

SALEM RACES WILL INCLUDE 10 EVENTS

Programme for Card June 3 Announced by Promoters.

THREE DEALERS' RACES

Stock Car Battles Center of Interest; Professionals and Motorcycles Also to Compete.

That one of the most entertaining race cards seen in the Portland section for some years will be pulled off at the state fair grounds at Salem on Saturday June 3 was assured yesterday when the complete programme for the event at the state fair grounds was made public. Ten events are included in the afternoon's racing, including three dealers' stock-car races, three professional races and a motorcycle race.

Prizes to the winners in the professional classes range from \$1000 in cash, with additional sums for lap money. It was stated, while silver loving cups totaling \$500 or more in value will be given to the winners of the dealer events. The programme will open at 3 o'clock in the afternoon with a parade of automobiles and dealers' latest model cars around the track. Following this the various events will be run off in a snappy fashion that will insure excitement, doing all the time it is declared. The time for starting the programme has been set at 3 P. M. in order that the many Portlanders expected to attend the event will be able to motor up to the capital city after luncheon.

Complete Programme Given.
The complete programme as announced yesterday and as filed with the American Automobile association, under whose sanction the racing is being conducted, follows:

- No. 1—Automobile dealers' parade around the track.
- No. 2—Women's exhibitions of fancy driving, a silver loving cup to be given as first prize, with other prizes to lesser winners, the finest drivers to be determined on points.
- No. 3—Mile against time to determine positions in all classes.
- No. 4 (class B)—Dealers' stock car race for cars of 250 cubic inches displacement or less. 10 miles. First prize, silver loving cup.
- No. 5 (class B)—Dealers' stock car race for cars of 200 cubic inches or less, 10 miles. First prize, silver loving cup.
- No. 6 (class B)—Dealers' stock car race, free for all, 15 miles. First prize, silver loving cup.
- No. 7 (class C, division 3)—Professional cars of 250 cubic inches or under, qualification trials, 10 miles. First prize, silver loving cup.
- No. 8 (class C, division 6)—Professional cars of 200 cubic inches or under, qualification trials, 10 miles. First prize, silver loving cup.
- No. 9 (class D, division 7)—Professional cars, free for all, 15 miles. First prize, \$100, second prize, \$75; third prize, \$50.
- No. 10 (class D)—Motorcycle race, free for all, 15 miles. First prize, \$50; second prize, \$25; third prize, \$15.

All races will be from standing start, except the mile races against time, and all cars must be on the track several hours before the races in which they participate. Exact rules regarding this feature to be worked out later. The classifications and divisions above are those of the American Automobile association, the racing rules of which body will govern in all matters.

New Body Takes Hold.

Because the race programme has grown to greater proportions than originally planned a new organization was formed during last week to handle the entire event. This new body will be known as the Oregon Auto Racing association, and is composed of J. J. McCall and A. E. Sparr, advertising men of this city, and Stanley Stewart, a representative of Gus Duray, a race driver who originally mapped out the Salem race, and will act as manager of the organization in charge of entries.

All entries for both professional and dealers' stock-car races must be in on or before May 26. It is announced. This is a rule of the American Automobile association and extension of time cannot be granted. It is stated, one copy of the application blank must be mailed to the A. A. A. headquarters at New York, and another to Frank Watkins, Portland, the Oregon representative of the American Automobile association race board. Entries will be received at the new headquarters of the racing association at room 418 Stock Exchange building, it is announced.

Great interest is being shown in the stock-car races, and every effort will be made to have these events bona fide stock car battles. It is declared. To this end a committee of probably three automobile dealers of Portland and Salem will be appointed to have entire supervision over these races, in so far as eligibility of entries, etc., are concerned. Under new rules which have been drawn up all dealers entering stock cars will be required, where possible, to provide drivers from among their employees, and in cases in which they cannot do this will be allowed to secure non-professional drivers only. This is designed to prevent dealers from hiring professional drivers to man their cars.

Application blanks were received last week from the American Automobile association, and work of taking the applications is now well under way. During the coming week a complete list of officials and judges will be prepared, and complete rules governing all the various races will be printed to be given to each entrant.

CONGRESSMEN TO TOUR WEST

Group From Washington to Motor to San Francisco Shrine Meet.

