

AUTO RACE LIMITED TO FASTEST ENTRIES

Select Aggregation to Meet on Los Angeles Track.

RALPH DE PALMA ON WAY

Management of Speedway Understood to Be Holding List of Contestant to Below Dozen.

LOS ANGELES, Cal., Nov. 20.—(Special.)—The entry list for the Thanksgiving day 250-mile race on the Los Angeles speedway is more of an eligibility list than an entry list. There has never been such a select aggregation of cars and drivers in a single race. There are absolutely nothing but the very fastest cars and most expert drivers in the big race, as it is the idea of the management to make the climax of the 1920 championship season a championship race in fact as well as in name.

There have been numerous tentative entries rejected without further consideration by reason of the fact that nothing but cars of proven speed are wanted in the big race. The advantage of such a move was shown at Fresno, Cal., recently, where there were only eight starters, but the race was one of the greatest ever seen. The reason was that all cars in the race were approximately equal in speed and there were no "selling platters" cluttering up the track.

While the complete official entry list has not yet been released by the management of the speedway, it is understood that not more than a dozen cars will be allowed to start and in all probability the number of starters will be held to ten. Every car in the race will be capable of 100 miles an hour and every driver will be a known star. In other words, the management is striving for quality rather than for quantity.

At the present moment it looks as though the main contenders would be a team of four Duesenbergs racing two Frontenacs similar to the one which captured the big Indianapolis race and independent entries by Ralph De Palma, Eddie Hearne, Tommy Milton and possibly two or three other star drivers.

There are a couple of mystery cars in the offing, the nature of which is known to the management of the race but to nobody else with the exception of the drivers. It is rumored that there is a new racing car of remarkable possibilities now being rushed to completion for the 1921 season and which may be entered in the Thanksgiving day race if it is finished in time. It is the product of an old-time racing driver and is supposedly the fastest 183-inch creation in existence.

De Palma Is Silent.

Also there is no word from Ralph De Palma, the secretive Ballot driver, now on his way to Los Angeles from France. Whether Ralph will drive the car in which he won the Elgin road race and set a new record or will have something new to drive is not known. Pedro de Paoli, Ralph's smiling mechanic, is still in town and doesn't seem to be worried, so that the prospects are that Ralph will have something to offer to the rest of the drivers.

Secretary A. M. Young says that the ticket sale is so heavy that he sees prospects of a strong big enough to completely jam the enormous plant of the speedway, which has accommodations for 100,000 people. The rush of orders for the reserved seats has been so heavy that there is no question but that when the general admission gates are opened all the bleacher accommodations will be filled in a hurry.

The track has been closed to all spectators since Wednesday, when official practice for the race commenced. The track has been closed in some very fast time being made by the various drivers and the prospects for some splendid competition for the \$25,000 purse are growing brighter with every succeeding day.

AUTO OUTLOOK IS GOOD

PIONEER CAR BUILDER GIVES REASONS FOR FLURRY.

Action of Bankers in Restricting Business Proved Fortunate, Says H. C. Stutz.

An explanation of the present business conditions in the automobile world is offered by Harry C. Stutz, one of the pioneer automobile engineers and manufacturers of America, in a letter to D. A. Pepp, head of the Pepp Motor Car company, distributor for the new H. C. Stutz new car, throughout this territory. Stutz writes:

"In regard to my opinion of the present unrest of the automobile future, I believe most of the unrest is brought about by the manufacturers themselves. A great many manufacturers seem to have lost sight of the business conditions previous to the war and have allowed themselves to be overcome with desire to build more cars than their neighbor.

"The high prices of labor, building material and raw material did not seem to cause him to stop to consider that there must be a reckoning. In my opinion the bankers did exactly the right thing to stop any unwise methods of doing business and waste of money. I believe that business is going to be good in the future for manufacturers who do not try to see how many cars they can build, but who desire to build better cars and give the purchasers value received. I am of the firm belief that the manufacturer who uses good judgment, stays within reasonable limits and co-operates with his banker and dealer in a business-like way will have little or no cause for complaint or dissatisfaction with this great industry."

