AUTO RACE BATTLE SNOWBANKS ALONG COLUMBIA RIVER HIGHWAY USED WITH ICE CREAM FREEZERS. KEEPING AUTO FI SCENE TO CHANGE WAKES TRAVEL JOY

Murphy and Hartz to Vie Again at Tacoma.

STRUGGLE IS EXCITING

Two Famous Drivers Who Fought at Indianapolis Will Continue Speed Feats.

'TACOMA, Wash., June 24 .- Far above the cry of who will triumph in the 11th annual national championship classic to be held on the Tacoma speedway on July 4 arises the "I will and you won't battle" between Jimmy Murphy, the Irish-American speed demon, and Harry Hartz, the San Francisco "boy wonder." On the speedway Murphy and Hartz have locked horns and a bitter struggle is being waged for 1922 supremacy. Murphy leads the field of American drivers in A. A. A. Doints and Hart is not far behind. On Memorial day at Indianapolis the battle reached near the climax when the pair fought for first posi-tion. Time after time the crowd of 135,000 wildly excited fans arose to their feet with tightened throats as Murphy and Hartz flashed by hub to hub. For a while it was a see-saw battle. Hartz took the lead when Murphy stopped for tires and gas, but 28 seconds later the plucky Irishman was flying after him.

Battle Scene Shifted.

The battle will be brought to Tacoma on July 4 and the rivalry between the two will be fanned to a fresh heat. Both pilots have the fastest racing cars ever seen on an American track. Murphy has worked diligently on his Murphy

machines, but the real ballie will be between two great drivers, Jimmy Murphy and Harry Hartz. While Murphy and Harrz are waging their war they cannot claim all of the calcium. With such drivers as Ralph de Palma, Roscoe Service Cliff Durant Rahah Mul-Sarles, Cliff Durant, Ralph M. ford, Joe Thomas, Howdy Eiliot a Tommy Milton, the interest of 1 prowd will be divided. Leon Dur and his lightning Frontenac may expected for some sensational spe Peter de Paolo, at the wheel

******************* TACOMA RACE TICKETS ON SALE HERE.

Tickets and grandstand seats for the automobile race at the Tacoma speedway July 4 may now be had at the Oregon State Motor association, 273 Pine street, in the Multnomah hotel building, according to arrangements concluded last week by the association with week by the association with the Tacoma speedway man-agement. This arrangement will mean that Portlanders who plan to see the big Ta-coma event, of which there are expected to be several hundred at least, will be able to make their reservations here complete without com-municating with Tacoma. Res-servations may also be made at



| DAKRIDGE ROAD BETTER | is of concrete, the two detours will be used for a month yet, as it takes that length of time for this class of pavement to "set." The detours are | CRATER LAKE REACHED |
|--|---|--|
| OUTE OVER CASCADES SUM- MIT TO OPEN IN JULY. | not bad and there has been no com- plaint from anyone about them, say the county officials. STUDEBAKER INCREASE BIG | MOTORISTS GET TO RIM, BUT NOT WITH THEIR AUTO. |
| cific Highway in Lane Fin- shed, but Concrete Will Have to "Set" for One Month. EUGENE, Or., June 24.—(Spe- d).)—The road between Oakridge d the McCredie springs is now in etty good shape for motor travel, cording to Nelson F. Macduff, su- rvisor of the Cascade national rest, who has just resturned from week's trip into the forest in that callity. E. A. Britton, manager of the re- rt at the springs, has recently ne over a good portion of the ad with a scraper and Mr. Mac- | contage of increase during the first three months of 1922 over the same period in 1921: | Tourists From Indianapolis Praise Oregon Lake and Wonderful Josephine Marble Caves. First tourists to the rim of Crater lake this year is the record claimed by Mr. and Mrs. J. A. Holton of Minneapolis, motorists who recently arrived in Oregon from California. Mr. and Mrs. Holton reached Port- land last week in time for the Rose Festival, after having passed sev- eral weeks in southern Oregon see- ing the scenic wonders of that sec- tion. Ten days ago they drove to within a few miles of Crater lake in their car and walked from there |



The tourist, knowing that the joys of automobile touring depend largey upon the service his car gives him, should give it a thorough examination before starting on an extensive tour.

THE SUNDAY OREGONIAN, PORTLAND, JUNE 25, 1922

As an aid to owners who desire to As an ald to owners who desire to condition their cars for summer touring the Chandler Motor Car company touring bureau has issued a list of hints and suggestions that should be of value to all who drive cars. The bulletin gives as among the more important points to be chacked up the following:

checked up the following: checked up the following: Examine the electrical equipment to make sure that the generator and anmater are functioning properly and that the lighting circuit, starter and horn connections are secure. Lamps should have bulbs of equal

candle power, have clean reflectors and be properly focused. Test the steering gear to see that it does not bind at any point and is thoroughly lubricated.

of the party.

