

WATKINS DESCRIBES LOS ANGELES RACES

Most Thrilling He Ever Saw, Says A. A. Chairman.

DUSENBERG WINS FIRST

Track Terrifically Fast, Probably Fastest in America, Asserts Portland Racing Fan.

Frank E. Watkins, chairman of the contest board of the American Automobile association for Oregon, returned home Wednesday from a combined business and pleasure trip to Los Angeles. Mr. Watkins officiated at the 250-mile automobile races held on the new Beverly Hills speedway last Saturday. This race, which was run for 240 miles on the new board 1 1/2-mile speedway, was one of the greatest, he declares, from a spectator's point of view and also was one of the most remarkable time made, ever held in America.

The race was won by Jimmy Murphy, former mechanic, who is now a first-string driver on the crack Dusenberg racing team. He drove one of the new Dusenberg racing creations, which he will also drive at the Indianapolis speedway race, May 31 next.

"Murphy's win was unexpected by the general racing public," said Mr. Watkins, "although the fans, in spite of the fact that this was his first year as a driver in big league company, his experience as a mechanic in racing cars for the past several years and his clever driving in the try-out bettings made him a favorite in their betting."

75,000 Fans in Stands.
"The weather for the race was ideal and it is estimated that 75,000 people saw the event. The race was started promptly at 2 o'clock and was over at about 4:30. Murphy's speed for the 250 miles was at the rate of 102.2 miles per hour. The outcome of the race was in doubt until right up to its finish, as only about two minutes separated Murphy from Joe Thomas, the Tacoma boy, who finished second in one of Louis Chevrolet's famous Frontenac racing creations."

"At the start of the race Joe Boyer, who also drove a Frontenac, and Tommy Milton in the other Dusenbergs, set a fast pace, hard-pressed by Ira Vail in the Philbrin special and Eddie Pullen in the Richard special. The average speed for the first 100 miles was about 106 miles per hour, which is terrifically fast. But that is probably the fastest track in the world. Gee whizz! but it is fast. If a car couldn't beat 100 miles per hour in the tryouts, mind you, it was hoisted from the stands."

"There were two miraculous escapes from bad smash-ups during the race. Goodson, driving a Frontenac, took one of the turns at a little too slow a speed, with the result that his car turned a complete circle and kept on going straight ahead."

Pengot Throws a Wheel.
"What might have been a very bad accident happened when Art Klein's Pengot threw a rear wheel off the track. The wheel shot up to the top of the track, waltzed around awhile and then shot down and hit the pole guard of the car of Art Klein and his mechanic out, but not injuring them."

Klein was in the lead at this time and all were setting a terrific pace. His escape from serious injury or worse was really marvelous. Fortunately there were no cars just behind him so that the accident occurred, so a bad pileup was averted. This occurred to the end of the race and Joe Boyer then shot to the lead. Klein and his mechanic out, but not injuring them."

"Nineteen cars started in the race. Nearly all of America's best drivers were competing. Cliff Durant showed a lot of speed in his Chevrolet special until mechanical trouble forced him out of the race. Durant is one of the millionaire drivers who drives entirely for the sport of the race, and it is largely through his efforts and financial assistance that this beautiful speedway at Beverly Hills now exists."

Finest Speedway in America.
"It is the finest speedway in America from a spectator's point of view, and is so scientifically constructed that speed up to 120 miles per hour is attained by the racing cars without much danger. The turns of the track are banked at such an angle that a speed of not less than 80 miles an hour is absolutely necessary for a car to ride them."

"Another driver who made a very good showing was Reeves Dutton in a Stutz special. Dutton stayed up with the leaders for many miles, but the race finally put his car out of the running. He was formerly Earl Cooper's mechanic. Ralph De Palma, driving the French Ballot, which was built and sent over for the Indianapolis race last year, had more tire trouble than any other car in the race. He changed probably a dozen wheels and was unable to keep up with the leaders."

"Of the 18 cars that started, nine finished in the following order: Murphy in a Dusenberg, Thomas in a Frontenac, Vail in a Philbrin, Savits, who relieved Goodson, in a Frontenac, Eddie O'Donnell in a Hudson special, Eddie Hertz in a Chevrolet special, Ralph Mulford in a Meteor, Ralph De Palma in a Ballot and his brother, John De Palma in a Mercedes."
Mr. Watkins also took in the automobile show in San Francisco, which he said was by far the finest show ever had west of Chicago. All the prominent makes of cars had splendid exhibits and the attendance was almost double that of last year.

MISFITS COST YOU MONEY
It Doesn't Pay to Buy Orphan Motor Trucks.