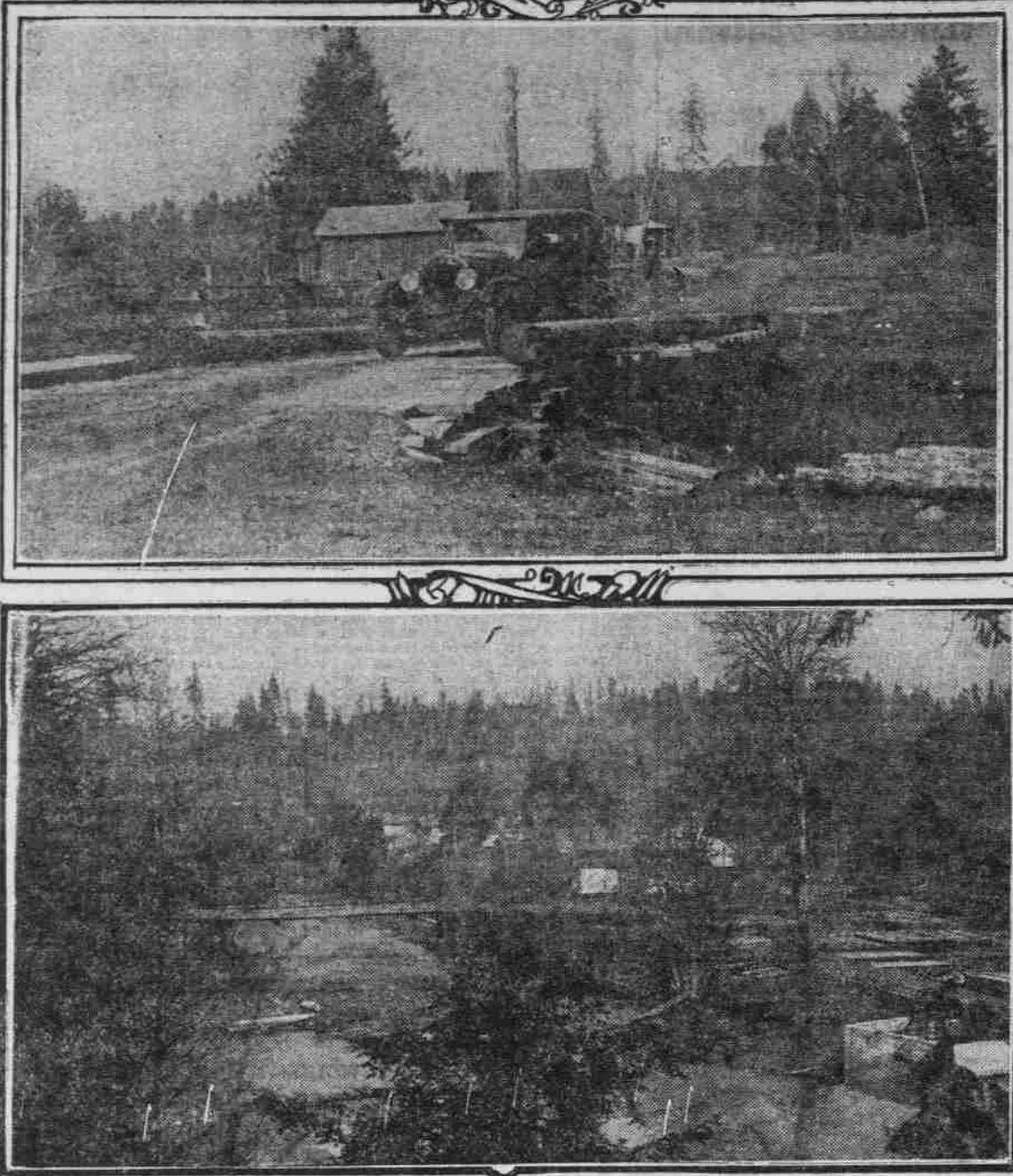
WASHINGTON, D. C., May 13.—Cooperating with the National Automobile Chamber of Commerce, the Colorado Gulf Highway association has arranged for a caravan of senators and congressmen to go to the Shrine's convention in San Francisco next June.

Twelve cars of delegates are to leave the White House next Monday at noon, under the pilotship of Captain Bernard McMahon of the Colorado to Gulf Highway association. The needs of good roads and better highways, it is declared, will be forcibly called to the attention of the party, especially in the west, where, it is stated, they are badly needed.

The route of the caravan will be via Richmond, Atlanta, Birmingham, Memphis, Little Rock, Dallas, through west Texas to Raton, N. M., where the caravan will be augmented by 45 or 50 cars for the last lap of the trip, which will get the party to San Francisco about June 12.

Report all accidents.

RUN TO MULINO AND MOLALLA DISTRICT MAKES EXCELLENT SHORT DRIVE.



