

FAST CARS ENTERED FOR SALEM EVENTS

A. A. Races at State Fair Grounds Next Saturday.

NEW RECORDS EXPECTED

Eight of Speediest Dirt Track Cars in Pacific Northwest Will Line Up for Main Event.

Might of the fastest dirt track racing cars in the northwest, in the hands of experienced professional drivers, will couple to for prize money in the free-for-all professional race at Salem next Saturday afternoon, June 3, according to the tentative list of entries announced yesterday by the Oregon Auto Racing Association, in charge of the event. With these entries already in and several more expected before the day of the races, the most formidable racing card seen in Oregon for many months is promised for the state fair grounds.

The professional free-for-all, a 15-mile event, will be the big feature of the Salem programme, although two other professional races, three stock car races and a motorcycle race will add to the thrills of the day. The entire programme will be run under the sanction of the American Automobile Association, the national body which has supervision over all of the important racing in this country, the events this coming Saturday being the first races for several years in Oregon under this sanction.

Entries for the professional free-for-all, which include practically all of the fast cars of the Portland and Salem sections, in addition to several outsiders, are listed to date as follows:

Professional Entries Given.
Gus Duray, Portland, Mercer special.
Lee Eyerly, Salem, Dodge special.
L. E. Caul, Baker, Hudson special.
Major Andre, Salem, Essex special.
Larry Hofer, Salem, Hofer special.
Dan Voss, Portland, Mercer special.

Local Race Fans Are Looking Forward particularly to seeing the performance of the Baker and the Seattle entries, as it is believed these invaders will give the local boys a run for their money. The entry from Baker is a Hudson super-six special, belonging to the Baker County Automobile Dealers' association, and is being entered largely to advertise the annual road races at Baker on July 2 and 4. These races are acknowledged the classic events of the kind in eastern Oregon. Caul, who will handle the car, has the reputation of being one of the most experienced drivers in that section. The Hudson itself has a record of a number of victories in past races in the eastern part of the state and will undoubtedly give a good account of itself.

Seattle Entry Is Fast.
News of the Seattle entry was received yesterday in the form of a telegram from Jack Ross, the driver, who has entered with a Stutz special. Ross is one of the best known

SNOQUALMIE PASS OPENED BY USE OF STEAM SHOVEL

CLE ELUM, Wash., May 27.—Snoqualmie pass, the route over the Cascade mountains connecting the roads of the eastern and the western sections of the state, which is blocked by snow throughout the winter and early spring, was opened last week, and now motor cars are coming through every day and not reporting any great difficulty en route. The last foot of the stubborn snow wall was smashed through by the giant steam shovel tractor that was used for ten days to plow through 2½ miles of snow eight feet in depth just west of the Cascade summit. By the use of this machinery the pass was opened up many days earlier than would have been possible if nature had been left to do the work.

As soon as the road was cleared 20 cars that had been waiting for the event came over the pass, thereby opening the season over the Sunset route. Arrivals at Cle Elum since then have reported no serious trouble, though there is still plenty of snow high in the mountains. Reports to the effect that cars must detour between Cle Elum and Easton are without foundation. Road revisor Ridal, in charge of state primary highways in Kittitas county, reported that the state road between Cle Elum and Easton was perfectly safe and had suffered no serious damage from the high water as reported.

