

NEW MODEL SINGLE SIX PACKARD HERE

Handsome 1922 Car Makes Its Bow to Automobile Row.

WHEELBASE IS LONGER

Open House Is Announced Today by Portland Motor Car Company, Local Distributors.

The Portland Motor Car company, Packard and Nash distributors, sprang a surprise on Portland's automobile row last week by introducing the 1922 model Packard single-six to an unsuspecting public. The new car, or rather cars for there were three of them, two five-passenger and one seven-passenger phaeton, arrived early last week. They were at once the center of interest and throughout the week large numbers of motor fans called to look the new models over. Additional models are on the way and will be here shortly, it was announced.

For the benefit of those who have not had the opportunity of seeing the new cars yet it was announced that the quarters of the Portland Motor Car company will be open all day today and the public is invited to call. While comparisons are sometimes dangerous, it is a pretty safe bet that most motor fans will characterize the new Packard as the most beautiful car ever produced by this pioneer company and one of the most attractive cars ever sprung on American motordom. The new car in its appearance may be said to strike an average about half way between the Packard twin-six and the last year's model of the single-six. Many of the features of the twin are incorporated in the new car, which gives the appearance of being a larger car than the former single, although most of the mechanical features of the 1921 single have been retained and the schedule of prices is almost identical with that which has ruled for the 1921 single-six.

New Car Longer.
Perhaps the main feature of the new Packard, over its predecessor, is the lengthening of the wheelbase from 116 to 126 inches for the five-passenger car. The new model also is built in a seven-passenger model, this being a new departure. The wheelbase for the seven is 132 inches. About half of this additional length is taken up between the dash and the radiator, the hood being thus lengthened and the streamline effect carried further. The radiator has been made broader and higher, the nickel radiator and nickel bar, headlights used in the later twin-six models have been adopted. This additional length and the raising of the hood necessitated by the radiator and more perfect streamlines, together with a hanging of the car slightly lower than before, gives the car a rakish and flowing appearance that is exceedingly attractive. The additional length of the wheelbase is taken up in the seat construction and in the rear compartment to make the seats wider, deeper and more comfortable and to add roominess to the entire vehicle.

Mechanical Changes Described.
Mechanically several changes have been made. The most important of which perhaps is the lengthening of the piston strokes from four and one-half to five. This change, together with the use of a higher compression ratio, is the result, it is claimed. That this result seems to be justified was shown by a road test in which the newspaper men one day last week shortly after the cars had arrived, when a five-passenger model, with five passengers and eight inches on the Portland Heights hills in second gear at 30 miles an hour. Other mechanical changes are described as follows: A new water-pump system to provide increased efficiency, a new oil pump, resulting in 10 per cent greater efficiency, frame side rails increased in depth to seven inches on the five-passenger and eight inches on the seven-passenger, quieter operation for exhaust system, new radiator-core construction. Refinements to make the car the last word in comfort and appearance have not been forgotten, of course, as this feature is never forgotten by the Packard engineers. The color is a rich Packard blue trimmed with black. The arrival here of the new model is being looked forward to with interest and they are expected within a short time, being now on the way, according to the Portland Motor Car company.