Experience has proven that a motor truck to be operated economically and efficiently must first fit the purpose for which it is to be used, and second, employ fleet units of the same make. A misfit truck means not only high upkeep, but an investment that will prove a liability, because either too much ability will be expected or too little service will be realized. In the first instance, the overload will produce premature depreciation and big repair expense; in the second instance, you will be paying for excess capacity not utilized.

By purchasing truck units of the proper size and capacity for your transportation requirements, the following advantages will result—lowest cost per ton mile, low gasoline

THREE CONCERNS IN A BIG AUTO MERGER

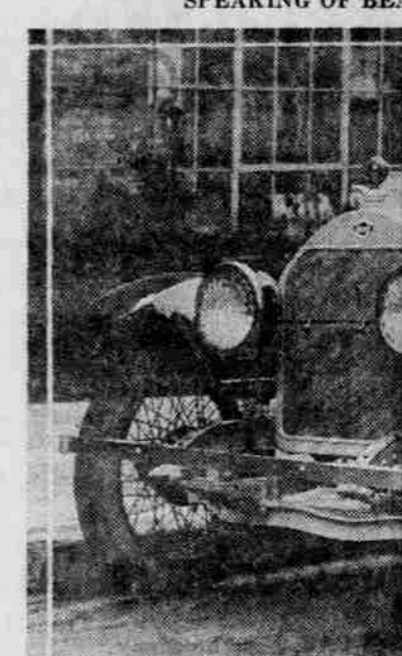
Locomotive, Mercer, Simplex Join Forces.

EX-PACKARD MAN CHIEF

Formation of Hare's Motors Is Big Bit of Gossip at Detroit.

DETROIT, March 6.—Some of the best known automobile men in Detroit have been mobilized into a newly formed transportation organization to be known as Hare's Motors, which expects to do an annual business of \$200,000 within five years.

SPEAKING OF BEARCATS, THE TERM GOES DOUBLE FOR THIS CAR.



This is a Stutz Bearcat roadster model, with special top, which C. D. McPhail, of the Autorest Motor company, Stutz distributors, is driving as his own personal car. The top was made under the direction of Everett Brumbaugh of the Auto Top company, and is a fine piece of work. Cars with specially built tops like this are all the rage in California at present, though Mr. Brumbaugh didn't copy any particular California design, but made his own. He was 17 years in the top and trimming department of the Studebaker corporation, and can give the Californians a few pointers on design.

tee, that they never talked guarantee, but pointed out to their customers that performance, actual mileage on the road, was the only factor really to be considered in the purchasing of tires. And the busy store of the Zerweck-Grayson company is visible evidence of the soundness of their policy.

NORWAY REGULATES TIRES

NEW LAW MAKES PNEUMATIC EQUIPMENT COMPULSORY.

Solid Tires Would Be Permitted Only on Trucks Above Two-Ton Capacities.

Norway is the first country in the world to propose national legislation that will specify that motor trucks up to two tons capacity must be equipped with pneumatic tires so as to prevent damage to roads and to cut down the excessive cost of highway repairs due to the use of solid tires. Cable advices to the Goodyear Tire & Rubber company indicate that the proposed legislation will be adopted. In fact motor trucks shipped abroad by American manufacturers have already been refused admission because they did not conform to the new wheel and tire specifications. All automobiles used for commercial purposes under this law must be equipped with tires at least five inch tread on all four wheels. This means that up to two tons trucks must be equipped with two to three inch half tons either pneumatic or solid equipment of more than five inch tires is permissible; while trucks of over two tons and a half tons weight may run on solids.

At present there is some doubt whether the new law will apply to city streets pending legislation particularly directed against the use of tires of less than five inch tread on country roads. The Norwegian government estimates that unless action is taken to specify the sizes of tire widths, the country roads will be totally spoiled within two years. The new legislation will affect motor truck manufacturers particularly, but in some cases the only change necessary in truck tire equipment will be greater tire width on front wheels, the rear wheels already complying with the provision of the new law.

Don't depend upon your horns to clear your path.

American Beauty Six

Built by Pan-American Motor Corp., Decatur, Ill.

You Saw It at the Show

You admired its beautiful lines, finish and wonderfully constructed chassis. We would be pleased to demonstrate the perfect riding qualities, flexibility and power. A ride on rough roads will convince you.

McCracken Motor Co.
Distributors, Oregon, Washington and Idaho.

490 Burnside St. Broadway 93

TRUCK IS IN-AND-OUTER

FEDERAL FALLS INTO RIVER, GETS OUT, STILL RUNS.