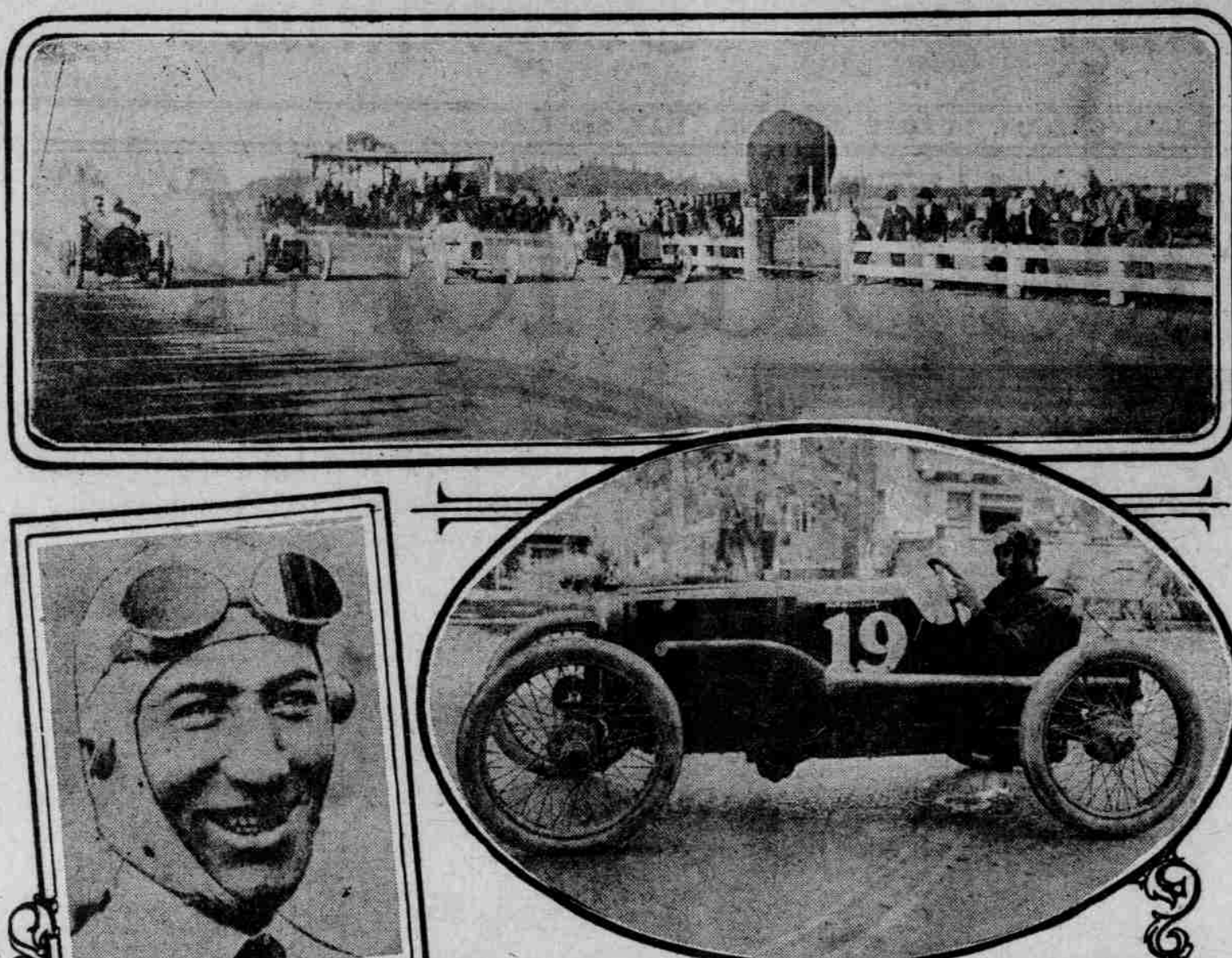
drivers of the Puget Sound region and on several occasions participated in the Tacoma speedway battle. The car which he will drive formerly was handled by Earl Cooper, hero of many a race battle, and is probably capable of faster time on a straight-away than any other car entered. The car is a real racer, built for the board tracks, and has done better than 100 miles per hour, but has now been relegated to the dirt tracks because its piston displacement exceeds the 125 inches now allowed for the speedway races.

Despite the acknowledged speed of some of the big cars, which are entered for the races, the drivers of the smaller cars feel that they have an equal if not a better chance to grab the prize money, because of the nature of the track. On the one-mile course the smaller cars can cling to the pole at the turn, while the larger cars are forced to slow up at the turn and to swing wide.

The stock car races are to be open to the general public and not confined to dealers only. It was announced by those in charge yesterday. This change was made to enable a number of private car owners who desired to compete in these races to do so, and the net result will be to make a bigger and more representative list of stock events than ever. Rules confining all cars in these races to strictly stock models will not be changed in any way, it was stated.