thoroughly lubricated. Examine the brakes. Determine that they are free and do not drag with lever and pedal released and that they hold with pressure even when pedal is depressed or lever drawn back. Brakes should be so adjusted that the car can be brought to a stop without grabbing. Keep the radiator clean. Flush the water circulating system to re-

ne fellos bands of the front n front of the axle should % to % of an inch less than the wheels back of front

> t wheel alignment saves ar and should not be neginflation is as important

flexing of the layers of the causes early deteriorahe tire. change inflation pressure ange in atmosphere tem More damage results from

compensate for an increase tire temperature than is by the increase in temper-

self. our trip change your tires me to time. One side of a y show more wear than the Turn it around. electrolite of the battery cover the plates by a half over the plates by a half

ever use anything but dis-ter in the battery. See that e enough liquid. out all old oil in motor and

with clean oil every 500

THE ROAD THE MEMBERS OF MANNING FAMILY OF PORTLAND AND OVERLAND SEDAN, IN WHICH THEY RECENTLY MADE TRIP TO LOS ANGELES. MADE TRIP TO LOS ANGELES. In the old days of "get out and get under" only those of vigorous age and husky constitution responded to the call of the open road. But nowadays, with the comforts and dependability of a closed car brought to a superlative degree, the whole family, from the youngest to the oldest, enjoys the car. Witness the above for proof—four generations, ranging from 10 months to 79 years, on a trip from Portland to Los Angeles. enjoying every moment of the journey. In the photographs are: Mrs. H. W. Manning, manager of the Manning Gas Maker company, 69 Sixth street (at right; her mother, Mrs. Rayer, 79 years of age; Mrs. Manning's son, J. A. Manning, and her grandson, Richard Manning, aged 10 months. The party left Portland in April, making the run to San Francisco in three days. From there they went to Los Angeles in a day and one-half. After a stay of about two months in Los Angeles, where the photo was taken, they motored north, reaching Portland last week. On the return the party made Los Angeles to Merced, 306 miles, in one day; Merced to Oakland, 128 miles, in about half a day; San Francisco to Dunsmuir, 295 miles, in one day; Dunsmuir to Eugene in one day, and Eugene to Portland in little over half a day. No trouble whatever was encountered on the run, it was declared, and the easy-riding qualities of the Overland car were commented upon particularly by members of the party.

die western states passed through this city last week. All roads from Pendleton are in good condition with the exception of the 15-mile stretch in the Blue ton and La Grande. This one stretch is to be placed under con-tract soon, but motorists are report-ing that it is now possible to get over the "hump" witbout chains. over the "hump" without chains.

1500 Motor Express Lines, Report No Special Laws for England. There are 984 motor express lines in the United States, which have

England is preparing to abolish all her speed laws for motorists and been listed at the offices of the Na-drivers of other road vehicles. En- tional Automobile chamber of com- chauffeurs and not by owners.

tire sizes be limited to four. The sizes recommended are 20x214, 32x4, 32x414 and 33x5.

Fully 90 per cent of the passenger



ervations may also be made at Rich's cigar stores. Several large blocks of seats near the center of the

of good.

grandstand have been set aside for Portland sale. Included in these blocks are several rows in sections 4 right and 3 left, in grandstand A. which are practically in front of the starting and finish line. Some of the seats allotted here are close up front, while oth-ers are further back, giving a wide variety to choose from.

Eddle Hearne's old car, may be re-lied upon for some fast time. Bennle Hill, Art Klein, Frank Elliott and Jerry Wonderlich have all proved fast company for any field of speed cars they have been associated with. Eddle Hearne is coming to hours. with. Eddi czars they have been associated distance of 70 miles or more, in five plates for 1 Tacoma also and undoubtedly will drive Howdy Wilcox's old English Peugeot. Fiag Raising to Be Held.

Flag Raising to Be Held.

Soldiers, sailors and marines will aid in making the 1922 Tacoma classic a success. Frior to the race a flag raising will be held with a marine color guard handling the colors. A naval band from the United States steamship Texas or New York will join with the Ameri-can Legion and Camp Lewis bands in playing the national anthems of the three foreign entries and the United States. Italy, France, England and America will be repre-sented with cars. The blunt-nosed Frontenacs hall from France, Peter de Paolo and his Disteel Dussenberg will represent Italy, the Peugeot is a racing creation from Great Britain and the United States will cham-

Never before in the history of racing on the Tacoma speedway has such interest been manifest in the annual classic as this year, accord-ing to Walter Baldwin, managing ing to Waiter Baidwin, managing director of the race. The seat sale has far exceeded the expectations of the management for this early date. Reservations from Oregon, Idaho, Montana, British Columbia and all parts of Washington have hear numerous been numerous

been numerous. Thousands of people will remain in Tacoma the night of the fourth and witness the American Legion presentation of Miss Elsie Janis, "the pal of the A. E. F.," and "her gang" in their war-famed "Over-seas Revue." In addition there will a fireworks spectacle and milltary pageant.

NEEDLES ARE HARD ON TIRES

More Than Half of Punctures Traced to Phonograph Needles.

