

GREATEST DRIVERS WILL BE AT TACOMA

Chevrolet, Boyer, Murphy and Other Stars Entered.

DE PALMA IS COMING, TOO

Best Programme in Tacoma's Nine Years of Automobile Racing Promised for July.

TACOMA, June 11.—The greatest drivers ever seen in the west will race at Tacoma Monday, July 5, declares W. C. Baldwin, president of the Tacoma speedway, referring to the line-up of stars for the big Indian dance day classic at the Tacoma speedway.

Mr. Baldwin returned to Tacoma last Monday after two weeks in Indianapolis, where he watched the drivers at practice, was present at the qualifying tests and witnessed the Memorial day race that brought added fame to Gaston Chevrolet and other stars of the saucer.

"We are in position this year to offer the very best programme in the nine years of the Tacoma speedway," he says. "With Gaston Chevrolet, Joe Boyer, Cliff Durant, Eddie Hearne, Ralph Mulford, Eddie O'Donnell, Jim Thomas, Roscoe Miller, and more to follow, motor car racing fans have a big treat in store on July 5. Ralph De Palma will also be in the field, if his new car is ready. Louis Chevrolet will be at the race with his brother Gaston, but it is doubtful if he will take part in the speed events. However, he plans to bring a car and may enter.

Drivers Like Tacoma Track. "After watching the Indianapolis races this year I can truthfully say that the Indianapolis track does not have one thing on Tacoma for thrill. Our races bring out more real generalship and present a more thrilling programme than that at Indianapolis this year. The drivers are anxious to get to Tacoma because they have been told by the men who have raced here that the track is one of the fastest in the country and that to win a race at the Tacoma speedway the driver must watch his job every second the wheels are turning."

Mr. Baldwin predicts that the cars will be in far better condition than they were at Indianapolis, as all are new creations and follow the rules of 1920 racing that the piston displacement shall not exceed 183 cubic inches. Several of the cars have not more than 181 cubic inches piston displacement—not much larger than a Ford motor.

First Heat Speed Test. Several of the new cars were not seen on the track at Indianapolis even in practice and the fans had their first view when they entered the race the morning after the start. They placed several of the drivers at a great disadvantage, since they did not have time to work on their motors.

The cars, so the drivers say, will be in real condition for the events at Tacoma, which thus present the first real speed test for the new type of racing cars.

The grandstand at the Tacoma speedway, to seat 16,000 people, is rapidly nearing completion. The seat sale will begin in about a week. It is planned to clean the grandstand seat sale about July 1. Last year the grandstand was sold out a week before the races.

LICENSES FOR DRIVERS

NEW LAW EFFECTIVE FIRST OF NEXT MONTH

Every Pilot of Motor Vehicle Must Have Card Officially Issued by Secretary of State.

SALEM, Or., June 12.—(Special.)—Preliminary plans for the registration of between 2500 and 3000 drivers of motor vehicles in Oregon under a law passed at the special session of the state legislature last January, are under way by the secretary of state, and actual registrations will start soon after July 1. This announcement has been made by Sam A. Koser, secretary of state.

The registration law provides that no person under 18 years of age shall operate a motor vehicle unless the cars be entrusted to men and women physically defective unless the applicants obtain a special permit from the secretary of state. The registration fee is 25 cents, and all drivers, whether or not they own the vehicles in their charge, are subject to the law.

Inasmuch as approximately 100,000 motor vehicles were registered in Oregon for 1920, Mr. Koser believes between 2500 and 3000 persons are affected by the so-called driver's registration law. Application cards are now being printed and these will be sent to all motor vehicle owners in the state. Upon the return of these applications, properly filled out and accompanied by the fee, a card will be issued by the secretary of state showing that the applicant has complied with the law.

Mr. Koser made it plain, however, that it would be futile to send in applications for these licenses at present, as the law does not go into effect until July 1.

GORE PASS TO BE OPENED

Motors to Travel Oldest Highway Across Continental Divide.

STEAMBOAT SPRINGS, Colo., June 12.—Gore pass road, probably the oldest wagon road across the continental divide but over which, it is said, no automobile has ever gone, soon will be opened to motor traffic.

