

# AUTOMOBILE NEWS

## NEW RULES LAID DOWN FOR NEXT SPEEDWAY EVENT

With Thirty Cars on Track, Car Will Pass Each Point on Course on Average of Every Fourth Second.

Late in the year of 1910 when the announcement of the first 500 mile international sweepstakes at the Indianapolis motor speedway was made, the motor world stood up the proposition of giving \$25,000 in prize and a race of 500 miles in length. After two or three preliminary races, and a mental note that the promoters of such an event either had more than the ordinary amount of nerve or had overstepped themselves, decided that it might be a pretty good thing to see after all. So it came about that the first 500 mile international sweepstakes on Decoration day, May 29, 1911, drew the greatest crowd of spectators ever assembled in any one enclosure to witness any sort of an automobile contest.

The question in the mind of the public as to how many manufacturers would dare to attempt a contest of every kind was answered readily when 46 starters were named for the long race.

**Proves Success.**  
The other question as to whether or not spectators would be attracted to such an event was answered when about 60,000 people filed through the gates on the day of the race. Indianapolis never saw so many strange faces within its gates on any previous occasion.

The owners of the speedway, in view of the fact that the first race was so successful, decided that a second 500 mile race, and probably more afterward, would be the proper thing to offer their patrons. Public opinion was sounded thoroughly and bore out the idea of the management. In fact, public opinion was unanimously in favor of another long race, so the public shaped largely the program at the motor speedway next Memorial day.

But the second event had to be different than the first, and greater, because the average American demands something new every time. It seemed almost impossible to improve upon many conditions of the first race, but it finally was decided to increase the purse to \$50,000, giving the winner a \$20,000 instead of \$10,000 as last year.

**Greater Speed Demanded.**  
Greater speed was demanded and every car which is entered for the second race shows even better speed possibilities than those which competed in the first. For the second 500 mile race, every car which enters must make a full lap of the track at the rate of 75 miles before it can enter; last year this speed was required only over a quarter of a mile straightaway.

Last year 40 cars started, but it was deemed advisable, both from the standpoint of promoting a high speed contest and minimizing the element of danger, to allow but 20 cars to compete in the second race. This means that with 20 cars on the track traveling at the rate of 75 miles per hour, one car will pass every point in the track on an average of every four seconds. It is believed that a contest of this nature will prove even more interesting than that of last year because the spectators will be able to single out the cars in which they are interested at all times and note the individual performance of the various cars without being subjected to the strain of constant alertness.

## ENGLISH MARKET TAKES MANY CARS

Business for American-Made Auto in Great Britain Picking Up Rapidly.

O. G. Bennett, General Motors company, who has just returned from a European trip, speaks interestingly of the progress made by American companies in exploiting their product in England and other foreign countries.

