

FIVE SPEED FRIENDS ENTERED FOR RACE

Famous Drivers to Participate in Tacoma Meet.

MORE NAMES EXPECTED

Several Companies to Send Cars Not Often Seen in Northwest and Good Sport Promised.

TACOMA, Wash., May 20.—Five race drivers, all of national and international fame, have thus far been entered in the 11th annual national championship auto race to be held on the Tacoma speedway on July 4. These entered are: Jimmy Murphy, winner of the Grand Prix in France last year and winner of the race at Cotati track in California last Sunday; Roscoe Sarles, second last year at Indianapolis, second at Tacoma last year and second in national rating for 1921; Joe Thomas, third last year at Tacoma; Harry Hartz, winner of the Golden Gate motor derby at San Carlos on Easter Sunday, and Wilbur d'Alene, a racing favorite of several years ago, who is returning to the sport this year at Tacoma.

More Entries Likely.

Thomas telegraphed his entry to the Tacoma speedway prior to the race last Sunday. Sarles, Murphy and Hartz were signed by Walter Baldwin, manager of the Tacoma races following the Cotati classic. Other entries of drivers are less certain. Performance is expected within the next few weeks and at least 15 or 18 mile-a-minute races will be under the wire at Tacoma on Independence day.

The Tacoma speedway is offering a purse of \$25,000 to be split ten ways. This sum will be augmented by prizes offered by tire and accessory houses. The race will be two laps of the two-mile Tacoma board track. Tickets are now being sold in all the offices of the Automobile Club of Western Washington and through the speedway headquarters in the Rust building in Tacoma.

An effort is being made to obtain Earl Cooper as an official of the race. Mr. Baldwin interviewed Cooper while attending the races at Cotati and the veteran pilot is expected to give a definite answer within a few days.

Oldfield Will Help. Barney Oldfield, who will come to Tacoma in advance of the races and will aid in staging the big event, is now in California en route to arrive in Tacoma most any day. Oldfield has been acting as a scout for the Tacoma speedway and has assisted in interesting the big drivers in the sport in coming north for July 4.

New cars are being constructed in the eastern factories and Walter Baldwin has been advised that they will be shipped to Tacoma for an appearance and trial. Wilbur d'Alene, last seen in the northwest in 1918, is commanding the Monroe team this year and will bring one or more to the sound country. It has been several seasons since a Monroe has appeared on the Tacoma track.

FILM DEPICTS PROGRESS

PRAIRIE SCHOONER TO MOTOR CAR IS ILLUSTRATED.

Unique Exhibition Depicts Early and Modern Transportation in Studebaker History.

SOUTH BEND, Ind., May 20.—Recent exhibition here of a group of old prairie schooners, in contrast with the modern motorcars, called to mind the early exploits of John Studebaker, founder of the great Studebaker corporation. The display was typical of the wagon used by Studebaker in crossing the western plains to reach the gold fields of California. After five months on the road Studebaker arrived in Placerville, which was then called Hangtown. The old Studebaker wagon was accredited with being the only wagon that had crossed the plains without a serious breakdown. Instead of trying gold mining Studebaker went to work for a wagon-maker in Hangtown and made more money than the average miner.

A good part of his time was spent in building wheelbarrows for the mines or sharpening picks, which work often kept him busy all night. The contrast between the manner in which a prairie schooner came across the desert and the way a Studebaker Six negotiates them now is clearly shown in the motion picture called the "Light Six Pony Express" which recently has been finished for the factory. In this motion picture a Light Six Studebaker is shown breaking in another record, smashing from Los Angeles and San Francisco and plunging pell-mell across the deserts in another record smash from Los Angeles to Phoenix. The way in which the little car bucked the deep sand, plugged through washes, climbed banks to avoid a collision and finally sped into its destination hours ahead of the former record is pictured in a way to hold the closest interest of the audience.

KLAMATH ROAD PLANNED

Highway Near Yreka to Be Constructed With Convict Labor.

SACRAMENTO, Cal., May 20.—Construction of a section of the Klamath river lateral of the state highway from Happy Camp to a junction with the main state highway north of Yreka has been authorized by the California highway commission. The work will be undertaken by convict labor, the convict camp now at Ingot, Shasta county, being moved to the more isolated Klamath section.

The summer's work will begin at Happy Camp, to which point the United States forest service is now building a road. Approximately 20 miles of work will be undertaken this summer.

The section undertaken will be entirely in Siskiyou county. The convict work, which has been in progress on the Alcatraz lateral from the camp at Ingot, will now be taken over by a free labor organization under the direction of the California highway commission.

Alaska Boasts of New Highway.

An automobile highway, available for tourists, has been completed in Alaska, covering a distance of 370 miles, from Valdez to Fairbanks. The scenic attractions along the highway are said to be marvelous because of canyons, dense forests and the wilderness of the surrounding regions.

TWO POPULAR RACERS WHO HAVE ALREADY SIGNED UP FOR TACOMA BATTLE ON JULY 4.