The state and Routt county have each appropriated \$10,000 for the improvement of the road and work is scheduled to begin soon. Only a small portion of the road on top of the Divide is in poor condition, but that portion makes the pass impassable for automobiles. Gore pass road connects Toponas in the southern end of Egeria park, with Kremmling in Middle park.

antelope during the three years that he spent in the Rockies. During that period his men built roads for him into many portions of the mountains. In 1856, General Bela M. Hughes, pioneer stage manager, opened a route between Denver and Salt Lake over Gore pass, taking advantage of the work already done by Sir George's men. A stage company was chartered to operate vehicles between the two cities but the stages were never run.

STAGE BUSINESS EXTENSIVE

Highways in General Are Reported in Fine Condition.

MARSHFIELD, Or., June 12.—(Special.)—Marshfield is the center of an extensive auto stage business. Each morning a person can leave the Chandler hotel at 7:30 for almost any point in Oregon, by automobile. Five commodious, fast cars depart daily for Gold Beach and Crescent City, Roseburg, Coquille, Bandon and Sunset Bay. Connections are made at Roseburg with north and south trains on the Southern Pacific and at Gold Beach with stages running to Crescent City and on to Eureka.

The highways in general are in fine condition and good time is made in all directions. The Roseburg auto travels over the old Cusco Bay wagon road, through Brewster canyon, and

MARMON WILL LEAD SHRINE'S PARADES

Factory Sends Car Here for Imperial Potentate.

PAINT WORK IS ARTISTIC

Red, Yellow and Blue of the Shrine, With Emblems of the Order, Decorate Its Sides.

A new series Marmon 24, especially made for the occasion, will be a feature of the parades in Shrine and Rose Festival week. The car will be used by W. Freeland Kendrick, imperial potentate. It arrived in Port-

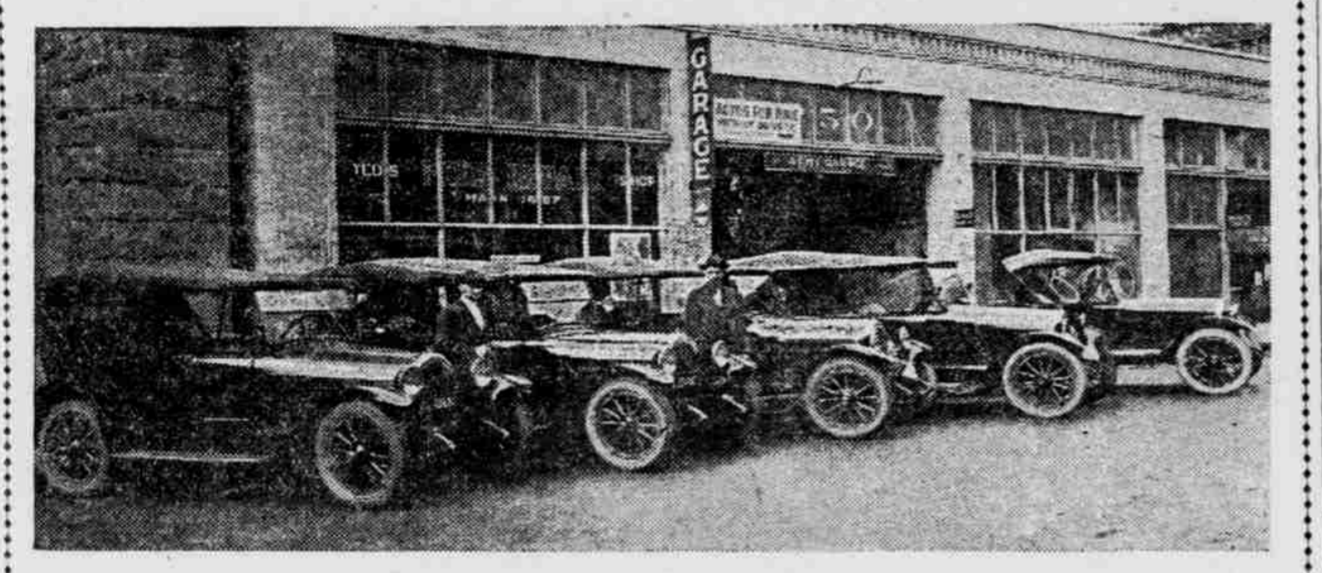
White Horse creek, eight miles this side of the park. His party will be joined at Prospect by James Grieve and the latter's workmen and teams, and the two parties will break the road from White Horse to the park headquarters at Anna Springs camp, five miles this side of the lake, and on the Klamath side, on which Mr. Grieve has the contract for constructing several miles of road.