Glimpse of historic hamlet of Mulino, with highway bridge in the distance and Velle car at attractive spot on the road. The stream is Milk creek, at a point where it is backed up by a dam for log-booming purposes. The creek is one of the important tributaries to the Molalla, flowing into the latter stream a short distance from Mulino.

MANY SALES FINANCED

BUSINESS OF GENERAL MOTORS ACCEPTANCE OUTLINED.

146,937 Vehicles at Retail and 102,074 at Wholesale Indicate Corporation's Size.

NEW YORK, N. Y., May 13.—Since its inception, early in 1919, to the first of the month the General Motors Acceptance corporation has financed the sale of 146,937 cars, trucks and tractors at retail and 102,074 machines at wholesale. This means that this important subsidiary of the General Motors corporation has carried the sale of cars having a retail value of \$227,748,664, divided as follows: Foreign, \$47,897,700; retail, \$107,802,873; wholesale, \$92,042,955. The figure of 200 millions for the retail value of the cars represented by this enormous volume is arrived at by considering the fact that the acceptance corporation will finance not more than 75 per cent of list price, and in many cases less.

These figures now are being revealed to stockholders and others interested, in the form of a small booklet enclosed with dividend checks and distributed through other channels as well.

Operations of the General Motors Acceptance corporation, which in respects are a barometer of the industry, are confined to dealers in and buyers of General Motors products, and are conducted along familiar lines. In essence, the purchaser, whether dealer or user, pays part in cash, and the rest in the form of a promissory note or trade acceptance. These obligations, when duly indorsed, become commercial paper and are purchased by the acceptance corporation from the holder, who thus gets cash at once for his sale. The acceptance corporation then either sells the paper in the market at the going rate for prime paper, or deposits it with a trustee and issues against it its own collateral gold notes, which are sold to bankers and investors. In the marketing of its securities, General Motors Acceptance corporation has built up a comprehensive sales organization, which has placed more than \$200,000,000 worth of paper in the hands of more than 1000 banks, trust companies and individuals, making more than 2,500 separate sales.

"It will doubtless surprise many people," Pierre S. duPont, chairman of the board of the General Motors corporation, asserts in his statement to the stockholders, "even those in the banking field, that the acceptance corporation now ranks one hundred and twenty-eighth among banking institutions in the United States from the viewpoint of capital, surplus and undivided profits, and that its loans outstanding represent about one-fifteenth-hundredth of all the bank loans in this country."

TIRE FRICTION MEASURED

FABRICS SHOW INFERIORITY UNDER CORDS BY TESTS.

Simple Device Accurately Gauges Wearing of Rubber Rolling as if Upon Highway.

NEW HAVEN, Conn., May 13.—Cord tires have only two-thirds as much rolling friction as fabric tires. This fact, known in a general way to the entire automobile industry, was given mathematical demonstration to the members of the metropolitan and New England sections of the Society of Automotive Engineers at a joint meeting here recently. After the visitors had had lunch at the Yale dining club, they went to the Mason laboratory under the guidance of E. H. Lockwood, assistant professor of mechanical engineering, who for some years has been conducting motor vehicle tests, using a rear-wheel dynamometer.

His apparatus is simple, consisting of two large drums set in the basement and projecting slightly over the floor above. These drums may be revolved by a variable speed electric motor, and also are under the control of a pony brake. On the floor above is a table with the usual electrical measuring instruments, revolution counters, stop watch, platform scales and scales for weighing the gasoline consumption. Cars that are to be tested are run on the drums at various speeds, and facts of performance either being read directly from the instruments or calculated. Immediately on arrival at the laboratory two short test runs were made with a Franklin sedan to demonstrate the method.

Professor Lockwood then proceeded to a lecture room, where he read a condensed version of his paper, summarizing the results of his experience with his equipment. According to his figures, combining tests with Overland, Mercer, Buick, Franklin, Hayses, Oldsmobile and Cadillac, 66 per cent of the total friction distribution within the chassis is due to the tires, and only 34 per cent is absorbed in the bearings and transmission.

The method of measuring the resistance of the tires is simple. The car is run on the drums at various speeds and the resulting records taken. The rear end then is jacked up until the greater part of the weight is taken off the tires, which are allowed just sufficient contact with the drums to prevent slipping. Another run is made, duplicating all other features of the first test. From the difference in results thus obtained the tire resistance under the full weight of the vehicle is figured out.

Rules Given for Preparing Cars for Touring.

