

32 CARS ENTERED FOR SWEEPSTAKES

500-Mile International Most Attractive in Years.

OLDTIMERS ARE READY

Ralph DePalma, Howard Wilcox, Tommy Milton and Jules Goux Are Out to Win.

INDIANAPOLIS, Ind., May 20.—Thirty-two cars, the largest field since engines of not more than 183 cubic inches piston displacement became the requirement, is the entry list for the fifth annual 500-mile international sweepstakes of the Indianapolis Motor speedway, Tuesday, May 29. This is the official list of entries as announced by T. E. "Pop" Myers, secretary and general manager of the speedway.

This is seven more cars than were entered a year ago when Champion Tommy Milton came within 23 of a second of equalling the track average of 84 miles an hour established by Ralph DePalma in 1915 with a much larger engine. During the last 11 months the drivers have been able to increase the speed of their mounts and the wisecracks predict that a new mark will be hung up by the 1922 victor.

Four of the nine former winners are to compete for the lion's share of the \$100,000 aggregate purse, of which the track offers \$50,000 in gold. Three of the former winners not entered have retired from the sport, one is dead and the other, Rene Thomas, was unable to complete his plans to bring over a French car.

DePalma Switches Back. The quartet aspiring to be the first pilot to win two five centuries is: Ralph DePalma, Howard Wilcox, Tommy Milton and Jules Goux. Ralph DePalma, 1915 winner, after two campaigns with the Ballot, has switched back to a Yankee mount, driving one of the Duesenberg straight eights "Howdy" Wilcox pins his faith to the Peugeot brand, having won with that make in 1919. Champion Milton has a car built in Los Angeles, which he has yet to name, entered, where a year ago he won with Chevrolet's Frontenac eight. Goux has shipped two Ballots from the Paris factory, switching from the Peugeot to the Ballot brand. He won in 1913, finished third in 1914 and 1915 and started in 1920 with a Peugeot. Goux has not named the driver for the second Ballot. He may bring a pilot from France or England, but if he does not, will pick an American to be his team mate.

Competing with Goux, his mate and Wilcox, for the honor of taking the purse across the Atlantic, will be W. Douglas Hawkes, a London engineer, who is bringing over a Bentley car to represent England. This will be the first appearance of this make of car in American racing and the entry, which is entered, did not give any details regarding the car.

Millionaire Is Entered. Every race must have its millionaire, that is, every Indianapolis race. Joe Boyer, Detroit speed king, does not appear this time but R. Clifford Durant, son of W. D. Durant, has named a Durant special for the event. Durant has not driven for two years but has decided to come back. The car he is driving is the one which Tommy Milton used the latter part of last season to win the 1921 championship and Tommy Milton turned back to him recently when he got delivery of his new car.

Jimmy Murphy, who won the 1921 French Grand Prix over a rough-road course near Le Mans, is expected to take two broken ribs, was the last driver to file his entry. Just what the former mechanic of the Hoosier state and one of the most careful drivers racing will drive is not announced.

Roscoe Scales, runner-up last year, has switched from the Duesenberg brand to one of Louis Chevrolet's Frontenacs. In his first race in California he stood his car on end and smashed it, to keep from hitting a careless spectator, but a week later had it rebuilt and raced again. He has been one of the most consistent finishers in the game for three seasons. Being a native of the Hoosier state he will carry the hopes of a lot of Indiana fans.

Oldtimers Are Entered. Eddie Hearns, Ralph Mulford, DePalma and Wilcox, veterans of the first 500 in 1916, are among the starters. Both Hearns and Mulford are to be reckoned with in the final accounting. Hearns was one of the first of the millionaire drivers of the road racing days of almost a decade and a half ago, and was a star before many of the present day drivers were out of knee pants. Mulford dates back to the same era. Hearns, however, is showing his age and being bald is known in racing circles as "Grand Pop" while Mulford is still youthful and looks as young as the youngest pilot. Mulford and Wilcox have never missed a 500-mile race at Indianapolis.

Among other drivers entered who will be watching are: Art Klein, Harry Hartz, Jules Ellingboer, Wilbur D'Alene and Tom Alley. Klein is a daring driver and always gets all the speed out of a car. This year he is driving a Frontenac for Louis Chevrolet, a car he has successfully campaigned in the winter races on the west coast.

Harry Hartz, the juvenile of the field, won the recent San Carlos race at San Francisco piloting the Duesenberg he will drive here. Jules Ellingboer took Percy Ford's Chicago-Frontenac a year ago as a relief driver and put it in third place at the finish. This time he has switched to the Duesenberg brand, and has a find of J. Alex Sloan and for five seasons started on the dirt tracks.

