

MOTORS OF OTHER DAYS REMEMBERED

Machines of 20 Years Ago Were Quaint.

NO LICENSE TO PAY FOR

One and Two-Cylinder Cars Favored in Days of Real Sport. No Speed Cops Then.

Twenty years ago motor cars were a novelty in most parts of the country and particularly in the northwest. Those who had them then had a store of reminiscences which the motoring public can enjoy in the recital. Cars were no more "trouble-proof" then than now, and a puncture was the same yesterday and today, but with garages "few and far between" the owner did his own mending wherever he happened to be at the time, according to the stories they tell.

In those days there was no such thing as a license to pay; no traffic cops; gas was cheap and they had no such thing as a speedometer.

"As I remember it," W. W. Guilbert of Spokane, head of the Inland Automobile association and one of the pioneer figures in motordom in the Inland Empire, in the Sportsman-Review, "the first automobiles that would run a few miles were being placed upon the market in about 1901. The little steam Locomobiles—looking like a buggy, with a little toy engine for power plant—were the first. Then, a year or so later, came the small gas cars, like the little Olds, with the curved dash and lever steering control, the Rambler also having the lever steering gear and the Cadillac with the wheel steer.

His Cadillacs Were No. 97.

"I chose the Cadillac because I liked the steering wheel better than the lever effect. My job number was 97, I suppose that meant the 97th Cadillac constructed. Not. Nothing like an intermediate gear. Top? Not on your life. Windshields? I should say not. For protection from the rain we had pantos, or waterproof covering to cover the body of the car and loose enough for the passengers to crawl inside. Then five buttoned openings through which we stuck our heads, to take the wind and rain directly in our faces. That was the closed car of those days.

"Nothing doing in the way of carburetors. Then they were 'mixing valves' and very simple. The cars were all chain driven. One carried additional pins and links, if he was wise, because often we would pick up sticks and stones which broke the chains and repairs were necessary.

First Days of Joyriding.

"It is really a joy to look back to those first days of 'joyriding.' We had single tube tires. When a puncture occurred and by the way, about the only similarity between the present cars and those of that time were punctures, and most cars had four wheels—we put in a plug with cement, let her dry ten minutes, put the tire back on the rim, pumped her up and away we went. Sixty miles an hour? Not quite, but it seemed a lot faster than 60 miles does in a modern car.

"I presume those old cars went as fast as 20 miles an hour, and when I think the track record was a bout 242 per mile. Somehow the Rambler—a buckboard effect—beat out the Cadillac in the speed contests. The engines were under the drivers' seats. The above mentioned and Packard were all 'open-top' cars. For years the Wintons that appeared about the same time were the two-cylinder engines and held to it almost too long.

Two-Cylinder Was Some Looker.

"My last car in Minneapolis was a two-cylinder Yale. A dandy looker, with a big horizontal two-cylinder opposed engine—also under the driver's seat. Still no windshields or tops, as late as 1904. I owned that car when I came to Spokane in 1905, took a look at the hills and wired back, 'Sell for what you can get,' and a check came back for \$1000 net. The original price of the car having been \$1750.

"We never knew how fast we were going, for we had no such thing as a speedometer. Sure, we had hoods and imitation radiators and inside, instead of the engine, was storage for tools, overalls, lunch and so on. The one thing you did get with a car those days that you don't now was a decent set of tools.

Springs Under the Cars.

"There were springs under the cars, but no one would believe it if they were to ride on one of those old-timers today. They were not enough cars those days to make a flurry in the city council or legislature. No such thing as a license to pay. No traffic cops, either. You couldn't have broken a speed limit if there had been one. Once in a while we would knock down a horse because we cut in too quickly.

"There were enough of us to form a motor club, however, which I guess is still in existence. There were no national associations, no tourist bureaus, no cross-country highways and fine camp grounds. A 70-mile tour could be accomplished in a long day if your luck was with you.

"Those were surely the days of real sport in automobilism."

STADIUM TO BE MEMORIAL

Los Angeles Stadium to Seat 75,000, to Cost \$950,000.

LOS ANGELES, Cal., March 12.—Work on a huge stadium, to be located in Exposition park here, to seat 75,000 and to cost \$950,000, is expected to be started within a few weeks. The stadium will be the joint property of Los Angeles city and county.