CANADIAN ATTRACTIONS TOLD

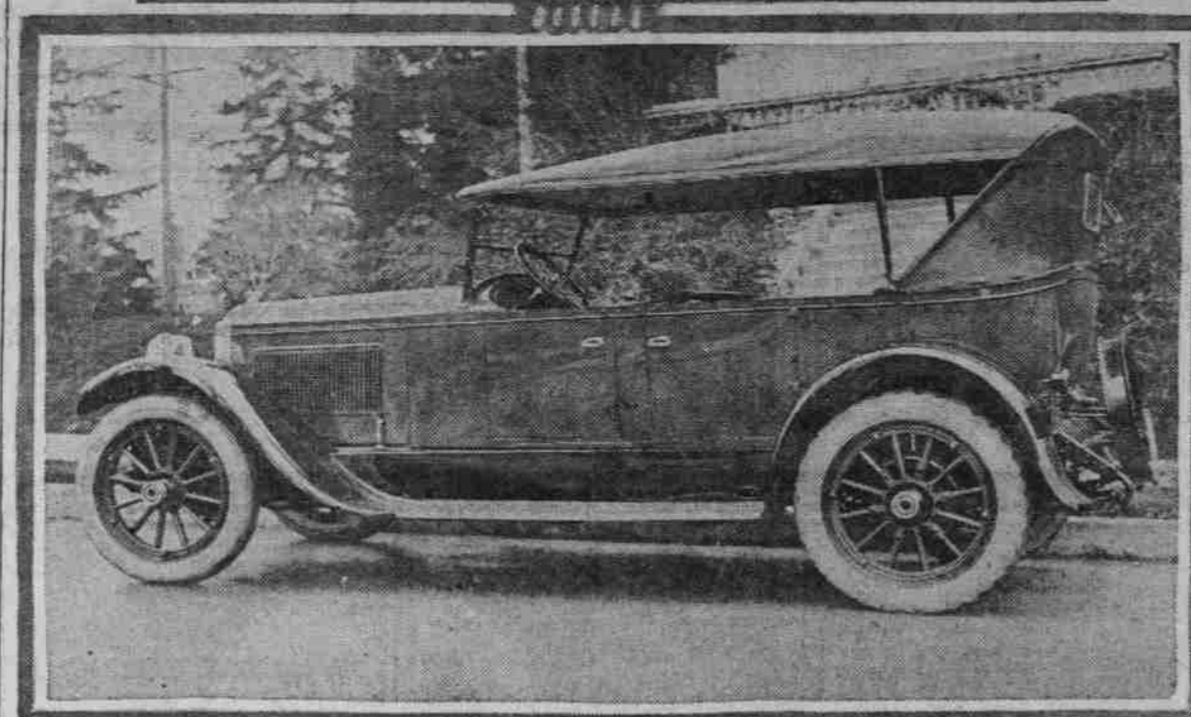
Booklet Tells Advantages of Tour Through Canadian Rockies.

"The Scenic Heart of the Canadian Rockies" is the title of an interesting and valuable booklet just issued by the Tourist Association of South-eastern British Columbia and Southern Alberta, located at Fernie, B. C. The booklet is designed to portray the advantages of that section as a vacationing spot for people of the northwest and, in fact, the entire country. The feature of the booklet is a description of a loop motor trip, with maps in connection, showing what is called "the premier motor tour" of North America. The tour embraces Nelson, Cranbrook, Lake Windermere, Banff, Calgary, Macleod and Fernie. A complete description of the road between the various points en route, so far as travel during the coming summer is concerned, is given. The booklet is profusely illustrated with photos showing scenes in that region. A larger map is also given, showing how this section is reached from Portland and other northwest points. The booklet is for free distribution to anyone who writes to the tourist association at Fernie, according to a letter to The Oregonian, which says in part:

"Doubtless there are many who live in your vicinity to whom one of these booklets would be very welcome. It is obviously impossible for us to know who they are, but if you would be kind enough to state that if any of your readers are considering a vacation tour, they can obtain one of them by writing to this office, it would be very much appreciated. "We keep in close touch with all matters pertaining to motoring throughout North America, and always have the latest data respecting road conditions, which is at the call of anyone requiring this information. We welcome inquiries, and make no charge whatever for this service."

How to Drive on a Flat.
When it is absolutely necessary to run on a flat tire keep the tire in soft dirt if possible. If the trouble occurs on city streets run on the trolley track rather than on cobblestones.

FOLKS, MEET THE 1922 MODEL PACKARD SINGLE SIX.



GOOD ROADS SAVE TIME

F. C. RIGGS TELLS OF HURRIED TRIP UP THE VALLEY.

Fifteen Dealers, as Far South as Ashland, Visited in Four Days With Willys-Knight.

Just what good roads mean to western Oregon and an aid to the fellow that wants to cover his business territory by automobile in the shortest and most efficient way was pictured last week by Frank C. Riggs, manager of the Portland branch of the Willys-Overland Pacific company, who returned from a trip as far south as Ashland, during which he visited 15 dealers. Mr. Riggs made the trip in company with Pat Blake, territory man for the Willys-Overland organization, and despite the fact that such a large territory was covered the entire trip required but four days, the two men leaving Wednesday morning and returning Saturday afternoon.

