

BIG TRIBUTE PAID TO ROSCOE SARLES

Late Speed King Declared Manifest of All.

DEATH CAUSES REGRET

Racer Known Always as Friend Who Was Ready to Share Last Dollar With Pals.

In the death of Roscoe Sarles at the recent opening race of the St. Louis speedway the racing profession has lost one of the most skillful, manliest and most popular drivers that has ever handled a steering wheel on an American course.

"Roscoe Sarles," the dashing young knight of the speedway, who knew no fear, has gone over the top rail, never to return.

"A year ago he was battling with Tommy Milton for the national championship. There was one more race—the Thanksgiving day classic at Los Angeles.

"In the Thanksgiving race Sarles had a narrow escape. It rained and the boards of the fast Beverly bowl were like greased rails.

"Tommy Milton was noosed out in the last three laps by Eddie Hearne. Milton, driving Cliff Durant's fast mount, was forced to stop for a tire.

"At Kansas City Sarles drove the same car that he drove in the championship last Thanksgiving day, and Sarles' life went as a sacrifice to Mooloch of the Ammonites.

"It was Tommy Milton who took charge of the remains of the popular Sarles. Rivals on the Speedway, golf course and handball court, Sarles and Milton were pals; and it was Milton who accompanied the body back to Los Angeles, where it was laid to rest out under the southern California skies that Sarles loved so well.

"It is the truth that Sarles was the most popular of all the drivers. He was not only friendly with the members of the speed fraternity, drivers and mechanics alike idolized the smiling Roscoe. There were those who disliked Milton and there were many who were jealous of Jimmy Murphy. There were others who feared Harry Hartz and chafed under his amazing victories.

"The racing profession robbed the legal profession of a follower when Sarles first fell a victim to the fumes of castor oil. Sarles wanted to be a criminal lawyer, but his parents wanted him to study medicine. He got as far as the University of Indiana and then he jumped the traces and went to Indianapolis, where he became an automobile salesman. His first job was with the Cadillac. It was the next year that he saw Sarles in the racing sport. With a friend he purchased two burned-out racing cars and did all the county fairs. They promoted their own events and did all the work, and they made several hundred dollars.

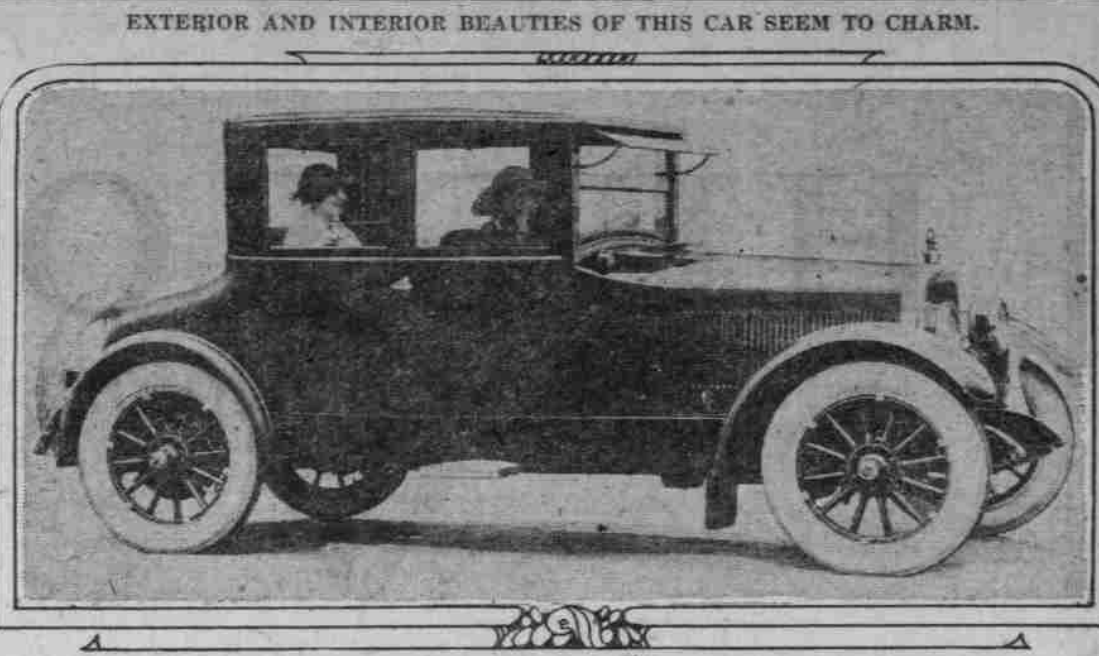
"That winter Sarles went into Indianapolis and found work with the Puritan Machine works. Here it was that he got his Chevrolet and became one of the big-timers of the racing sport.