Obey the traffic officer.

FAST CARS OF PORTLAND AND SALEM READY FOR BIG RACE EVENT AT STATE FAIR GROUNDS NEXT SATURDAY.



FORD OWNERS TO STUDY

DRIVERS' COURSE ANNOUNCED BY W. L. HUGHSON CO.

Local Company to Establish Torbert System of Instruction for "Flivver" Drivers.

If Ford owners who have secured their cars from the Portland branch of the W. L. Hughson company, one of the authorized Ford agencies of the city, or who may do so in the future, do not have a thorough knowledge of the operation and proper handling of the car it will be through no fault of the local company. This was determined last week when Manager Stoner of the local branch announced the opening of a free night school for Ford owners.

The course, which the local concern will put on at its headquarters at Broadway and Davis street, will be what is known as the Torbert system of practical motoring, a system of instruction which has had wide success throughout the east and which, so far as is known, is being introduced here through the W. L. Hughson company by P. Hugh Shaw, a member of the staff of the Torbert

institution. The course will cover ten weeks, instruction being given one evening each week. Under the plan of the course only one subject will be taken up each night, that particular subject being thoroughly gone into. By the end of ten lessons the car has been entirely covered, and the motorist has a knowledge of the mechanics of the car, as well as of the proper handling and maintenance of it. "We feel that one of the weak links in the chain of Ford business has been the way dealers turn their customers over to the public," said Mr. Stoner in announcing the new course, "and it is in the hope of overcoming this objection that we are establishing the course. Frequently when an owner has trouble with his car he feels that it is the fault of the machine, when in many instances it is the fault of the driver himself. It is estimated in fact that in 90 cases out of 100 or more when a comparatively new Ford car goes into a garage to have work done upon it the trouble may be traced to a lack of knowledge of the person operating it."

The Torbert system has already been introduced at Seattle through the W. L. Hughson branch there. It is announced, and the course has been highly successful, with over 200 in attendance. Keen interest is expected to be shown in the course here and a large attendance is being prepared for.

AUTO LAUNDRY IS PURCHASED

Burnside Street Business Taken by Barlow and Pounder.

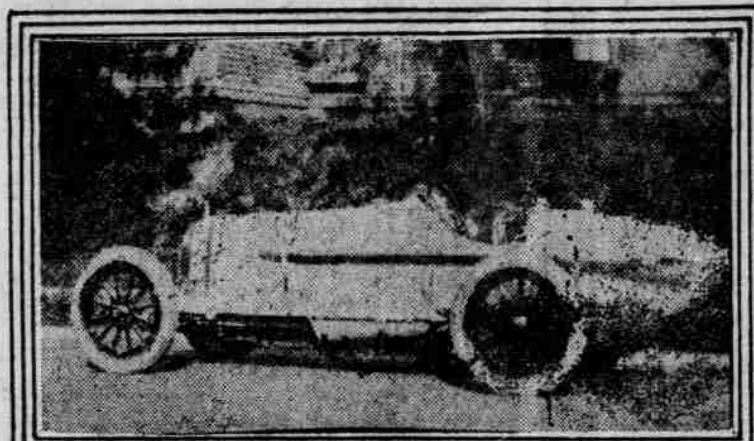
F. G. Barlow, formerly of Bellingham, and Earl Pounder of Portland have purchased the City Auto Laundry and Garage Company, Inc., at 449 Burnside street and have already taken over the management of the concern.

Mr. Barlow recently moved to Portland from Bellingham, Wash., where he was engaged in the automobile business for a number of years. Mr. Pounder, better known by his friends here as "Barney," has been an employee of the firm for some time past, but under the new arrangement becomes a member of the organization. Under the new management the company will make a specialty of day and night storage, it is announced, together with car washing. Oil, accessories, etc., will also be handled. The company expects to keep its place of business open continually, both day and night.

New Top New Paint

MAKE CAR LOOK NEW

Let the Covey Motor Car Co., Washington at 21st, paint your car and re-cover your top at prices reduced to suit the times.