The stadium project has been in existence for some time but only recently has a court decision, definitely settling several points involved, made it possible for the sponsors, officials of the community development association, to plan the actual starting of the work.

According to the plans the stadium will be one of the largest structures of its kind in the world. It is planned to have it completed in time for the Olympic games of 1924, which the association officers hope will be held here.

The stadium will be erected in memory of Los Angeles city and county men who lost their lives fighting in the world war and it will be known as the Los Angeles memorial coliseum.

WILLYS-OVERLAND CHANGES

Los Angeles Made Pacific Coast Headquarters Is Report.

LOS ANGELES, March 12.—An announcement made this week by Frank C. Riggs, division manager for

the Willys-Overland company, that comes as a surprise to automobile men along the row and to Overland dealers and owners throughout southern California. This was the resignation of Earl B. Wilson as manager of the Los Angeles factory branch and the naming of J. F. Thomson as his successor.

Wilson, who has been in charge of the local branch for almost exactly two years, came here from Springfield, Mass., where he held a similar position for three years.

In connection with the announcement of the change in management, Mr. Riggs also stated that in line with the policy of the company, which has been reorganized under the direction of Walter F. Chrysler, vice-president and general manager, the Pacific division headquarters, now located at San Francisco, would be moved to Los Angeles, and the El Paso district added to his territory.

Mr. Thomson, at present treasurer of the Willys-Overland Pacific company and assistant treasurer of the Willys-Overland company, will continue in those offices and will also assist Mr. Riggs in supervising distribution and sales in the Pacific district.

OLDFIELD OFFICERS ELECTED

Tire Company at Akron Chooses New General Manager.

The Oldfield Tire company of Akron, O., has announced the appointment of J. M. Dine as vice-president and general manager. Mr. Dine has been identified with the rubber industry in various capacities for the past 14 years, first with Goodyear and later with Firestone. It was from the latter organization that he stepped into charge of all operations of the Oldfield organization.

Mr. Dine's intimates in the rubber trade are numerous, as his locations have included Port Wayne, Omaha, Dallas, Minneapolis, Chicago and Akron, acting either as branch or district manager for either Firestone or Goodyear. Other officers recently elected were: Harney Oldfield, president; B. M. Robinson, secretary; L. L. Allison, treasurer; M. E. Moffett, assistant treasurer.

AUTO RACE OF INTEREST

RECENT LOS ANGELES CROWDS LIKENED TO YOUNGSTERS.

Big Revival of Speed Game Indicated by Enthusiasm at Beverly Track.

LOS ANGELES, March 12.—Automobile men see in the immense crowds and the wonderful enthusiasm shown at the recent Speedway races an indication that there is a real revival of interest in the racing game.

Newspaper men, automobile men and race officials were unanimous in this part of the world had any time in the history of automobile racing. In this part of the world had any crowd shown so much enthusiasm over racing events as was evinced by the crowds which packed the grandstands and the infield of the big Beverly Speedway.

"It was real enthusiasm," said one veteran. "I have never seen the like of it at any auto race before. I have witnessed the same brand among the younger folk at a college football game, but even that could not exceed the spirit displayed by the staid Speedway crowd in the main grandstand. And the crowd was composed mostly of staid business men, quiet, sober business folk and the wealth of beauty that flock to high-class sporting events and usually are very blasé in their enjoyment of the same."

The Speedway crowds were on their feet during the entire last heat of 50 miles, which De Palma took so handsomely, and over 200 people rushed across the track and mobbed the winner at the end of the race. Several of the leaders threw him up on their shoulders in college fashion and carried him across the track to bow to the boxes.

MAINTENANCE CHARGES LOW

Pre-Heating and Other Devices Are Aid to Longer Life.

C. L. Boss, local Maxwell-Chalmers dealer, declares that the Chalmers experience of the past three years has very definitely proven that maintenance and replacement charges can be greatly reduced.

"Service costs on all cars up to several years ago," says Mr. Boss, "were so great as to be a burden to owners. But Chalmers' engineers took a long step toward the elimination of upkeep charges when they perfected the Chalmers device for pre-heating the fuel, wear and tear on the engine is now reduced to a minimum."

"This naturally results in much less frequent trips to the repair shop and saves Chalmers owners considerable money."

It is hard to obtain figures for exact labor charges, but I am prepared to say that the average maintenance and replacement charges on Chalmers cars during the past three years have been uniformly low and have caused an ever-increasing owner satisfaction."