SATURATION POINT NOT NEAR

Edward S. Jordan Doesn't Believe There Can Be Too Many Cars.

In reply to the question, "Where is the saturation point in automobile sales?" Edward S. Jordan, president of the Jordan Motor Car company, says: "When everyone drives and no automobiles wear out." "The tendency, however, is definitely toward standardization of the industry. With production still far behind orders, every effort is being made to bring the number of cars of each individual factory to the maximum of production. Labor conditions, lack of materials and a tightening of the money market have caused many plants to fall below quotas set for this time of year. "Consolidation of plants is a problem of the future. The need that confronts the automobile manufacturer is not the market saturation

OLDSMOBILE USED IN CARS-WITHOUT-DRIVERS FLEET.



These five Oldsmobile sixes and eights were sold recently by the Oldsmobile company of Oregon to AH-Bennett of the Army garage, 250 Taylor street, which rents them to persons wanting cars without drivers.

HOOD RIVER AUTO CAMP

ANOTHER OREGON TOWN PUTS PORTLAND TO SHAME.

Attractive 3-Acre Tract Equipped for Tourists, When Portland Hasn't Even One Acre.

HOOD RIVER, Or., June 9.—(Special.)—The new camping park for motor tourists, just opened to the public, is already winning the plaudits of travelers. A party of tourists here last week from southern California declared it the best they had encountered on their long journey.

And the Hood River park to date is only partly completed. W. T. Price, city water superintendent, has just completed installation of lavatories. Six ovens have been provided for cooking and heat tables have been placed under shelter of oaks that grow on nearly all parts of the three-acre tract. Other conveniences will be needed at once and the plot will be leveled and attractive shrubbery planted. The Hood River Woman's club has offered Mr. Price the cooperation of its members to make the camping park one of the beauty spots of the city.

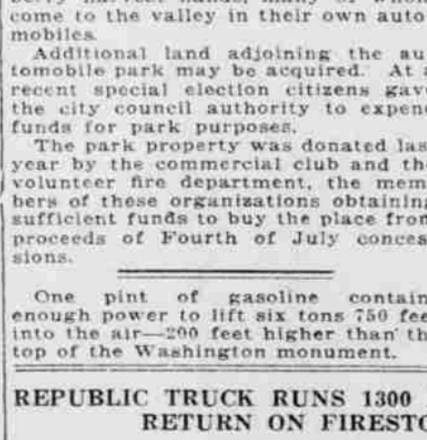
A limit will be put on the time of tourists using the plot. Otherwise it would soon be overrun with strawberry harvest hands, many of whom come to the valley in their own automobiles.

Additional land adjoining the automobile park may be acquired. At a recent special election citizens gave the city council authority to expend funds for park purposes.

The park property was donated last year by the commercial club and the volunteer fire department, the members of these organizations obtaining sufficient funds to buy the place from proceeds of Fourth of July concessions.

One pint of gasoline contains enough power to lift six tons 150 feet into the air—200 feet higher than the top of the Washington monument.

REPUBLIC TRUCK RUNS 1300 MILES TO STOCKTON, CAL., AND RETURN ON FIRESTONE PNEUMATIC TIRES.