Above—A group of four of the speediest ones being given a tryout at the Salem track yesterday. Center at left—Gus Duray, one of popular entrants, at wheel of his Mercer special. Center at right—The "Dusty" special, with Harry Rhodes at the wheel. This car won the 20-mile battle at the state fair last year. Below—Mercer special entered and to be driven by Dan Voss of Portland.

LOCAL CAMP IS MODEL

HARVARD SECURES PLANS OF PARK HERE FOR STUDY.

Taking Care of Motorists Recognized as Problem of Primary Importance in City Planning.

Portland's successful automobile camp has been chosen as a type worthy of exhaustive study in the school of landscape architecture at Harvard university. Students in town planning courses have been given sketches and written material on the Rose City camp and have spent much time working over the Portland system, according to word received by the Portland bureau of parks.

James Sturgis Pray, chairman of the landscape school at Harvard, visited the Portland auto camp last year and was greatly pleased and impressed with the system and equipment. He made a number of notes on the work and later requested further information from the bureau of parks. Detailed drawings of the various structures were sent to the university. Professor Pray when here declared the automobile camp to be one of the most important municipal problems and one which will show much development within a comparatively short time. So far, the west has outstripped the east in these camps.

Students who are studying traffic problems, layout of parks and playgrounds, location of community centers, zoning and other city planning problems are also giving much time to the automobile camp, as great development is looked for in this direction. The cleanliness, order and general good will at the Portland automobile camp grounds has interested many other eastern men besides Professor Pray, judging from letters received by the local bureau. The auto camps in the national parks are considered of equal importance with the municipal camps and are receiving their share of attention in advanced schools of city and park development.

WASHINGTON ROAD GUIDE OUT

Harvey Company Puts Out Booklet Which Is for Free Distribution.

The 1922 Harvey Tourist Auto Guide for Washington, an annual publication prepared by the Harvey Tourist Auto Guide Company, Inc., of Oakland, Cal., has just come from the press and is now being distributed throughout this section. The volume received here covers the state of Washington and the section of Oregon

Reduce Your Repair Bills

Rough roads rack your car or truck to pieces. Reduce your repair bills by installing Gruss Air Springs—the double cushions of compressed air absorb all road shocks. Write for "Comfort, Economy and Safety" folder.



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

TRUCKS VITAL IN LOGGING

USE IS PRACTICABLE IN SMALLER TIMBER STANDS.

Expense Is Declared Only Slightly Under That of Construction of Railroad Grade.

OREGON AGRICULTURAL COLLEGE, Corvallis, May 27.—(Special.) Logging with motor trucks is practicable where the stand of timber is too small to allow for the construction of logging railroads, and where the stumpage is located in moderately level country along a well surfaced highway, is the opinion of H. B. Patterson, professor of logging engineering.

"The motor truck and trailer are going to develop into a great conservator of our timber resources in connection with the development of our highway system," says Professor Patterson. "Small tracts of tim-

ber can be logged with motor trucks over the highways to a centrally located mill or a portable mill may be used and the finished product moved with trucks and trailers. It is often impracticable to develop a small tract of timber with a logging railroad on account of the construction expense and the short life of the operation, while the same tract could be de-

veloped as a motor operation at a profit. "The expense of constructing a good motor truck road is only slightly under that of building a railroad grade. The only saving is in the expense of the steel and the rolling stock. "The engineering features of motor truck operations are similar to those of railroad operations, except that the

grade does not need to be more than 10 feet wide. Short radius curves can be used and heavier grades may be allowed."

The average American passenger automobile has a wheel base of 123 inches, carries 32x4-inch tires and weighs 2100 pounds. The engine is of six cylinders.

REDMOND HAS CAMP GROUND

Municipal Auto Park Being Finished at Central Oregon Town.

REDMOND, Or., May 27.—(Special.) The auto camp grounds which is being backed by every organization of Redmond is rapidly assuming proportions. A community house and necessary outbuildings are already completed and work on the beautifying of the grounds is under way. Substantial stone pillars, made from native rock, mark the main entrance to the grounds.

The camp will be supplied with electric lights, water and all other conveniences that go to make camp life convenient. Its close proximity to the business section is an added advantage as the traveling public will be in close touch with all stores carrying the necessities.