New Car Out Soon.

J. Allen Smith, who recently resigned as president of the New Process Gear corporation and the United States Light and Heat corporation, and as vice-president of the Willys corporation, is now at the head of the Nera Car corporation, which is in the process of organization. No announcement has yet been made as to the new Nera car, but it is understood that it will be a vehicle especially designed for commercial work and will be ready for the market within six months. Carl Neracher is the inventor of the vehicle.

NEW WHITE COMPANY BUILDING IS RISING RAPIDLY.

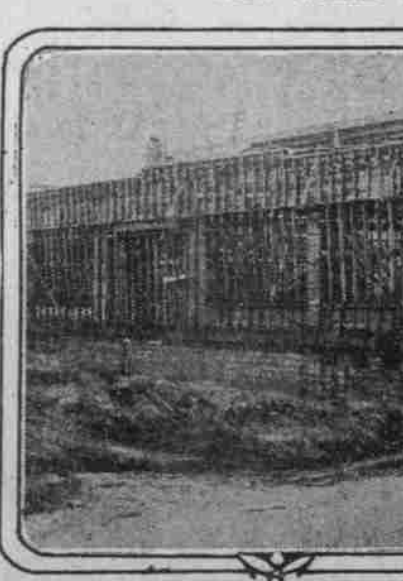


Photo showing progress on new home for Portland branch of White company. This new structure, which will be arranged to emphasize service to White truck owners, is being built at the corner of Hancock and Flint streets.

MEXICO RICHEST IN OIL

GREATEST PROVED FIELD IN ALL WORLD CLAIMED.

Group of Largest Gushers on Earth Pour Out Huge Treasure of Liquid Gold.

Down below the Rio Grande—in the land of bandits, cactus and lizards—is a treasure of oil that gushes from the ground and has placed Mexico on the top rung of the oil-production scale of the world. A bulletin sent out by the National Geographic society tells of the wealth that lies beneath the surface in this neighboring country.

Mexico came into the world race for oil production late. Its first producing well, yielding a modest 50 barrels a day, was brought in not quite 20 years ago. Now it has a group of the greatest gushers in the world, a number of which are capable of producing from 75,000 to 100,000 barrels each of "liquid gold" daily. By 1911 Mexican production reached 12,500,000 barrels annually and surpassed that of the long-standing leaders among the countries to which the world looked for its oil supply—Roumania, Galicia and the Dutch East Indies.

In 1913 this production was doubled, and by 1917 it had more than doubled again. In 1918 Mexican oil wells yielded nearly 54,000,000 barrels, and in 1919 more than 87,000,000 barrels. This latter production was in excess not only of the current annual production of Russia, previously second among oil-producing countries, but also exceeded Russia's high-water mark of 85,000,000 barrels in 1901. Now only the United States, with a production of nearly 400,000,000 barrels, is ahead of Mexico.

But Mexico is accepted as having the greatest demonstrated oil field in the world, and it is estimated that if all its producing wells had been permitted to flow at their maximum during 1919 the resulting production would have been 32,000,000 barrels more than the actual production.

The gigantic gushers of Mexico are believed to flow not from oil sands as in many fields, but from caverns hollowed from limestone by erosion and later filled with oil. It is supposed that the underground lakes of oil rest on water under artesian pressure. What may eventually be expected is illustrated by one of the most famous of oil wells, the Potrero del Llano. This well flowed a mighty stream of oil for eight years, producing more than a million barrels regularly each month, year in and year out. Finally the golden stream turned to worthless salt water over night.

Rich as the known oil fields of Mexico are, it is possible that only a beginning has been made in uncovering the liquid mineral wealth of the republic. The fields now under exploitation cover only about 800 square miles. Geologists have found promising structure for oil in Mexico over an area aggregating 230,000 square miles. The future of the Mexican oil industry is likely to be profoundly affected by political developments. The Mexican constitution of 1917 in effect declares that oil found under land does not belong to the owner of the land but to the state. This provision and regulations based on it have been contested by the foreign interests which control 97 per cent of the Mexican oil industry. Action has been taken both through diplomatic channels and in the Mexican courts, but no final decisions have been reached.

TIRE LEAKS ARE EXPLAINED

AIR MAY PERCOLATE OUT WHEN NO PUNCTURE.