The new H. C. S. car is attracting a great deal of attention throughout this district, according to Mr. Pepp, who is now beginning to receive the cars for the first time in any quantity. Beginning this week his schedule calls for a carload and a half, equivalent to six automobiles, for this territory each week.

Here's Mixture to Prevent Rust.

Vaseline in which a little powdered gum camphor has been added, the whole being heated over a glow fire, will prevent the formation of rust on tools. A mixture of one pound of lard, an ounce of gum camphor and a little lampblack will protect bright metal work from rust.

HAIRPIN TURN ON THE LOOKOUT MOUNTAIN ROAD NEAR DENVER.



UNUSUAL FEAT RECORDED

STOCK CAR CLIMBS MOUNTAIN NEAR DENVER IN HIGH.

With Another Machine in Tow, and With Passengers, Automobile Does Unparalleled Work.

A wager of \$5000 was won recently by a stock Cole aero-eight touring car by the unprecedented feat of climbing Lookout mountain, near Denver, Colo., with the car's transmission sealed in high gear, and towing a five-passenger Ford.

Starting at the South Golden road, at an altitude of one mile above sea level, the climb covered seven miles to the top of Lookout mountain. The road makes several hairpin turns up the mountain side, with the final stretch a seven per cent grade. The test was conducted by Jack Payment, automobile official and hill-climbing expert, with R. H. Kinney, of the Denver Post, and A. V. Echter, of the Denver News-Times, as judges.

Lookout mountain is known all over the country as an extremely severe test hill. This was the first time that any automobile attempted to climb it in high gear while towing another car.

An unusual factor in connection with the feat was that the car was chosen at random from the used car salesroom of the Denver Cole distributor. Its speedometer showed that it already had traveled 25,000 miles.

On the first climb to the top of Lookout, winning the \$5000 wager, the Cole carried three passengers besides the driver, and the Ford had a man at the wheel.

To further test the power of the Aero-Eight, the two cars then returned to a point below the last hairpin turn, beyond which lay the steepest part of the grade. Two additional passengers boarded the Ford, the Cole was started in high gear, and sped around the turn and up to the peak without difficulty, despite the added weight.

In the affidavits, which all the newspapers who witnessed the feat signed, it is stated that at no time was there any sign of the engine of the Aero-Eight overheating. An extra touch was the impromptu speed trial made while the party was on the way home over the concrete Golden road. Stutz, towing the Ford, the driver of the Cole stepped on the accelerator, and within a few hundred yards, the speedometer needle was pointing to the 65-mile-per-hour mark, which was sustained a greater part of the way back.

FLEXIBILITY RECORD SET

Liberty Car Makes Unusual Mark in Competition.

A new record for flexibility of speed has been set by the Liberty Six. A Liberty engineer chose one of the regular touring cars to demonstrate the great variety of speeds at which the car could move, on high gear, and with what quickness the changes in speed could be accomplished. The result of the experiments showed that a Liberty car, while on high gear, could slow down to around a mile an hour rate, and that the throttle could then be opened wide without stalling the car.

Although a few cars of other makes tried at the demonstration could not slow down nearly as well as the Liberty, none of them, while moving so slowly, was able to take the full throttle without stalling. The Liberty also could accelerate in eight seconds from the rate of five miles an hour to 25 an hour.

Members of the Garage Workers' union in New York city are demanding a minimum wage of \$7 a day for washers, \$8 for polishers and \$50 a week for foremen.

LET'S GO! IT'S TIME FOR FALL PLOWING IN THE OREGON GRAIN FIELD.



Above is a photograph showing an attractive window display of the Robinson-Smith company, one of the authorized Ford dealers of the city. It consists of a Ford tractor drawing a plow, followed by a Ford tractor truck loaded to the guards with pumpkins, squash and other farm products.

NEW MOTOR IS EVOLVED

TURBINE ENGINE FOR AUTOMOBILES INVENTED.

Power Generator Said to Burn Fuel That Contains Grease or Alcohol, With No Waste.

A new type of gasoline engine, which is claimed to show the first definite step away from the basic principle of gasoline engines developed more than 20 years ago, has been invented by a young engineer at Fort Worth, Tex., and a company known as the McLean Gas Turbine Engine company of Fort Worth has been formed to put the invention on the market, according to a report in the Fort Worth Record. The company is named after R. M. McLean, inventor of the new type of engine.