The auto camp grounds is located at the intersection of the two main highways, The Dallas-California and the Mackinac, and does not need to be hunted for, as is often the case. Eight snow-capped mountains can be plainly seen from the camp.

JEFFERSON OPENS AUTO PARK

Camp for Motors Established on South Bank of Santiam.

JEFFERSON, May 27.—A new automobile camp and city park were formally opened by James Blackwell last week, just across the Santiam river bridge from Jefferson. The camp is known as Camp Santiam. Many campers are already taking advantage of this park.

The following people were appointed as a city park board: Mr. G. Fontaine, Mrs. S. R. Tandy, Miss Adeline Libby, A. B. Hinz, Dr. J. O. Van Winkle.

For the purpose of beautifying the roads, Pennsylvania is placing elm and maple trees along its main highways.

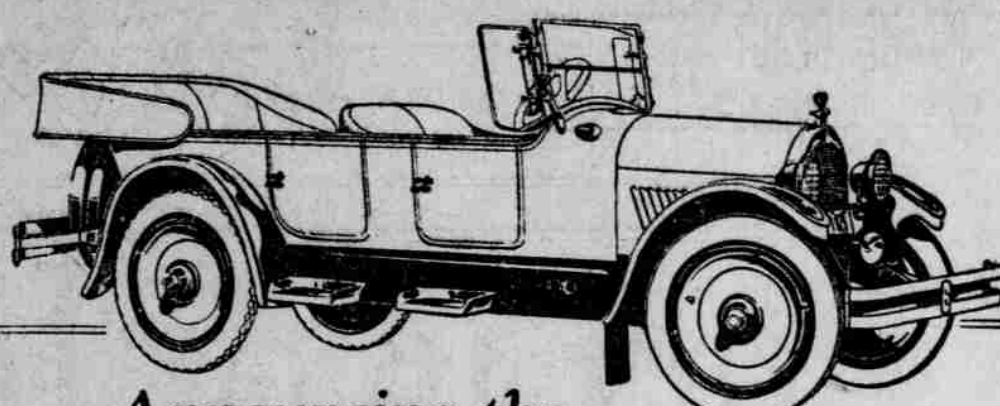
The Thermoid Rubber Company set two practical tire-builders and two chemists at work on this problem. These experts learned that the weakness in ordinary tires is due to the uneven mixing of the pure rubber gum with the necessary strengthening materials. They found that in this mixing process millions of minute "lumps" are formed—every "lump" a weak spot in the tire.

Remarkable new compound

Studying this problem further, the Thermoid scientists perfected Crocidine—a rubber compound that reduces "lumpy" formations to a minimum—that eliminates premature tire troubles. This even-texture rubber does not weaken with the stretching and straining that goes on inside a tire in use.

Crocidine Compound is today used exclusively in the manufacture of Thermoid Tires. Either the Cord or Fabric type gives maximum mileage under all road and weather conditions.

You are invited to call and see these new tires for yourself—also the famous Crocidine Compound Tubes.



Announcing the

Oldsmobile
MODEL 8
47

SUPER-SPORT

IT'S on display at our show room now—the hand-somest Oldsmobile ever built—the most distinctive car in America today.

Strikingly finished in a new cream-buff color—upholstered in grained maroon leather—so completely appointed there isn't a single thing left to buy—built on the famous smaller "8" chassis, it is the automobile sensation of the year.