Three and One-Half Days at Bottom of Kootenai Don't Put It Out of Business.

SPOKANE, Wash., March 6.—After resting on the bottom of the Kootenai river in 30 feet of water for three and one-half days suffering the strain of being yanked out of the river bed by means of a steel cable hitched to an ice-bound ferry near Porthill, a three and one-half-ton Federal truck, owned by E. J. Burns, contractor, is none the worse for its experience and is now hauling logs in the woods north of Spokane.

Big Plants Going Up.

The fact that Detroit and Michigan have been in the throes of the most severe winter weather in many moons has failed to halt the great construction and expansion work under way by scores of automobile plants. Work on the immense concrete structures of the General Motors group, Maxwell-Chalmers company, Hudson Motor, Paige-Detroit and other concerns is progressing in a manner that presages increased production in the near future.

"The finest factory in the world." This is what the Cadillac organization is claiming for the gigantic new factory being erected at Clark avenue and the Michigan Central railroad. First ground was broken on

August 6, 1919, and before 1920 ends the Cadillac will be in its new home. The plant will contain 2,100,000 square feet, or 48 acres of floor space. To meet the increased demand for G. M. C. trucks and cars for the business incident to the increase in the output of the General Motors Truck company's plant at Pontiac, several changes in construction are being made.

Dealers to Get Welcome.

At present the finishing touches are being put on the additions to the general offices. This is to give new quarters to the sales and engineering departments, and make additional space in the present office for the expansion of other departments. The addition will contain a splendidly equipped drafting room and blue print room in addition to the private offices of the heads of the engineering and sales departments. There will also be a reception room for visiting dealers.

Due to the freight car situation, which has become a source of worry to motor car shippers during the past two years, it has been necessary to ship G. M. C. trucks in gondolas and on flat cars as well as in registry automobile cars. To facilitate

loading trucks on the flat and gondola cars a large crane has been placed on the loading dock and cranes are now lifted and swung on the cars. This loading method makes possible a big increase in shipments each day.

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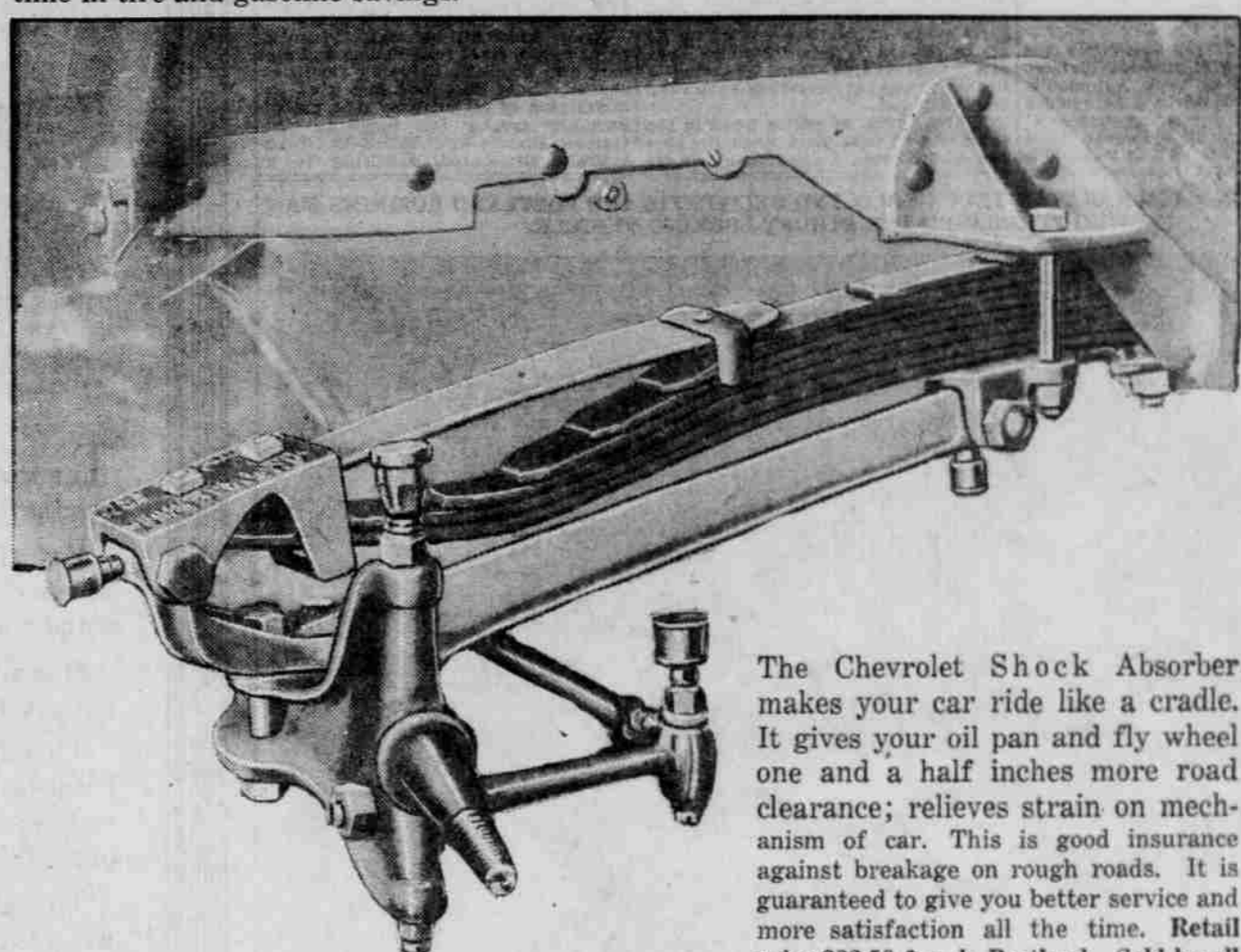
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CHEVROLET SHOCK ABSORBER