DePalma Captains Monroe Fleet. Wilbur D'Alene is captain of the Monroe fleet of three cars. Wilbur has been driving for years, his best performance at Indianapolis being as runner-up to Dario Resta in 1918. "Soldier Tom" Alley, a mechanic on the famous old National team, riding side to side with DePalma and for several years a driver, is going to be a teammate for D'Alene. Last year Tom drove a Frontenac and was in third place when mechanical trouble eliminated him at about the half-way mark.

Joe Thomas, formerly mechanic for Eddie Pullen, was one of the late entries. In the Fresno Speedway race recently Thomas was taken ill and for a time it was thought he would have to undergo an operation. However, he recovered in time to file his entry for the Hoosier event and has started to prepare for the contest. He will drive a Duesenberg.

J. P. Fetterman, the sorrel-topped Pittsburg lad, who gained fame as a winner of stock car races at Uniontown is driving a Duesenberg. He

UPPER CLACKAMAS RIVER IS STREAM OF UNUSUAL BEAUTY.



VIEWS TAKEN RECENTLY BY DODGE BROTHERS' MOTORISTS AT CLACKAMAS RIVER BRIDGE AT ESTACADA.

The roads up the Clackamas river are beginning again to hum with activity, for it is fishing season and this section comes as near being a fisherman's paradise as any part of Oregon. But whether you fish or not, you will find the drive up the Clackamas one of unusual attraction, with all kinds of places for stopping and having picnic lunch. The road up the south bank is now in fair shape, as is also the road up the north bank, although the former is preferred at present. The top photo of the two above shows the bridge over the Clackamas just east of Estacada, while the one below shows the same bridge and an attractive view of the river running deep and quietly under it.

was a relief on the 1920 Duesenberg team and knows the track. Newcomers this season include Jack Currier and C. Glenn Howard, who have entered the first flyovers in the history of the world's greatest race. Those cars are rebuilt Fords, the engines having been changed by the Chevrolet brothers, and are known as "Fronty" Fords. In addition to being Fords, the two cars will be equipped with wireless receiving sets that the drivers can communicate with the pits by radio.

Others making their bows include E. G. "Cannonball" Baker, Lora L. Corum, Frank Davidson and William Duesenberg, I. P. state championship driver and entrant, follows:

Disceal Duesenberg, Eddie Hearns, Duesenberg, Roscoe Scales, Louis Chevrolet, Frontenac, E. G. "Cannonball" Baker, Louis Chevrolet, Frontenac, Peter DePalma, Louis Chevrolet, Frontenac, Art Klein, Louis Chevrolet, Frontenac, Ralph Mulford, Louis Chevrolet, Frontenac, unnamed, Chevrolet, not named, Tommy Milton, Tommy Milton, Leach Special, Frank Elliott, Ira Vail, Frontenac, unnamed, Mrs. Mae Harvey, Duesenberg, Harry Hartz, Harry Hartz, Ballot, Jules Goux, Peugeot, Howard S. Wilcox, Howard S. Wilcox, Duesenberg, Wallace Reid, Wallace Reid, Duesenberg, Ralph DePalma, Ralph DePalma, Fronty Ford, Jack Currier, Jack Currier, Fronty Ford, C. Glenn Duesenberg, I. P. state championship driver, Howard, Chevrolet Brothers company, Duesenberg, I. P. Fetterman, I. P. Fetterman, Bentley, W. Douglas Hawkes, W. Douglas Hawkes, Duesenberg, Jules Ellingboer, Jules Ellingboer, Duesenberg, Jerry Wenderlich, Jerry Wenderlich, Monroe, Wilbur D'Alene, Monroe Motors company, Monroe, Tom Alley, Monroe Motors company, Monroe, Lora L. Corum, Corum, Monroe Motors company, D'Wahr, Frank Davidson, Frank Davidson, Duesenberg, Joe Thomas, Joe Thomas, Duesenberg, unnamed, O. A. Hoffman, Bentz Special, William H. Gardner, William H. Gardner, mystery car, no name, Durant Special, R. C. Durant, R. C. Durant, no name, James Murphy, James Murphy.

SIGNS WILL BE RE-ERECTED

Big Work Planned This Year by California Motorist Body. SACRAMENTO, May 19.—Seven hundred yellow and blue markers will be erected by the California State Automobile association in San Mateo, Plumas and Sierra counties. Within the week the task of erecting 175 C. S. A. A. signs in Sutter county will be started and signs for Glenn, Colusa, Yolo, Marin and Napa counties have been ordered.