Of the five nationally-known racers who have already signed up for the event at Tacoma on Independence day probably the best known are Roscoe Sarles and Harry Hartz, shown above. Sarles captured second at Indianapolis in 1921 and was among the favorites at Tacoma last year. Hartz is one of the comers on the track and captured first in the Golden Gate motor derby at San Carlos, Cal., on Easter Sunday this year.

CANADA IMPROVES ROADS

10 PER CENT OF HIGHWAYS GRAVELED OR SURFACED.

Influx of Settlers Into Farming Regions Contributed to Constant Betterment.

EDMONTON, Alta., May 20.—Highway improvement is going forward rapidly in Canada. Ten per cent of the Dominion's road mileage has been graveled or surfaced, says the annual report of the Canadian Good Roads association, and there is one mile of road for every 21 residents.

In the western provinces road building has been hastened by the influx of settlers and subsequent expansion of agriculture. Movement of produce has been simplified, tremendous quantities of grain, livestock, dairy products and fruit being quickly transported to market over the modern highways. Thousands of motor vehicles supplement the horse-drawn vehicles.

Canada's highways represent an investment of \$574,000,000. To keep the roads in condition the municipalities and governments are spending more than \$40,000,000 a year. The Canadian government has appropriated \$20,000,000 to be used in construction of main highways and market roads. The amount is calculated to cover operations for five years. Under the terms provinces initiate and carry out the road building, and the Dominion government, on approval of the plans, contributes 40 per cent of the cost. This guarantees standardization of roadways, and places only 60 per cent expense on the province. The plan is proving most satisfactory.

Road allowances in Canada, as already surveyed, total 700,000 miles. Alberta leads with 250,000 miles, Saskatchewan second with 210,000 miles and Manitoba third with 70,000 miles. During the present year 20 per cent more will be spent in western Canada road building than during any previous year.

Rules for Spare Tires Given.

Two good rules to follow with regard to spare tires, says a United States Tire company bulletin, are to keep them covered so that they will not be subjected to sunlight and to



VOYAGES OF DISCOVERY.

Judge Grimeby's family has sailed to spend three months or so in Europe, seeing battlefields and towns of long ago. The Judson girls have sought Japan to study customs there, and nearly everyone we know is traveling somewhere. The ocean liner all are filled with tourists from Oklahoma and Rochester and Birmingham and Walla Walla, Wash. They're traveling from Kokomo, El Paso and Moline, Schenectady, Montgomery, Pawtucket, Bowling Green. And those who fear to brave the sea are off to stay till autumn away out west. You ought to see the fancy clothes they've bought 'em.

We used to hear our friends discuss their plans for long vacations and wish we, too, could pack our trunks and visit foreign nations. We felt a pang of envy as the folks with cash and leisure would fire their cookeys and close their homes and journey off for pleasure. We wished that we might cross the sea and view those countries far—but we don't care for Europe now, since father's bought a car.

We do not hunger for the Alps; we do not miss the Rhine; we do not moan around and wish that we could cross the brine. We do not long for London's streets, for Padua's or Rome, for we discover every week new beauties nearer home. The rich may join the throngs who fight for places on the ships and cable home for extra cash to pay a million tips. We only ask a quart or so of oil and gasoline, and any day in half an hour we get our share of scene.

Our town is hot and dusty as the summer days draw near, but just beyond its streets the air is fresh and fine and clear. The winding road invites your soul; the cooling zephyrs play about your face and drive the cares of working hours away. Sun in between the walls in town we feel as though we'd bake, but there's delightful coolness as we motor by the lake. The willows and the alders hum a song before the breeze; we stop a while to listen to the anthem of the trees. We climb the long and winding grade and when we reach the crest we never can make up our minds which view we like the best. We look across the valley farms and find a fresh delight, for there is always something new and beautiful in sight. And every Sunday we seek out some new road to explore, and always find there's something we have never seen before.

Our lake is not the ocean wide; our river's not the Seine; our hills are not the craggy heights of Italy. But they are beautiful to us; we love our curving highways; we love to guide our trusty car through narrow lanes and byways. We've found a brand-new country which we hardly knew was there, with folks who speak our language; we are making friends that wear. We'll let the others talk about their European tour, but we are quite content to seek the beauties at our door.

Probably the most superb demonstration of confidence in the forethought of one's fellow man is given by the guy who starts out short of gas on a country trip with the calm conviction that everybody who comes along will be carrying a top rope.

OUR WEEKLY HELPFUL HINT.
Most tires are good, and air is free. But if you want to ride 'em Until they've made their guarantee Keep lots of air inside 'em.

UNCLE EB, HE SAYS—
—this life of ours is a constant struggle between the esthetic and the utilitarian. Bill says the car needs lubricating all round before she's fit to start on a trip. Bill's wife insists on its being washed and polished before she'll put her foot on it. Bill's got just one hour to work in. Which is why some cars don't last.
(Copyright, 1922, Dudley Glass.)

SERVICE IS FIRST NEED

THIS TO BE BASIS OF SALES IN FUTURE, SAYS JORDAN.

Head of Big Cleveland Factory Addresses Service Managers at Gathering at Detroit.