This truck, owned by the Portland branch of the Firestone Tire & Rubber company, was sent with the Northwest Ad clubs' caravan tour by L. J. Sprague, manager of the branch, as a baggage transport truck. It was driven by Carlton Olmsted, of the advertising department of the branch. Equipped fore and aft with 35x5 Firestone cord tires, it made the round trip on the original air, and without trouble of any kind. The picture showing the truck beside a palm tree was taken on the Pacific highway just outside of Marysville, Cal.

land last week and is now at the sale room of the Northwest Auto company, distributors for the Marmon.

At the Shrine convention in Indianapolis last year a Marmon was placed at the disposal of the imperial potentate and made such a hit among the Shriners that the Nordick & Marmon company, manufacturers of the Marmon, arranged with the Northwest Auto company to tender the use of a Marmon car for the potentate for the coming convention. The official chauffeur for Mr. Kendrick will be Roy Pike, salesman for the Northwest Auto company and member of Al Kader Temple.

This Marmon is one of the finest examples of automobile painting that has ever come to Portland. It is painted in the colors of the Shrine, red, yellow and blue, with Shrine emblems decorating the hood and door panels. The car is a four-passenger model with top and upholstery harmonizing with the color scheme of the body. After the convention it will be repainted to standard colors.

A. H. Lea, potentate of Al Kader Temple, will come second in the parade, driving a Cole acre-eight, now in the paint shop of the Northwest Auto company, being decorated like the Marmon. The Cole acre-eight is a four-passenger model and was purchased by Mr. Lea at the auto show.

The Northwest Auto company is making preparations to house a party of 25 or 30 Shriners at its salesroom. Several tents, each accommodating two men, will be set up on the salesroom floor and the sands of the desert will cover the floor to remind the visitors of their journey to the oasis.

CRATER ROAD TO BE OPENED

Pass to Be Cleared of Snow to Permit Passage by Shriners.

MEDFORD, Or., June 12.—(Special.)—Present indications are that by June 25 Shriners returning this way from the Portland convention and hoping to take a side trip to Crater lake will be able to do so by being able to drive by auto within three-fourths of a mile of the lake and walking the rest of the way. Everything possible will be done to break up the huge snow drifts and clear the road.

Superintendent Sparrow of Crater National park, with a force of men, teams and trucks, left today for the lake region to clear the way from

but rather how to produce cars to cover orders already on file. No doubt the time will come when the automobile industry will shake down to a few great controlling companies. This is seemingly a long way off, however.

"When the day comes when automobiles will be bought rather than sold, then the test period will have arrived to determine how many of the cars built today can survive with out consolidating with other car manufacturers.

"Such a move would bring production to a higher degree of efficiency and would minimize financial difficulties, always so prevalent when supply exceeds demand."

TRUCK MAKERS GIVE HELP

KISSEL FACTORY HAS AGRICULTURAL DIVISION.

Purpose to Aid Farmers Through-out Country Solve Problems of Transportation.

"A step that indicates the scientific manner in which the motor truck manufacturer is providing dependable transportation to the farmer is the formation of the agricultural division of the Kiesel Motor Car company factory at Hartford, Wis.," says H. J. McIntosh of the McIntosh Motor Car company, local distributor for Kiesel autos and trucks.

"This division has been utilized by farmers to assist in detecting stolen cars, helping them solve problems and advising with them on the basis of actual facts and figures.

"The Kiesel agricultural division is composed not only of the regular engineering corps of the factory, who for the past 14 years have been designing and constructing motor trucks, but also the factory's transportation engineers, who have been giving special study and analysis to the farmer's requirements from every angle of farm truck transportation.

"Their experience ranges through the whole list of transportation demands, their services have been used by farmers not only in the New England states, but in the eastern, southern, middle west and southeastern and Pacific coast sections.

"The efficient hauling of grain, cattle, tobacco, dairy products and every other farm produce demands not only adaptable farm truck bodies, but the truck itself must be designed and geared to perform satisfactorily on farm lands and country roads.

"The engineers have had to determine the proper gear ratios, axles,

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LAHER SPRINGS are made in three of the finest factories in this country, most springs made with bronze bushings and finished to fit perfect. All auto springs sold with a written guarantee for one year against breakage or settling.

Depend on us for your springs. We never fail to fill orders promptly.

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