"Roads were in splendid shape throughout the entire distance with the exception of a few short stretches almost too negligible to mention," said Riggs, "and of course it was this fact that enabled us to cover the territory that we did. It was only a few months ago when such a trip would have been impossible in that short length of time. Three or four years ago the trip would have been impossible entirely at this season of the year and even during the best season would have required many more days. During the trip we made 15 business calls and covered the entire trip without difficulty of any kind, despite the fact that we encountered rain, snow and about everything else in the weather catalogue. "After the bouquets have been thrown, however, there are a few of the other kind to be tossed. The condition of the road through the town of Jefferson is a shame and an outrage. The road is rough, muddy and in some places nearly impassable and is certainly a disgraceful contrast to the splendid paved road reaching to the city limits on each side of the town. The road from Albany to Corvallis is in poor shape in a few places, although in the main it is easily passable. It is to be hoped that steps will be taken shortly to pave that important highway.

Probably the first race car to get into high gear in Portland this year was the racer which has been built up by J. Eddie Hickey during the past winter. Hickey, who along with Gus Duray, is managing the races at the state fair grounds on June 3, took his car out for an airing at the Rose City track last week. Both Hickey and Duray have had wide experience as professional dirt-track racers, but neither will enter the competitive events at Salem, it being against the extremely tight system of racing rules, under which the race is to be held, for any of those competing to be interested in the management of the race.

YOUNG SEIBERLING IS DEALER

Son of Famous Tire-Maker Now Handling Willys Sainte Claire.

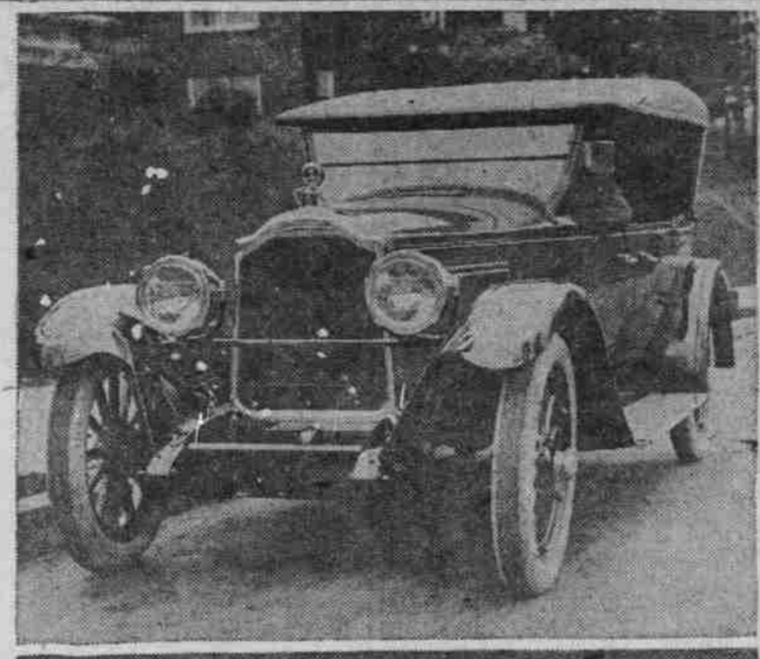
C. W. Sieberling Jr., son of the ex-president of the Goodyear Tire & Rubber company, who is now president of the Sieberling Tire & Rubber company, will distribute Willys Sainte Claire cars in New Mexico, says a report from the Willys factory at Marysville, Mich. A co-partnership has been formed between Sieberling and F. P. Weaver to distribute the Willys throughout the state of New Mexico. Headquarters will be at Santa Fe.

Keep the brakes properly adjusted and equalized. Do not apply abruptly or with clutch and gears engaged, as shocks are transmitted to the working parts.

NORTHWEST AUTO COMPANY REPAIR MAN UP FOR HIMSELF.



Joseph A. Dawson, of the automobile repair shop of the City Hall garage, Fourth and Jefferson streets, has just been leased by Joseph A. Dawson, who for a number of years was associated with the Northwest Auto company. Dawson's experience has covered cars of all makes, his position with the Northwest Auto company being one which placed him in charge of conditioning all of the used cars which were taken in by the company in the sale of new cars.



Photographs of handsome new car received last week by Portland Motor Car company, local Packard distributors. Above is shown a broadside view of the car. Note the increased length over the 1921 single six and the higher radiator and more flowing stream lines. Below is shown a front view of the car, showing higher and wider radiator, with nicked radiator cover and nicked barrel lamps.