"Louis Chevrolet was then building the first Protoneac racers and he called at the Puritan Machine works to get some parts. He was pointed out to Sarles and Roscoe laid off the next day to pay a visit to Chevrolet's shop. Three times Roscoe called on Chevrolet and finally he was put to work on the new racers.

"So well did Roscoe work that 'Louie' promised him that he could ride as mechanic on one of the cars in the big Indianapolis race.

"Sarles is Good Mechanic. 'Sarles was a good mechanic and he rode with Joe Boyer till the big Red Cross benefit came off in 1917 and Boyer failed to show up. Sarles, the mechanic, stepped in as a pinch hitter and drove for the great Boyer.

"That was the start of Sarles' career as a speed king. He was the star of the Frontenas team for two seasons and then took over a Duesenberg, which he drove until he became the pilot of Durant's famous speedster—that car that he drove to his death.



CHANDLER COUPE OF PERMANENT ENCLOSED TYPE WINS ADMIRERS HERE. Quantity production, according to A. H. Knus of Oregon Motors, Inc., is responsible for the recent reduction in price on the four-passenger Chandler six coupe.

would share his last dollar with another racing driver or mechanic, and it was Sarles who smiled when he had had lunch and saw large purses go glimmering. It was Sarles who lived each day so that he could hold death in his hands and smile that happy smile that will never again be seen at the starting line, but will be remembered by the dead speed king's pals of the race course and by thousands of California race fans who loved him for what he was—a real human, a man's man and a lady's gentleman.

"When I grew up, before I faced the growing cost of marriage, I took a big step forward when I bought a horseless carriage. It looked a freak, it often balked—you've seen the kind I mean—But Mary (she's the Mrs. now) rode proudly as a queen.

My son is off at college with a roadster of his own, but writes he needs a racing car to give him proper tone. My daughter has a runabout which doesn't satisfy her; she picked her out a new coupe she says I've got to buy her.

So far the baby only owns a motor car; it winds up with a spring, and he delights to see it spin. But only wait a year or two; I guess I'll have to strain myself again and purchase him a private monoplane.

Cousin Ed Peterson, than whom no more polite and polished gentleman ever lived, has gone into the jitney business. At least, he thought it was a business until the ladies began thanking him for the lift and saying how nice it was of him to pick them up—and he never has mustered up courage to ask for the fare.

Our leading eye, ear and nose specialist made a grievous and costly mistake this week. He absent-mindedly took his car to be repaired by a man he had just sent a bill for \$150 for professional services rendered.

Maybe the garage men figure the way the famous surgeon did, when he sent in a bill for \$1000 for a 15-minute operation. Asked to itemize it, he presented it again, as follows:

To carrying one hole in patient..... \$ 2.00  
To knowing where to carve said hole..... 998.00  
Total..... \$1000.00

We have a friend down the street who boasts that he buys motor oil by the barrel at 15 cents a gallon, but he insists that no Scotch under \$20 a quart is worth investing in.

UNCLE EB, HE SAYS—peristency is a splendid trait, and usually it wins out in the long run, which is perhaps why a woman will keep her foot on the starter button until the battery is run down before she'll look to see if there might possibly be something wrong somewhere else.

NEBRASKANS LIKE REO TOURISTS VISIT PORTLAND IN NOVEL SPEED WAGON. Unusually Equipped Car and Fine Scenery Give Pleasure to Hill Family.

After spending several weeks in and around Portland, A. T. Hill of Hastings, Neb., his wife, young daughter and two sons are on their way back home in their Reo speedwagon.

