If these 55,000 signs were placed on any state highway, side by side, they would completely "pave" the route for a distance of two miles.

In its signposting operations, the Automobile club has used 78 miles of posts.

If they should be placed end to end. At present the club has trucks working in practically every southern county and, according to local officials, an unlimited amount of postings is contemplated for the coming year.

HOW TO PROTECT YOUR TIRES Spare Rubber Should Be Wrapped Up So It Will Last.

Many motorists have the expensive habit of carrying a spare tube unprotected in the tool box or under the rear seat, according to Robert Allen of the Allen & Hebard company, Thermoid distributors.

"By this careless method of carrying a tube, it is not infrequent that the tube becomes chafed and weakened before it is ever put into service," declares Mr. Allen. "Tools may be bounced against the tube as the car travels along and the sides are sure to become chafed and worn. Consequently when it is placed in the casing it will by no means deliver the service that it should."

"Whenever we deliver a Thermoid tube that is not intended for immediate use we wrap it very carefully in paper. That is an easy way to give a tube good protection before it is needed. A still better method, perhaps, is to secure a water-proof bag to carry your

spare tubes in. A little extra care for your tubes before you need them will mean much longer life for them after they are in actual use."

Recording Devices.

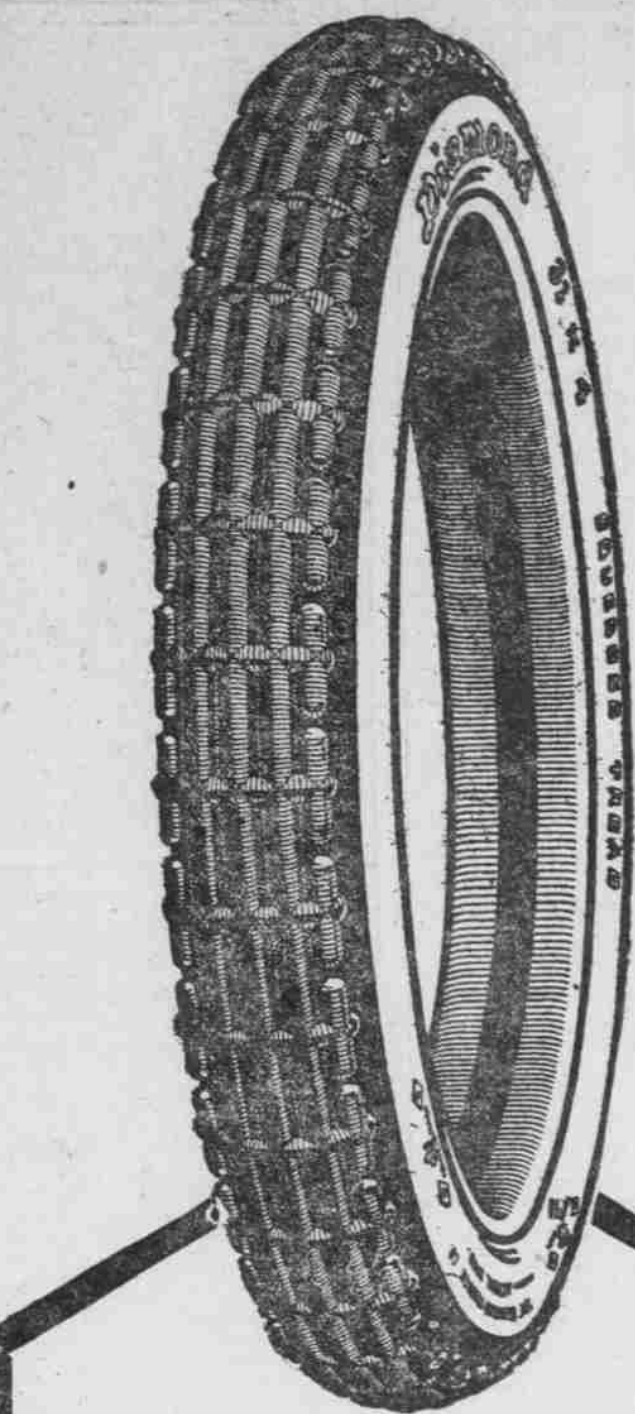
In motor truck service where there are opportunities for delay on the road, the owner should by all means install some accepted type of recording device that will give him each day a complete record of the truck's movement. It has been found that an accurate record of this kind reduces the time lost en route anywhere from 20 to 50 per cent. Many of these devices are not as expensive as might be thought.

COMING SOON!

?

THE GREATEST LIGHT SIX ON THE AMERICAN MARKET

ASK "THE MAN WHO PUT SERVICE"



Diamond TIRES AND TUBES

Diamond Announces Increased Mileage Adjustment

To Diamond Users and Diamond Dealers

Here's Big News

From today all Diamond Tires shall be adjusted at higher mileage—Fabrics 6000 miles; Cord constructions 8000 miles.

Furthermore, the new adjustment applies to every Diamond Tire of future or past sale, including Tires in the hands of user or dealer.

Diamond users and Diamond dealers have long known the big mileage in Diamond Tires—the users' own Tires.

We mark up our adjustment to 6000 and 8000 miles for Fabrics and Cords, respectively, merely to measure out a definite share of the superb mileage that we know the wonderful strength and endurance Diamond Tires have in them.

THE DIAMOND RUBBER COMPANY

(Incorporated)

Factories: Akron, Ohio

For Sale at All Dealers

Archer & Wiggins Co.

DISTRIBUTORS

Sixth at Oak

Portland