INTEREST IN RACES KEEN

FIRST CAR GETS WORKOUT AT LOCAL RACE COURSE.

Dealers' Stock Car Battles Promise Feature of Programme at Salem on June 3.

Between Underwood and Cooks road work that will cost \$25,000 will close the highway July 1. Between Stevenson and Skamania the construction of a new bridge will close the road from May 1 to May 10.

BOOZE CARS GOOD BARGAINS

Auto Dealers Liable to Lose Equity, Says California Ruling.

Auto dealers in northern California, who happen to have equities in cars whose owners are convicted of transporting liquor, will lose that equity, since the confiscated automobile is to be sold for the credit of the government, no other claim against the car being allowed. This ruling was promulgated here by John T. Williams, United States district attorney, following instructions from Attorney-General Daugherty, in Washington. In other words, the government will take the entire proceeds from the sale of any automobile confiscated by prohibition enforcement agents, just as it has taken the entire proceeds from the sale of any automobile seized by agents working under the Harrison narcotics law. The purchaser of such an automobile from the government will receive a clear title to the car, and no prior claim of any kind shall stand against it.

North Bank Road Closed. STEVENSON, Wash., April 22.—The North Bank highway will be closed to traffic at either side of Skamania county while repairs are in progress.

THE NEW CHANDLER SIX
Scraps Previous Motor Car Values
\$1595
TOURING CAR
Twin States Motor Car Co.
521 Washington at 15th.
THE CHANDLER MOTOR CAR CO. CLEVELAND

SANCTION IS GIVEN TACOMA AUTO RACE

1922 Purse of \$25,000 to Be Split in 10 Prizes.

TWO NEW TRACKS BUILT

Coast Experts Hope Tommy Milton Will Be Reinstated to Compete in Fiesta on July 4.

TACOMA, Wash., April 22.—Sanction for the automobile speed fiesta to be held on the Tacoma speedway on July 4 has been received from the contest board of the American Automobile association, according to an announcement made by Walter Baldwin, manager of the races. The 1922 purse will be \$25,000, to be split 10 ways. The first prize is \$10,000 and the second place wins \$2000. Third place will win \$3,000 and fourth place \$1750. Fifth, sixth and seventh places will win \$1500, \$1250 and \$1000 respectively, and eighth place takes \$750. Ninth place will receive \$500 and tenth place \$250.

Two New Tracks Built.
Racing interest this year assumes a new interest on the Pacific coast. Since the big races of last year, two new tracks have been built on the Pacific coast. San Carlos track near San Francisco and Cotati near Santa Rosa give California the three best tracks in the south along with Beverly Hills at Los Angeles. Tacoma lays claim to the only track in Washington and Oregon and the race fans of these two states turn to the fast bowl out near Lakeview for the speed thrills of the year.

The battle for 1922 speed honors is already well under way and once more Tommy Milton takes the lead. Milton has been barred from further racing on the coast, but coast racing experts are hoping that he will be reinstated on the western tracks.

Pietro Bordino, a plucky lad from Italy, is doing marvelous things with his Fiat and is giving the boys a merry chase whenever he steps on the throttle. So far his car has not been able to stand the speed. On one occasion he turned better than 117 miles an hour for three laps on Beverly Hills.

Murphy to Drive Leach.
Jimmy Murphy has forsaken the Duesenberg flock and will drive a Leach this year. This makes four of these cars in the American field thus far. With Murphy on the Leach squad are Frank Elliott, who drove at Tacoma last year; Ira Vall and Tommy Milton.