In Mariposa and Tuolumne counties 250 additional signs will be erected and 998 direction and danger markers in Santa Clara county. The association is now completing the erection of parking limit signs in the city of Oakland. Three trucks are being used by the association for this work.

Not only are people saying with greater emphasis than ever that the Nash is a good investment, but they are proving their conviction by the growing volume of their purchases.

It is only to be expected that a financially independent manufacturing organization of notable efficiency in both men and method should produce a car so notable in value that it is attracting a steadily increasing percentage of buyers.

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

NASH

Portland Motor Car Co. Tenth at Burnside Phone Broadway 521

213,000 MACHINES MONTH'S OUTPUT

Cars and Trucks Produced May Shatter Record.

MAY TRADE TO BE GOOD

Increase of Employment in Factory Districts Is Reported Because of Demand.

NEW YORK, May 20.—Skeptics who have thought reports of the tremendous business being done by the automotive industry were exaggerations have been routed by the preliminary production figures for April, which show that approximately 213,000 cars and trucks were turned out in that month, according to statistics obtained for Motor Age, the authoritative motor publication. When the final figures are compiled they are quite likely to shatter the record of 220,000 established in March, 1920. The biggest month in 1921 was August, with 180,781.

Not only was April one of the two biggest months in the history of the industry, but production for the first three months of any year except 1920, it marked a gain of more than 100 per cent over the same period last year. May is certain to be as large as April and factories in the Detroit district will exert themselves to produce even more heavily. Capacity output will be necessary to fill orders now on hand and those which still are running into the plant in a flood which shows no sign of abating.

June Promise Is Good. June also promises well, although it does not seem possible that business can continue into the third quarter at the present level. It is probable there will be the usual mid-summer decline in sales, but nothing like a slump. In fact, it now seems certain that production for the first half of the year will be so heavy that the total for 1922 will be materially larger than for 1921, even if there is a sharp falling off in the sales in the last half, which now seems unlikely.

Although expansion of truck sales has not been as sensational as in the passenger car field, the market is expanding month by month and the output for the year will be much larger than in 1921. There has been a steady gain each month this year and the percentage of increase over the same period last year has been large. The output for April was almost as large as for the entire first quarter. It is significant of the improvement in the farm market that half the commercial vehicles turned out in the first three months of the year were made by three companies producing popular trucks.

Parts plants have speeded up production to such an extent that the shortage in some lines, which slowed up operations last month in a considerable number of factories assembling vehicles, will be considerably alleviated in May. Akron reports a boom in tire sales commensurate with that in the passenger car and truck field. Reserve stock with which the tire industry is working overtime. Automotive factories in St. Louis report augmented employment. In the east a distinct increase in em-

ployment is noted among automotive industries. A motorcycle factory in Springfield has resumed operations and an automobile concern in the same city is now operating on full time. Reports from Connecticut show that business is booming in the automobile accessories trade. Automotive manufacture in New York shows a gradual improvement.

APRIL BIG MONTH FOR NASH Factory Oversold and Cannot Meet Full Demand This Month. Nash motors in April had the biggest month in the history of its business, says a factory bulletin received here. Eighteen per cent more cars were shipped last month than were shipped in April, 1921. Even the previous record month, August, 1920, was entirely eclipsed in point of shipments during the 30 days just past.