Flush out radiator. Inspect and repair tires. Clean and adjust brakes. Change oil in crankcase. Remove and grease wheels. Inspect and adjust steering. Remove carbon. Grind valves. Adjust clutch. Adjust all bearings. Tighten body bolts, fenders, etc. Clean gas tank, carburetor and lines. Inspect universal and drive shaft for play. Inspect generator, starting motor and wiring. See that battery is charged and in good condition. Grease and oil springs, transmission and differential. Don't wait until you see the "go ahead" signal before you shift your gears.

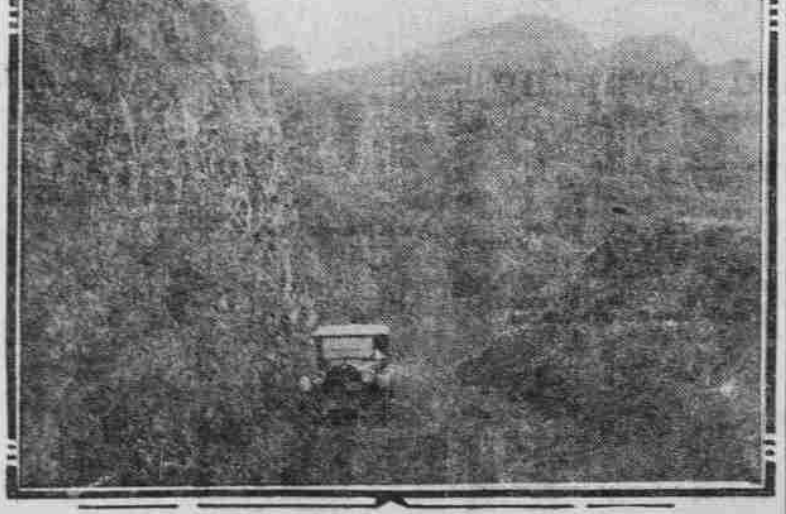
To Clean Reflectors.

Headlight reflectors become easily scratched. To polish them clean thoroughly with a stream of water without rubbing, and then polish with rouge, as is used by jewelers, applying rotary motion. Because of the silver plate do not rub hard.

Detecting a Loose Flywheel.

A loose flywheel is determined by speeding up the engine suddenly and then quickly closing the throttle. If this action produces a knock from the flywheel just at the instant the throttle is closed it is certain that the wheel is loose.

COLUMBIA RIVER HIGHWAY IN UMATILLA VALLEY AFFORDS SCENES OF GRANDEUR.



On the highway between Echo and Pendleton, where the road is built along the base of the picturesque cliffs of the Umatilla. The car is a Chevrolet model FB.

Our Great Price-Smashing USED CAR SALE IS NOW ON

The money-saving used car event of the season. Mitchell's Red-Tag Spring Clearance. Known for many years past as the sale of sales, and this year we are going to set a new record. We have the finest and most complete stock of used cars that we have ever offered, and they are priced at the lowest prices that have ever, in the history of the automobile business, been placed on cars of such quality and in such condition. Every car bears red tag showing the sale price. Be your own salesman, come down and look them over. Compare quality and price with anything else in the city and you will find it wise to deal with us and BUY NOW. We have cars for every demand. Light fours in prices from \$200 up; light sixes as low as \$375. We have fine cars, such as the Jordan, the Packard, Stutz, the Cadillac and others. All reduced in price. So we say to you, no matter what kind of car you have in mind, you will find it in this sale and at a rock-bottom price. We urge early buying, while the stock is complete.