Like many of his predecessors on the rocky road of invention, Mr. McLean has not had sufficient capital to get his invention perfected and into production and, in fact, was not financially able to personally pay for the completion of the first working model, primarily because of several years of study, research and experimentation given by him to the perfection of his patent. However, in this case, a financial sponsor has been found. The man in question is B. A. ("Trap-shooter") Kelly of Fort Worth, known throughout the southwest as the man who brought in the famous "Trap-shooter" oil well in Kansas, the biggest well ever drilled in that state, producing, according to official records, 22,000 barrels daily for a long period. Mr. Kelly regards this new gas turbine, he says, as important as the Trap-shooter well.

The McLean motor, it is claimed, will burn crude oil readily and in fact any fuel that contains grease or alcohol. One of the chief virtues claimed for it is its simplicity and economy. This motor has no valves, pistons, cylinders, crank shafts, connecting rods or cam shafts. It is a silent motor, says the inventor, running with constant pressure instead of by the explosion process, and consequently with no vibration. It utilizes every particle of the heat from exhaust gases. It is claimed, and also the heat from the water jacket, thus conserving the energy which escapes through the radiator in the ordinary motor, by reabsorbing the last ounce of power from the fuel consumed and the heat generated. This new gas turbine engine, driven by the expansion of gas and steam, combines the steam and gas engine and consists of a motor with one rotating element, two main bearings, one explosion chamber, a regenerator and a gas and steam nozzle.

FARM TRUCK SURVEY MADE

Fully 800,000 Trucks Could Be Used, Is Report.

A survey of the farm market for motor trucks just completed by the

Goodyear Tire & Rubber company indicates that the farm field offers opportunities for the absorption of fully 800,000 trucks.

Thousands of farmers have come to regard motor trucks as regular farm tools and would as soon attempt to farm without a plow or a cultivator as without a truck. The one, one-and-a-half and two-ton sizes seem to be the favorites with the farmers, with a widespread preference for pneumatic tire equipment.

A recent questionnaire which elicited replies from 5000 farmers indicated that 68 per cent preferred pneumatic tire equipment. Twenty-eight per cent were willing to get along with solid tires and the remainder liked pneumatic in front and solids in the rear.

CARS LIKENED TO HORSES

Owners Take Delight in Finding Out What They Can Do.

"Owners today take as much interest in ascertaining the ability of their cars as their brothers of yesterday took with their favorite horses," according to H. J. McIntosh, of the McIntosh Motor Car company, local Kiesel distributor.

"A typical example is the following excerpt of a letter I just received from a Kiesel owner, who states: 'I have tried it out on the hills; I have slowed it down to a walk on high. It is as sensitive as a thoroughbred, and is constantly able to personally pay for the man in question is B. A. ("Trap-shooter") Kelly of Fort Worth, known throughout the southwest as the man who brought in the famous "Trap-shooter" oil well in Kansas, the biggest well ever drilled in that state, producing, according to official records, 22,000 barrels daily for a long period. Mr. Kelly regards this new gas turbine, he says, as important as the Trap-shooter well.

PASSING BUCK DECRIED

BANKERS CRITICISED BY TREASURY DEPARTMENT.

Practice of Blaming Federal Reserve Board for Restricted Credit Declared Unethical.

WASHINGTON, Nov. 20.—Efforts of individual bankers to place responsibility for refusing credit accommodation for legitimate business with the federal reserve board are being met with official denials wherever possible. The treasury department, through the secretary of the treasury and Governor Harding of the board have condemned this practice as untrue and unethical. The government persistently maintains that there is no disposition to contract credits or to discriminate against any industry.

Speaking directly to 4000 bankers at the convention of the American Bankers' association here, Secretary Houston denounced the "practice on the part of some banks of indulging in the game well known in Washington of passing the buck and of ascribing their unwillingness to extend loans to the action of the federal reserve board." He contended that all authorities of the federal reserve system have a keen and sympathetic appreciation of the difficult problem.

The convention later approved the board's credit policy.