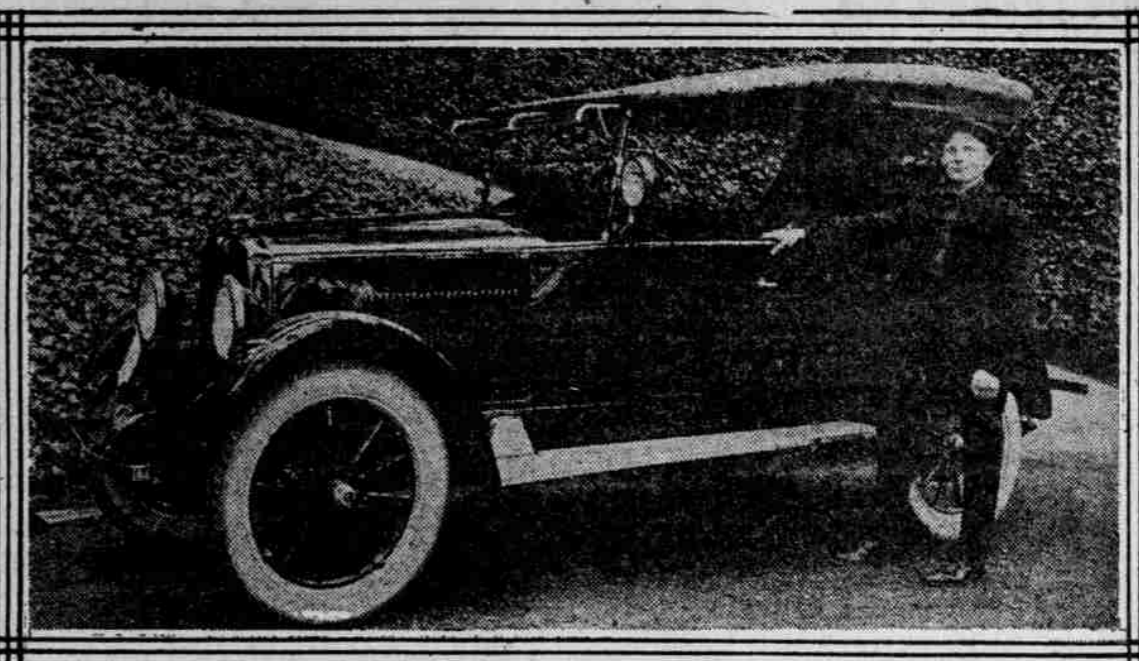
The fact that all previous records in the history of our business were broken in April, in my opinion, is due to the soundness of the product," said C. B. Voorhis, vice-president and director of sales of the Nash Motors company. "Every effort consistent with careful production is being made to meet as nearly as possible the demand for Nash cars in May. Frankly, though, we will not be able to supply the full demand for we have faced an oversold condition, now, for the past two months.

"When we brought out our new line of cars the first of the year there was no doubt in our mind as to the reception they would meet. That was apparent at the very outset. All previous records were broken at the New York and Chicago shows as well as at most of the shows subsequently held in various cities throughout the country. With the opening of the spring season the pressure of orders became stronger until, finally, some weeks ago, we reached the point where we were oversold.

"The first quarter of 1922 shows an increase of nearly 25 per cent over the similar period a year ago."

Many cities in the United States strongly enforce laws against "jaywalking"—crossing of streets by pedestrians in the middle of the block—as a precautionary measure for the benefit of the pedestrian.

FIRST JEWETT CAR SOLD IN PORTLAND AND ITS PURCHASER.



William Arremer, mechanic of the Southern Pacific machine shops, and new Jewett, which he purchased from Cook & Gill company, Paige and Jewett distributors. An even two dozen of the new Jewett cars have been sold throughout the state within the last 12 days, according to the report of Cook & Gill.

added to the payrolls of the automotive trade during April. Agents of the employment service in Michigan report that the automotive industry is making decided gains. Much overtime has been noted for the first time in many months. The continual improvement in the automotive business and general financial conditions has brought about a big demand, and rush orders for wheels increased the employment. In Detroit part-time employment has dropped to less than 1 per cent and no plants are closed. Factories have absorbed all skilled workmen and the demand for men of that class is greater than the supply. In Lansing one motor-wheel company is working full capacity with night shifts. The automotive parts and specialty shops in Milwaukee expanded operations and a firm manufacturing bodies had a 10 per cent increase in employment. There is also an increase in the number of operators employed in motor truck and rubber tire factories. The automotive factories in Kenosha, Wis., are working overtime. Automotive factories in St. Louis report augmented employment. In the east a distinct increase in em-

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What about carbon?

Chemical analysis shows that all lubricating oils are composed of about 85% carbon and 15% hydrogen in chemical combination.

All lubricating oils form carbon when burned in the combustion chamber. The important thing to determine is the amount and kind of carbon formed by the oil.

Some oils form a good deal of carbon, some a small amount; some produce hard, flinty carbon which will cause a great deal of trouble; others produce a soft, flaky carbon that will do no damage.

The important factors determining the amount and kind of carbon formed by a lubricating oil are the crude from which it is made, the process and care in refining it, its purity and stability.

Advantages of Crude and Vacuum Refining Great care is exercised in selecting the crudes from which Zerolene is made, to secure only those which contain the most desirable lubricating values and at the same time as little as possible, if any, of the undesirable hydrocarbons such as wax and asphaltum.

In selecting crudes for Zerolene, the Standard Oil Company has the advantage of its own large production of practically every type of crude oil. For this reason this company is not compelled to use any particular crude because it happens to be the only one available.

These selected crudes, carefully refined by our own patented, high-vacuum process, produce in Zerolene, oils of the highest lubricating value, which, when burned in the combustion chamber, develop a very small amount of carbon of a soft, flaky nature, which can do no harm and usually blows out entirely with the exhaust.

Board of Lubrication Engineers STANDARD OIL COMPANY (California)

more power & speed ~ less friction and wear ~ thru Correct Lubrication