Mr. Hill and his family visited with Fred W. Vogler of the Northwest Auto company, local Reo distributor, and were loud in their praises for Portland hospitality and Oregon scenery.

Before reaching Portland they had visited all of the national parks and points of interest in California, and en route. They spoke highly of the beauty of this region's green hills and the grandeur of its mountains as compared with those in other parts of the state.

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Mending Gasoline Tank. A leaky seam in a gasoline tank can be temporarily repaired by painting the joints with common shellac.

ALEMITE High pressure lubricating system. You can't expect a car or truck to last unless you keep the chassis properly lubricated, and you can't keep it properly lubricated unless it is Alemite-equipped.

MISS RUTH STONEHOUSE OF THE PREMIER FILM COMPANY AT WORK ON HER PRIVATE CAR. When Miss Ruth Stonehouse, attractive actress with the Premier Film company, was taking pictures in this section, read recently in The Oregonian of the 20th anniversary of Barney Oldfield's first appearance on the racing course, when he drove Henry Ford's famous creation '89' to victory, she decided that there was no better way to celebrate with Barney, who has long been a personal friend, than by putting new Oldfield cords all around on her car. Miss Stonehouse is an ardent motorist and doesn't mind working around a bit on the car herself. So here she is, finishing the job of installing the new tires.

SPEED TESTS STOPPED

AUTOMOBILE MEN DEFEATED IN SPEED VENTURES.

Attempt to Revive Sacramento and Lake Tahoe Contests Meets With Opposition.

SACRAMENTO, Cal., Sept. 30.—Attempts of Sacramento automobile men to revive the speed contests between Sacramento and Lake Tahoe, hoping to beat the record held by the Essex, have been promptly squelched through the activities of C. F. Chubb, director of the state motor vehicle department, and Sheriff C. E. Hand of Placerville. These officials have let it be known that they will vigorously enforce the law against speeding over the famous highway across the Sierras.

Several years ago keen rivalry existed between the motor car dealers of Stockton and Sacramento over the possession of the big \$1000 Valvoline cup, the most highly prized trophy on the Pacific coast, which has been held by the Higdon-Essex people for more than seven years, by lowering the automobile running time between Sacramento and Tallac on several occasions.

The last race was held on July 22, 1919, in which several stock cars participated, and the Essex, piloted by Harry Arnold, was victorious, negotiating the long, tortuous route of 110 miles from the capital city to Tallac in the remarkable time of three hours and three minutes.

The route followed was of courses, by way of Placerville, and an average speed of 36 miles an hour for this trip is considered phenomenal. While good roads were encountered from Sacramento to Placerville, the balance of the trip over the mountains is a series of unusually steep grades and sharp curves, which subjected the car and driver to terrific strain when speed is being maintained.

It was a demonstration of ability of driver and car that both could be made to haul rock for the mountains in the memory as one of the most amazing performances ever recorded off by a four-cylinder stock motor car in the annals of western motordom.

Previous to this race, the Valvoline trophy was first won by a Hudson, also piloted by Arnold, on June 22, 1915, by traveling the 110 miles in three hours and 29 minutes; on September 30 of the same year it was captured by a Mitchell, which beat the Hudson mark by three minutes; but four days later, A. H. Patterson, in a Hudson, reduced the record still further by four minutes, and there the mark stood for nearly four years, when it was bettered by the Essex.

Good work has been done on the upper highway this year, said Carlisle, and it is now considered to be one of the best mountain roads in Oregon.

New Road Rushed Near Eugene. EUGENE, Or., Sept. 30.—(Special.)—Fast work is being done on the Elmira-Franklin and Elmira-Noti highways west of Eugene, according to County Engineer Morse, who inspected the work a few days ago.

A. C. Mathews of Eugene, who has the contract on the Elmira-Franklin section, was found to have completed laying the rock base and this will enable him to haul rock for the surfacing after the rains set in. On the Elmira-Noti section, which is being built by a county crew, the engineer found that a mile and a half is yet to be completed. Both of these projects are financed by county bond money.