Voicing the sentiment of the majority of American bankers, the convention declared that it "disapproves all suggestions, plans and efforts to utilize the resources of the federal reserve banks or the government arbitrarily to hold up or force down prices which may be falling or rising in response to the operation of the law of supply and demand."

It is evident that the federal reserve board does not intend to change its discount rate. In support of its contention that the present process of rediscounting paper with the federal reserve banks has been successful, the board states that the average rediscount shows the wide extent of the accommodation given the ordinary business of the country. The average size of the member bank collateral notes is much larger than the average size of customers' notes and bills rediscounted.

Filling Stations Restricted.

JOLIET, Ill., Nov. 20.—The members of the city council have adopted an ordinance effective January 1, 1921, which abolishes all gasoline filling stations and air pumps from sidewalks. The council explained to a delegation of protesting dealers that the supreme court has ruled that the city is liable for all accidents that might occur on the sidewalks or

streets and it became necessary to protect the municipality by removing all possible causes for accidents. Request from the dealers for more time to make the removal was denied by the council.

Reincarnated.

The fellow who used to blow out the gas now steps on it.—Chicago Daily News.

TIRES Reduced Prices

FACTORY FIRSTS Guaranteed.

30x3 1/2 Non-Skid.....	\$11.95
32x3 1/2 Non-Skid.....	\$15.95
32x4 Non-Skid.....	\$17.50
32x4 Non-Skid.....	\$20.50
34x4 Non-Skid.....	\$19.75
34x4 Non-Skid.....	\$20.25
Other Sizes in Proportion.	

CORD TIRES FIRSTS 8000-Mile Guarantee.

30x3 1/2 Non-Skid.....	\$27.75
32x3 1/2 Non-Skid.....	\$34.75
32x4 Non-Skid.....	\$41.70
32x4 Non-Skid.....	\$41.00
34x4 Non-Skid.....	\$42.50
34x4 Non-Skid.....	\$42.50
35x4 1/2 Non-Skid.....	\$51.50
35x4 1/2 Non-Skid.....	\$47.50
35x4 1/2 Non-Skid.....	\$53.00
35x5 Non-Skid.....	\$52.50

Mail Orders Given Prompt Attention.

Malcom Tire Co.

Broadway and Everett Sts., Portland, Or. One of a Chain of Stores.

Introduce Your Business to—
Another FEDERAL
William L. Hughson Co.
60 N. Broadway at Davis St.
Phone Broadway 321

Here you can get genuine new Timken, Hyatt, and New Departure Bearings for any motor car, truck or tractor ever built. Our service is official.
Portland Branch
24 N. BROADWAY
Broadway 1769.
BEARINGS SERVICE COMPANY
General Offices: Detroit, Michigan

Nash Trucks Are Backed by Service

Quick and dependable service for Nash Trucks by skilled mechanics is one feature of our fixed policy on truck service.

We believe there is no organization better qualified than ours to assure truck owners dependable and economical hauling service over a period of years.

Incidentally the list price of Nash Trucks is made possible only because of volume production with resultant low manufacturing overhead.



One-ton Chassis..\$2175
Two-ton Chassis.. 2880
Nash Quad Chassis 3675
Prices f. o. b. Pacific Coast
Points.

Portland Motor Car Co.

Distributors
Tenth and Burnside Streets

GARFORD

Important Facts Overlooked

More than fifty per cent of the items that go to make up truck operating costs are directly affected by the stability, permanence, engineering knowledge and service policy of the factory and distributor.

The purchase of a motor truck is merely the purchase of transportation—so many miles at so much per ton mile.

Let us show you how these elements are combined in Garford trucks so that they do give

LOW COST TON-MILE

Garford Oregon Motor Sales Co.

Eighth and Davis
Wm. Cornfoot
President
Broadway 4178
T. M. Geoghegan
Vice Pres. and Gen. Mgr.

TRUCKS

SAVE YOUR BATTERY
DON'T THROW IT AWAY!
FREE TESTS

Bring us your old battery, we probably can rebuild it for you at considerable saving—No matter what the make. Building batteries is an important part of our business. When you have battery trouble consult the old reliable

ALLEN BROS.
Auto Electric Equipment
BROADWAY AT FLANDERS
Broadway 1073