Correct Inflation and Frequent Pressure Testing Urged to Prolong Tire Life.

Among the various problems submitted to tire manufacturers for solution, the most common one appears to be the query: Why does air pressure in a tube decrease although there is no leak?

A statement upon this interesting point recently prepared by the Lee Tire & Rubber company of New York explains many interesting characteristics of rubber, together with sound advice as to care of tires. The statement follows:

"While rubber is considered impervious to air, it is a well-known truth that air will not remain in tires forever, no matter whether they are in road service or riding on the rear of the car. Technically, air under pressure will percolate through rubber, the degree of percolation depending upon the thickness of the stock, the quality of the rubber, and possibly in no small degree upon the backing. As an example, a rubber tube confined within a glass smooth surface will lose less air than one backed by a rough or corrugated surface."

"It is because of this fact, also the possibility of small leaks, that tire manufacturers recommend weekly pressure tests for best results. It is really proven that drivers who do not make regular use of the pressure gauge are often very badly fooled."

"Tires running on testing apparatus are checked daily for pressure and, as a matter of information, we have had tires run continuously under heavy load at the rate of 35 miles per hour for three days of 24 hours each without showing any pressure variation whatever. After the third day a slight loss is usually recorded each day. A maximum pressure variation in these tests is five to eight pounds in a week's time of continuous running. This variation, however, we do not believe to be due so much to the air escaping as to the casing expanding as the tire wears down, which goes to show that tires after beginning to show wear need inflation

often than new ones and should be tested oftener for inflation pressure if maximum mileage is to be obtained."

"Considerable attention and study has been given to the subject of inflation pressures in recent years because it has been necessary to discard many tires before they were worn out because of underinflation. The pressures formerly recommended for the various sizes of tires were maximum pressures for maximum loads, but in recent years a new schedule of pressures has been worked out on a scientific basis by considering the weight of the car, the load carried and the type of tire used (whether fabric, cord or puncture-proof) and the pressures recommended at present vary according to the requirements and represent the minimum time of continuous running. This variation, however, we do not believe to be due so much to the air escaping as to the casing expanding as the tire wears down, which goes to show that tires after beginning to show wear need inflation

and the less air resistance there is the quicker it will break. For this reason we believe that the success of a well-placed repair depends on the inflation being kept up, as far as the end of a repair is thereby eliminated. On underinflated tires the end of a repair receives a kick on every revolution and gradually loosens and blows out the job. A large percentage of repairs which fail are due to this cause, as the repaired section is stronger and stiffer than the rest of the tire and naturally resists the same manner and apices are opened up. Repairmen should advise car owners and drivers that, due to these conditions, air pressure should be kept up."

FILIPINISLANDS ENJOY AUTOS

Eating Missionaries Given Up and Motoring Adopted.

The heathen Filipino has given up his time-honored sport of eating missionaries and has gone in for automobilism.

Figures show about 150 automobiles now in operation in the Filipino islands, whose inhabitants have for decades been classed with the "wild man of Borneo" and the bushmen of Tasmania.

They show a preference for American cars and Goodyear tires. The big Goodyear dealer at Suva, the capital city of the islands, recently sent into the states an order for 500 tires and 1000 tubes, which indicates just how extensively the big tire company has gone out after business in the islands of the sea.

MISSOURI TO GET GOOD ROADS

Comprehensive Network of Paved Highways for State.

ST. LOUIS, March 5.—The Missouri Good Roads federation at Jefferson City has outlined its programme of suggestions to the general state assembly which it believes will be incorporated in the legislation enacted to carry out the provisions of the \$60,000,000 road bond issue, adopted through a constitutional amendment in November.

The outstanding suggestion of the federation, which carried on the campaign that resulted in the voting of the bonds, is that it stands for the construction of a connected, continuous state highway system to be con-

structed during a ten-year period to cover each county in the state.

Care Urged in Replacing Gears.

When work is being done on the transmission it is sometimes difficult to know whether the gears are in neutral when reassembling. It should be remembered that there are only two sliding gears on the main shaft of the transmission. One of these is high and intermediate and the other for low and reverse. All other gears on the main and counter shafts are fixed. Move the sliding gear into such a position that they are not in mesh with any of the fixed gears and then when the cover with the shifter forks is slid over the rings on the sliding gears the gear-set will be in neutral.

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