Here Is the List--Note the Remarkable Values

| Year-Name-Model | Sale Price | Year-Name-Model | Sale Price |
|--------------------------------------|------------|----------------------------------|------------|
| 1920 Olds.....Touring..... | \$ 750 | 1918 Overland.....Touring..... | 125 |
| 1920 Dixie.....Touring..... | 485 | 1918 Briscoe.....Touring..... | 325 |
| 1920 Gardner.....Touring..... | 625 | 1918 Mitchell.....Touring..... | 395 |
| 1919 Mitchell.....Touring..... | 725 | 1915 Cadillac.....Touring..... | 395 |
| 1919 Maxwell.....Touring..... | 275 | 1916 Packard.....Touring..... | 1195 |
| 1919 Chevrolet.....Touring..... | 350 | 1918 Oldsmobile.....Touring..... | 585 |
| 1918 Mitchell.....Touring..... | 225 | Chevrolet.....Bug..... | 225 |
| 1918 Scripps-Booth.....Roadster..... | 250 | | |
| 1919 Dodge.....Roadster..... | 450 | | |
| 1918 Dodge.....Roadster..... | 425 | | |
| 1917 Saxon.....Roadster..... | 115 | | |
| 1917 Velle.....Touring..... | 375 | | |
| 1917 Mitchell.....Touring..... | 475 | | |
| 1919 Mitchell.....Touring..... | 775 | | |
| 1918 Dort.....Touring..... | 350 | | |
| 1917 Mitchell.....Touring..... | 375 | | |
| 1920 Ford.....Touring..... | 395 | | |
| 1917 Mitchell.....Touring..... | 390 | | |
| 1917 Mitchell.....Roadster..... | 275 | | |
| 1918 Cole.....Sedan..... | 755 | | |
| 1916 Scripps-Booth.....Roadster..... | 300 | | |
| 1920 Ford.....Roadster..... | 395 | | |
| 1920 Jordan.....Touring..... | 1475 | | |
| 1918 Jordan.....Touring..... | 1075 | | |
| 1918 Mitchell.....Touring..... | 550 | | |
| 1917 Oldsmobile.....Touring..... | 285 | | |
| 1919 Mitchell.....Touring..... | 695 | | |
| 1920 Mitchell.....Touring..... | 1050 | | |
| 1920 Jordan.....Touring..... | 1350 | | |
| 1918 Jordan.....Touring..... | 985 | | |
| 1917 Briscoe.....Touring..... | 275 | | |
| 1918 Hudson.....Touring..... | 750 | | |

REASONABLE TERMS Light Cars Taken in Trade

For the benefit of those who cannot come in at other times, we will keep open evenings and Sundays during this great sale. If you have considered buying a good used car this spring, summer or fall we urge you to take advantage of this big money-saving opportunity and BUY NOW.



Broadway at Everett St.

40 YEARS IN THE PACIFIC NORTHWEST

REPORTS SPUR INDUSTRY

IMPROVEMENT IN BUSINESS IS HINT FOR EXPANSION.

Foreign Investigators to Study Methods of Opening Markets of World to Americans.

When Your Ford Engine "Bucks" and Stalls

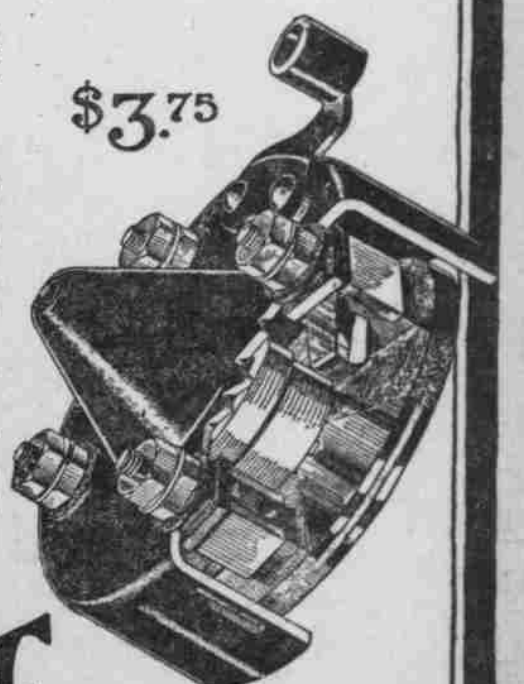
The Timer is to Blame, Nine Times Out of Ten. Install the Remarkable New Triple-Life and Your Timer Troubles Will be Over!

The Ford engine is powerful and sturdy, but it's no better than its timer. Replace your old type, inefficient timer with the remarkable new Triple-Life, the timer that

- can't short or miss-fire;
- delivers hot, fat, sure-fire sparks at slowest hand-cranking speed as well as at highest motor speed; starts easy;
- "times" the firing of each cylinder with clock-like regularity, and so insures a smooth-running motor;
- never needs to be oiled;
- has practically no wear-out to it.

Your garageman and accessory dealer knows what a wonderful improvement the new Triple-Life Timer is, and how much better your Ford will perform with it on. Ask him to show it to you.

All First Class Garages and Dealers Sell and Recommend



\$3.75

No. D63 Dodge
DALL-PISTONS
Insist on these Pistons when you have your motor overhauled. Weigh 8 ounces less than factory equipment. All makes in stock.
MOTOR EQUIPMENT CO.
72 BROADWAY at OAK
Phone Bdwy. 3327
Portland Oregon

1919 Cole Touring
Starting Price \$975
Today's Price \$675
COVEY MOTOR CAR CO.
Washington at 21st
Bdwy. 6244

THE TRIPLE-LIFE TIMER
FOR FORDS AND FORDSONS
MAPSON MANUFACTURING CO., Los Angeles, Calif.
Reversible Brushes
Reversible Rotor
Triple-Life
and Backed by a Real GUARANTEE