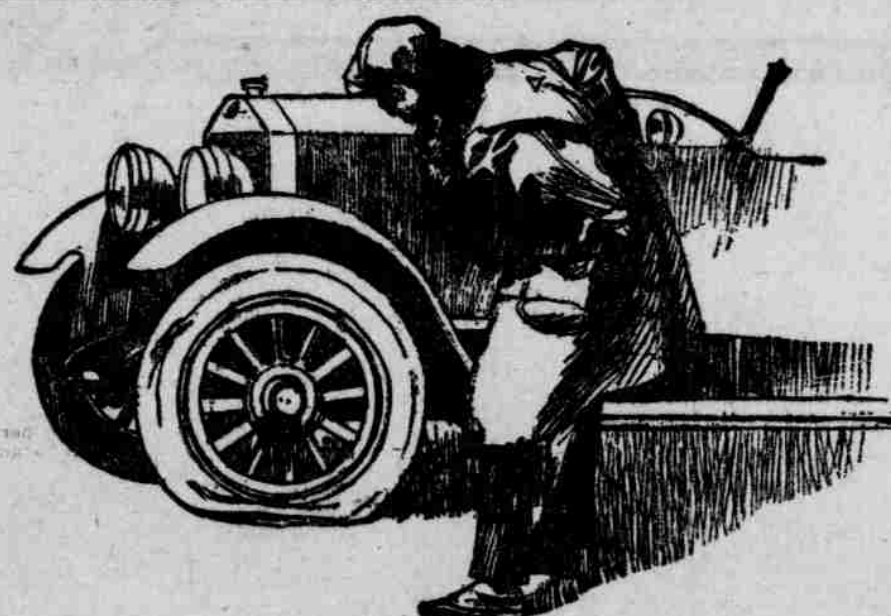
Come in and see it—you'll marvel at the value it offers.

\$1825 f. a. b. Factory

Oldsmobile Co. of Oregon

Broadway at Couch
Phone Broadway 2270

D-22-18



"That same tire flat again!"

Science discovers how unseen "lumps" in the rubber cause a weakness in ordinary tires

PREMATURE blow-outs, stone bruises, sand boils, tread separation—what's back of all this tire trouble, anyway?

Since the first tire was made, the big problem has been to produce a rubber that could stand the grind and strain of the road. Minor improvements were made in rubber compounds. Yet the basic weakness was never understood.

The Thermoid Rubber Company set two practical tire-builders and two chemists at work on this problem. These experts learned that the weakness in ordinary tires is due to the uneven mixing of the pure rubber gum with the necessary strengthening materials. They found that in this mixing process millions of minute "lumps" are formed—every "lump" a weak spot in the tire.

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Crocidine Compound is today used exclusively in the manufacture of Thermoid Tires. Either the Cord or Fabric type gives maximum mileage under all road and weather conditions.

We have compared the Thermoid Tire carefully, point by point, with other tires on the market today and we confidently believe that no other tire compares with it for service and durability.

You are invited to call and see these new tires for yourself—also the famous Crocidine Compound Tubes.

ALLEN & HEBARD COMPANY

DISTRIBUTORS—64-66 BROADWAY, PORTLAND

Albany—Van's Service Station.
Astoria—The Astoria Garage.
Baker—Law Brothers.
Bend—A. R. Ketchum & Company.
Clatskanie—J. O. Clarke & Son.
Condon—J. O. Clarke & Son.
Cottonwood—G. O. Jackson.
Coquille—Graham & Son.
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Grants Pass—Smith's Garage.
Hermiston—People's Hardware Company.
Hillsboro—John & J. Carke.
Klamath Falls—J. O. Clarke & Son.
Medford—Frank L. Clarke.
Milwaukie—Chester Hardware Company.
Myrtle Point—Cook & Mast.

Ontario—Globe Service Station.
Pendleton—W. J. Carke.
Risingburg—Carl W. Ohman.
Salem—Valley Motor Company.
The Dalles—Lase & Sexton.
Woodburn—George Dorr.

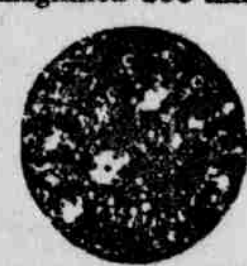
Oregon City—Clatsamas County Auto

Trailer—The Astoria Garage.

Union—The Union Garage.

Yreka—The Yreka Garage.

Drawings made from actual photographs of rubber magnified 200 times



Ordinary tire rubber

The white areas are "lumps" of unevenly mixed substances. Every "lump" is a weak spot that reduces mileage.



Crocidine Compound Rubber—has no large "lumps." Notice how finely divided the particles are. This even texture is what makes Thermoid Tires wear so long.

Thermoid TIRES

Cord and Fabric