CHICO, Cal. June 24 .- Here's a

and passing cars pick them up. as much ease as the more powerful six-cylinder cars.

duff said that this has done a lot Root III. Oakridge permits of fast motor travel all the way from Lowell to hospital camp, 12 miles west of Oak-ridge, and between there and the north fork of the Willamette, eight miles, it is rough. Between the north fork and Oakridge the pa-trolman is spreading gravel and the New York, N.Y. road is in fair shape

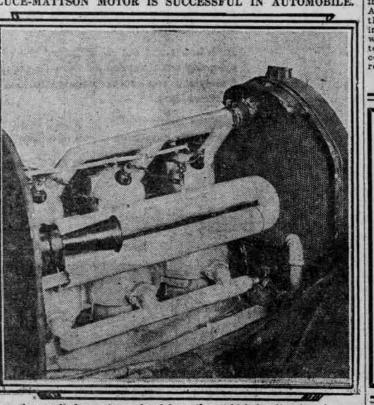
Above Oakridge the road as far as J. B. Hill's ranch is good and above

there it is drying out fast and will soon be passable for cars, said Su-pervisor Macduff. Cars will be unable to reach the summit of the Cascades by this route during this month, said the supervisor. There is not much snow, but the road is bad, he said. J. E. Carllie, who has

numerous attempts of values of two license license tax, including painting over of old plates, use of two license plates required for one machine as plates for rear ends of two cars and gross abuses of dealers' license privileges. Medford and Grants Fass, Visiting Crater lake and the Marble caves. "The Marble caves of Oregon, which are practically unknown to the outside world, are in every way as fine as the Mammoth caves of Kentucky," said Mr. Holton. "While not an large as the Kentucky caves

The Pennsylvania legislature pro having completed the work during poses an extra tax burden of \$1,800,-the last few days. As this pavement 000 on 48,000 motor trucks. having completed the work during

LUCE-MATTSON MOTOR IS SUCCESSFUL IN AUTOMOBILE.



New three-cylinder motor, a local invention, which is in automotive engineering circles.

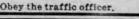
Work of placing the Luce-Mattson three-cylinder motor, the invention

new one: Mbrs than half of the punctures brought to a local tire house are de-clared to be caused by phonograph needles. The needles pass through the cas-ing and prick a tiny hole in the tube, causing a slow leak. The peedles become imbedded in the cas-ing and are hard to find. The only explanation is that peo-ple unknowingly sweep the needles-into the streets from their homes and passing cars pick them up. Work of placing the Luce-Mattson three-cylinder motor, the invention of Louis L. Luce and Leroy Mattson, in an automobile and giving the motor a thorough test to determine its applicability for sutomobile pro-tests, all of which proved highly satisfactory, it is declared. The motor ts well known in automobile engineering circles of the city and has, in fact, attracted attention in many points throughout the country. It was first shown here last winter at the annual automobile show. The motor is three-cylinder, two-cycle in character, but is so constructed as to in the crank case. In the tests made with the motor after it had been installed in a car, it was declared the motor displayed unusual speed, power and flexibility, pulling a 2800-pound joad up several grades with as much ease as the more powerful six-cylinder cars.

Accessorles, Equipment

Now Visiting City. PENDLETON, Or., June 24 .- (Spe cial.)-The automobile industry booming in Pendleton, not only in the sale of new and second-hand

Kentucky," said Mr. Holton. "While not as large as the Kentucky caves, they possess a colorful beauty which the eastern caves do not have." The Holtons also expressed great admiration for Crater lake, declar-ing it one of the scenic wonders of America. Mr. Holton confided that they had been a little disappointed with Oregon. He declared they in-tend to stay in Oregon a year before concluding their vagabonding and returning to their home



Auto

and

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gon tourist and information bureau over 800 cars from Pacific and mid-

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the Artisans' Building and One Door

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distributors for

Zerolene, being made from selected crudes and scientifically refined by our patented vacuum process, resists engine heat; it retains its lubricating "body" at all operating temperatures. It does not decompose or "break down." It clings to the bearing surfaces and

ing temperatures?

lubrication of your car.

A Minimum of Soft, Flaky Carbon

maintains a perfect film of lubricant.

As your motor begins to "warm up," what happens to

the oil? It thins, of course. But just how does it thin

and how does it act when subjected to the high operat-

Upon the answer to that question depends the proper

If the motor is getting proper lubrication, some oil slips past the pistons and is consumed by the flame of combustion. In burning, all oils deposit carbon on the cylinder walls and cylinder heads. Inferior oils deposit a hard, gritty carbon in considerable quantity.

It is this hard carbon deposit which causes pre-ignition, breaking and sticking of cylinder rings, overheating, loss of power, warping and splitting of exhaust valves, and wear of valve stems.

Zerolene deposits a minimum of carbon of a soft, flaky nature which can do no damage and is usually blown out with the exhaust.

Lubricate exclusively with Zerolene, adopting the recommendations embodied in the Zerolene chart of recommendations, and you will develop the maximum power, speed and gasoline mileage of your car.

Board of Lubrication Engin STANDARD OIL COMPANY

more power & speed \sim less friction and wear \sim thru Correct Lubrication