DETROIT, May 20.—What will be the most important development in the automobile industry in the future? This question was answered by Edward S. Jordan, president of the Jordan Motor Car company, in a talk to service managers of the industry, in Detroit this week.

He declared that automobiles will be sold in the future upon service-almost entirely.

Owners are learning that the price of an automobile is not the first price at all, but the last cost. This service must be based upon fair parts prices established by the manufacturer; fair and uniform service charges established by the dealer and honest service rendered by every man who is allowed to put up a sign over a garage door.

To accomplish this is the most important task before the automobile industry today. "All trade associations now working toward the exposition of undesirable methods which help to break down the confidence of the public are doing more to help the automobile industry in the future than any other group," declared Jordan.

In the rapid development of the industry certain practices have grown up which have tended to destroy the confidence of the public in repair service stations. "This must be corrected through the co-operative action of manufacturers, dealers and repair garage men.

"Every manufacturer is thinking about it. Every dealer knows the necessity for this action. The owners are demanding it. Something must be done and will be done to command the complete confidence of the public in reputable dealer service stations."

CHEVROLET MOVES BUILDING

Entire Three-Story Apartment Is Taken Piece by Piece on Truck.

To move an entire apartment building, three stories high, in one small Chevrolet truck might seem a feat bordering on the miraculous, but it was practically accomplished by the Ledger Publishing company of Columbus, O., according to a report from there. The moving was done before the building was completed, and carried out a little at a time. In other words, the building was carried piecemeal from the various supply houses furnishing building material; the truck took on everything—sills, lintels, concrete blocks, lumber, cement, bricks, sand and gravel—carried it to the proper place, and went back for more.

E. J. Jefferys, president of the publishing house, was an old-time driver of racing cars on the dirt tracks, and he admits that he "pushed the Chevrolet over the roads pretty lively."

AUTO CLUB TO FIGHT THIEVES

Losses in Southern California Are Mounting to High Figure.

LOS ANGELES, May 20.—Every possible effort to protect motorists and to curb auto thefts will be made this summer by the Automobile Club of Southern California, according to an announcement just issued. Motor-car stealing in the southern part of the state is reaching the

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DEALERS TO CO-OPERATE

DALLAS, TEX., May 20.—Co-operation of Dallas automobile dealers on a system for regulating of allowances on used cars in trades, is assured as a result of a meeting here in which a number of leading automobile merchants participated.

Many Don'ts, if Obeyed, Will Save Repair Bills.

Warnings Are Given Motorists to Prolong Life of Car.

DON'T fail to drain your crankcase every 600 to 800 miles.
Don't flush your crankcase with kerosene.
Don't neglect to use your oil can—oil is cheaper than repairs.
Don't use gasoline, oil or kerosene on leather upholstery.
Don't drive with squeaking springs.
Don't wash your car too often.
Don't allow oil to come in contact with your tires.
Don't fail to lubricate your car before starting on a trip.
Don't neglect necessary adjustments and repairs until it is too late.
Don't use anything but the best engine oil, otherwise you will deserve that you are sure to get—big repair bills.

apex of its annual activity at this season, and the recovery of stolen cars is becoming more difficult as the art of the thieves becomes perfected. It is stated.

More than \$1,000,000 worth of autos have been stolen in the southern counties since January 1, according to the club's theft bureau, and only \$41,000 worth have been recovered. This is not because of inactivity on the part of the authorities, say the officials, but because the thieves

are becoming more closely organized. A check is to be kept on all cars leaving California at any of the points of exit, and particularly along the Mexican border. Special officers have been delegated by the auto club to this task.

Motorists themselves are being warned at all club offices that they must not for a moment leave their car unlocked when parking it, as the thieves get in their "dirty work" within three minutes after the owner

leaves the car. Carelessness on the part of auto owners is attributed as the principal reason for the great increase in thefts here.

Big Demand For Jordans At New Price \$1795

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The shortage of Jordan cars, predicted when the price was lowered, has come.

Demand is unprecedented.

People have always recognized Jordan quality and Jordan style leadership.

When they found they could get these admirable qualities at a new price, lower than they had hoped, Jordan sales jumped over night.

And quite naturally.

There is an exclusive new Jordan motor—a thrilling dynamic bundle of fascinating power—yet more quiet.

The Silhouette bodies are distinctly ahead of the times.

Light weight and perfect road balance.

Non-rattling, lubricated spring shackles. Spring leaves all Chrome Vanadium steel.

All instruments grouped under glass. Tools in locked compartment in door. Snubbers. Cowl ventilator. Optional colors.

Rugged non-weaving frame. New fashion barrel lamps. Lock on transmission. Curtains carried in doors. Finest hand-buffed leather upholstery. Alemite system of lubrication.

Distinctive appearance. Rare comfort. Unusual performance.

Compare every detail of the Jordan with any car selling within \$1000 of its price.

Check by Jordan standards.

Then you will understand the secret of Jordan success.

All Models of the Jordan Now on Display



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JORDAN

JORDAN MOTOR CAR COMPANY, INC., Cleveland, Ohio

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