For 490 Model

This is a real shock absorber for the Chevrolet 490 model. It is built to give car-riding service and satisfaction. The workmanship is of the very highest order and all materials are guaranteed to be the very best obtainable. This shock absorber not only makes the Chevrolet the easiest-riding car ever mounted on 4 wheels, but it pays for itself in a very short time in tire and gasoline savings.



The Chevrolet Shock Absorber makes your car ride like a cradle. It gives your oil pan and fly wheel one and a half inches more road clearance; relieves strain on mechanism of car. This is good insurance against breakage on rough roads. It is guaranteed to give you better service and more satisfaction all the time. Retail price \$32.50 f. o. b. Portland. Sold by all Chevrolet dealers through U. S. and Canada. In case your dealer can't supply you send retail price to us direct and your shock absorber will go forward at once.

Guarantee
This shock absorber is sold under an iron-clad money-back guarantee. After a fair trial if you are not entirely satisfied in every way, your money will be cheerfully refunded and no questions asked.

See us or your dealer at once.
Chevrolet Shock Absorber Co.
353 East Burnside, Portland, Oregon A. W. Regner, President and Gen. Mgr.

fort. He brought the truck to Spokane under its own power and when it reached the garage of the Oldsmobile company of Washington it showed few signs of wear and tear. His load, including chains, tools and other movable parts, is still in the bottom of the river.

3000 Lamps a Day.
The Indiana Lamp company, makers of Lexington's two-way head lamps, has a capacity of 3000 lamps a day. This gives Lexington the benefit of quantity production. The lamp company's plant is 500 feet long, 125 feet wide and is completely equipped with automatic machinery.

Cleaning Spark Plugs.
Gues—How can I clean my spark plugs? The terminals are very black and dirty, and even the porcelain parts are brownish.
Ans—Immerse the plugs in kerosene for a few minutes and then rub them briskly with a stiff brush, such as you can buy in any accessory store. If this treatment does not take off the carbon you will have to dismantle the plug and clean the parts separately.

Bracing Running Board.
To give the running board of the Ford car the stiffening it usually needs bolt the ends of an old iron bed rail just behind the front fender. Long hooks are next connected to the center of the rail and to the frame of the car. This gives the running board the bracing it needs.

Reflector Polish.
To guard against gritty substances dust the reflectors carefully with a small feather duster or with soft cotton. Wet a piece of absorbent cotton with grain alcohol (if such can be obtained) and wipe the reflector from

Know how much your battery repairs will cost

Repair of your battery is never a matter of guesswork with us. With our experience and equipment we can tell you just what needs to be done.

Then we give you a definite, reasonable price in advance. We do not work on a "charge for time" basis.

If, when we open your battery, you are not satisfied that a repair is necessary we do not want the job. We open your battery only with your permission and after we have done our best to charge it.

Every repair we make is guaranteed for six months. We are able to do this because in making repairs on any make of battery we use Vesta patented features.

You want scientific, prompt service on a reasonable price basis. That is what we give you. Come in and see for yourself.

Gibson Electric Garage and Storage Battery Co.
Alder at Twelfth

VESTA STORAGE BATTERY

VESTA

Costs less per Month of Service