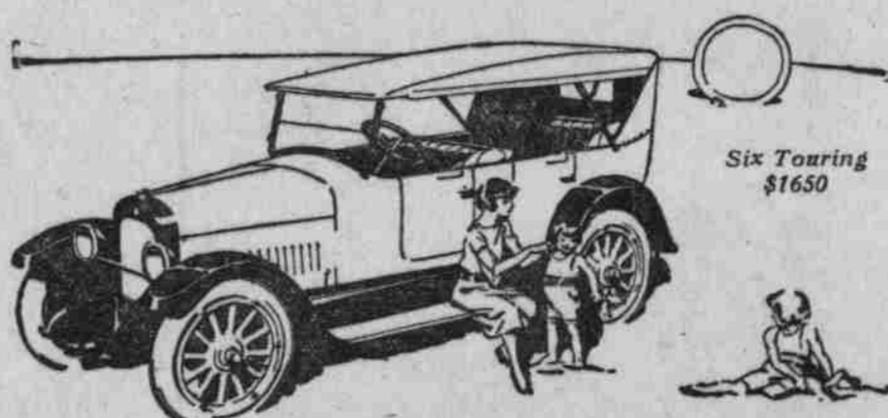
Murphy and Bordino have joined hands to oust Milton from his perch and the crown-capped head of King Thomas is a bit worried. It is declared, Joe Thomas is building a new car in the south which he expects to coax more speed from. Roscoe Saries and Eddie Hearne have both painted rosy dreams for 1922 and are doing their best to make them come true. Entry blanks have been mailed to all these drivers and the majority of them will undoubtedly face the start on the Tacoma track on July 4.

FORD ATLANTA PLANT OPENS

Production to Start Shortly on Basis of 76 Cars Per Day.

ATLANTA, Ga., April 22.—Two trainloads of material are on the way to Atlanta for the assembling of the first Ford cars to be built in the south in more than a year, according to W. W. Mitchell, manager of the Atlanta branch of the Ford Motor company. The branch on Ponce de Leon avenue will be opened April 13 with a production of 76 cars a day. There will then be seven or eight carloads of materials arriving daily, according to Mitchell, and 15 to 20 carloads of assembled automobiles moving out. Between 300 and 350 men will be employed at the plant, it is stated.

Nash Leads the World in Motor Car Value



Six Touring \$1650

THAT leadership which Nash cars are assuming everywhere throughout the country in their respective classes can be seen reflected nowhere more clearly and unmistakably than in the figures for the annual sale of motor cars by all manufacturers.

But a scant five years ago Nash stood 24th in volume of business yearly. Now Nash is in 8th place and that in itself speaks weightily as to the quality and value embodied in the fours and sixes that bear the Nash emblem on the radiator.

FOURS and SIXES

Prices range from \$1175 to \$2725, f. o. b. Portland

NASH

Portland Motor Car Co.
Tenth at Burnside

DORT

SMASHES

SAN FRANCISCO-DORTLAND Road Record!

New Dort Record (elapsed time) 25 hours 51 minutes.
Record made by a privately owned, strictly stock 5 Passenger Dort Touring Car

Proves again the Power, Speed and Reliability of the Dort Motor Car

The Dort on its first attempt cuts 3 hours and 26 minutes off the former long-standing but often assailed record of 29 hours 17 minutes made by a much higher priced car.

Some Attractive Dealer Territory Still Open in OREGON and WASHINGTON

NORTHWEST AUTO CO. DISTRIBUTORS
Eighteenth and Alder Streets Portland, Oregon

32 x 4 1/2 FISK CORD TIRES \$39.00



Greater Value—Lower Prices

FISK CORD TIRES show extra value in size, strength and resiliency. Fisk Prices are lower than on other standard Cord Tires. There is no tire of better repute—none that offers mileage at so low a cost, with service of uniform continuity.

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| Fisk Premier Tread 30 x 3 1/2—\$10.85 | Extra-Ply Red-Top 30 x 3 1/2—\$17.85 | Non-Skid Cord 32 x 4—\$30.50 |
| Non-Skid Fabric 30 x 3 1/2—14.85 | Six-Ply Non-Skid Straight Side Cord 30 x 3 1/2—19.85 | Non-Skid Cord 32 x 4 1/2—29.00 |
| Six-Ply Non-Skid Clincher Cord 30 x 3 1/2—17.85 | Six-Ply Non-Skid Cord 31 x 4—27.00 | Non-Skid Cord 34 x 4 1/2—41.00 |
| | | Non-Skid Cord 35 x 5—51.50 |

Drive Your Car in Comfort

You can avoid the strain of constantly watching the road for bumps and ruts if your car is equipped with Gruss Air Springs. They smooth out the roughest roads and absorb all shocks. Write for "Comfort, Economy and Safety" folder.

BURNES AUTO WORKS
12th and Everett Streets
Portland

Gruss Air Springs
Make All Roads Boulevards

Pneumatic Cushion Co., Patentees and Manufacturers, San Francisco.