Forest Service Builds Upper Willamette Road. EUGENE, Or., Sept. 30.—(Special.)—An excellent road is being built by the forest service around Bull Mountain, on the Willamette high-way a few miles above Oakridge, eliminating the heavy grades over the mountain and providing a water grade around it, according to J. H. Carlisle, in charge of road construction on that highway. The crew is building 2800 feet of road around the mountain, thus doing away with one of the worst sections of the entire highway up the upper Willamette. A great deal of it is rock work and the progress is slow, but Carlisle said that it soon will be completed.

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Olds Prices Lowered. REDUCTIONS RANGE FROM \$150 ON 48 TO \$140 ON 88. New 1923 Models in Both Four and Eight Coming Through With Many Improvements.

Now comes an important reduction of price on all Oldsmobile models, effective October 1. Word of the reduction was received from the factory last week by Edward E. Cohen of the Oldsmobile company of Oregon. It ranges from \$150 on the four touring models and \$160 on the sedan to \$140 on the eight touring car and \$120 on the sedan, with correspondingly lower prices on other models.

In addition, the new 1923 models now coming through have many improvements so that the increased value for actually less money is very considerable. On the model 43-A 4-cylinder car, for example, a new type crankshaft with 3-16 inch larger crank bearings and a lighter fly wheel are used, connecting-rod bearings are dowelled in the caps, all bearings are made of a new material which is denser and tougher in structure, and a new type front crank shaft bearing is used which leads off directly into the timing gears.

Another new feature is the oil filter designed by Oldsmobile engineers. This filter strains the oil and catches all sediment before oil is pumped to the bearings. There is a new type oil pump backing gland at the pump, and a new Remy distributor has been giving improved control to the lever mechanism. Other mechanical features include a new Zenith carburetor chamber, which gives better carburetion and a smoother, more even flow of power at all speeds; a new-type Borg & Beck dryplate disc clutch; an improved frame with the side rails deepened and the lower flange widened, making a seven-inch frame reinforced with three-inch gusset plates. Brakes also have been improved. Refinements to the body include a cowl ventilator operated from the driver's seat; improved windshield,

adjustable from the inside when the side curtains are on; new Henry combination switch with individual locks on instrument board; all side curtains fitted individually to each ton, with metal pockets to keep curtains rods from cutting through; sun-glare lenses and windshield wipers, as regular equipment.

Features of the 1923 Model 47 light eight includes improved single water pump cooling system which aids carburetion by giving high gasoline mileage and eliminating crank-case dilution; also, improved cast iron pistons. Except for the motor, the four and the light eight chassis are almost identical, so the refinements noted on the four apply also to the light eight.

New features of the larger eight include the same new oiling system as installed in the light eight, larger valves with valve springs of flat wire instead of round, cam-shaft bearings of bronze instead of cast iron, improved clutch and clutch release, Spicer universals, Gabriel snubbers as regular equipment and latest Delco ignition.

MILLER GOES TO HOSPITAL. Willys-Overland Manager Merely Visits Baby Daughter. "No, Mr. Miller isn't in—he's out at the hospital."

"The dickens is it? First I knew he was sick—how's he making out?" "Well, J. J. Miller, sales manager of the Willys-Overland Pacific, was at the hospital, all right—in fact, spent much time there the past week. Yet he was not ill at all. The key to the mystery is the simple explanation that he hangs around the Willcox Memorial hospital to get better acquainted with his new daughter, Prudence Virginia. The little lady is now seven days old, having arrived last Sunday, September 24. She is a lusty addition to the family, having tipped the beam at eight and one-half pounds.

A Steering Suggestion. Never attempt to turn the front wheels by force when the car is stationary. This throws an excessive strain on all parts of the steering mechanism. Let the clutch slowly and swing the wheel the moment the car starts to move. The wheels can be thrown all the way round while the car moves about a foot, and at the same time the entire steering gear is relieved of any strain.

Advertisement for Willys-Overland Pacific Co. featuring a large image of a car and the text 'Reduced Today to \$1235'. Includes details about Timken bearings, improved rear axle, and new prices for Roadster, Touring, Coupe, and Sedan models.

Advertisement for Alemite High pressure lubricating system. Features a large image of the Alemite product and text stating 'You can't expect a car or truck to last unless you keep the chassis properly lubricated, and you can't keep it properly lubricated unless it is Alemite-equipped.'