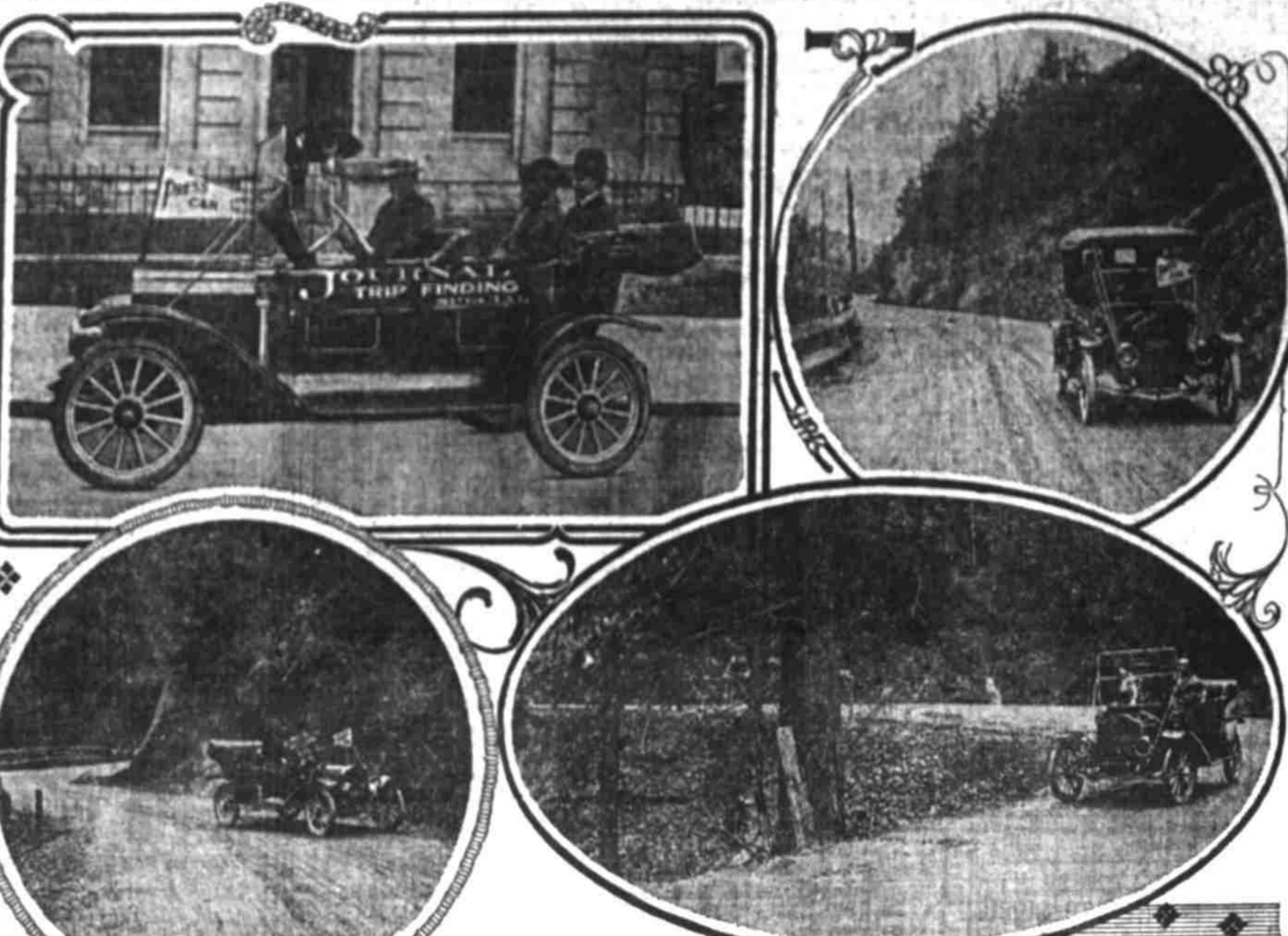
"There has been so much optimistic talk of late," he says, "in regard to our export trade in motor cars that it is time the conditions as they exist should be known. It is true that the number of cars shipped from here is steadily increasing, but analysis of the situation develops that our increase in business during the past few months has been mostly from England.

"The careless indifference on the part of the American manufacturer to the English market during the past few years, seems to have been supplanted by a wild rush for business in that country. In consequence, the pendulum has swung so far in the other direction that as much harm may be done to American trade during the next few months by the over-stocking of goods, as was ever done by neglect in the past.

"The English market consumes in the neighborhood of 40,000 medium priced cars yearly, so the total number shipped from the United States makes a small percentage. The number of Englishmen, who will buy an American car and

## One-Day Trips Unsurpassed in Scenic Beauty Lie at Door of Local Motorists

Journal Trip-Finding Special Will Scout Country Each Week in Search of Attractive Drives and Picnic Grounds; Journal Readers Will Be Furnished With Complete Information Each Sunday; Pictures Illustrating Scenic Grandeur Will Be Published.



Top, left to right—Flanders "20" car to be used by The Journal in finding suitable one-day trips for Portland automobilists. One of many beautiful spots to be found along route laid out for today's ride; don't fail to make the trip. Bottom, left to right—Scene on the Cornell road, four miles out of Portland; roads covering this trip are all in splendid condition for this season of the year.

To the Portland automobile owners who think it is necessary to go to California before striking suitable roads for touring, The Journal will print in its automobile section each Sunday a series of different one-day trips, illustrating the trip with road scenes. These different trips will be of great interest to the motorists desiring to spend the day in the country near Portland and prove to them that the prettiest scenery in the world is right here at our own door.

Through the courtesy of the Studebaker corporation, a Flanders "20" automobile has been placed at the disposal of the automobile editor of The Journal for the purpose of making weekly trips into the country around Portland, and the information obtained from these trips will be at the disposal of the Sunday readers of the automobile section, together with photographs showing the road conditions and scenery covered by each trip.

**Trip Finding Special.**  
The Flanders will be known as "The Journal Trip Finding Special," and will be seen each week scouting around a partially run down car at a price generally much higher than it is worth. "When buying a secondhand car, the purchaser is taking over a machine that is being disposed of because it is not giving satisfactory service in the majority of cases. "It is ignorance that prompts a person to buy a cheap secondhand automobile. In doing so, he is taking the troubles of another man. He is buying an inferior article at tip-top prices. There are countless sensible reasons why the new car should be bought in preference to the dilapidated auto. Better material and superior construction are pronounced in late models. The purchaser of a 1910 model motor car, for instance, is not getting the advantages of the latest methods in building. "Furthermore—and this, perhaps, is the most important consideration in automobile buying—in buying a secondhand machine, the purchaser forfeits all claims to service that he would get by buying a new car. This service is important. It means that the maintenance of an automobile is materially reduced, when the proper service is given by the dealer. And all dealers who expect to establish a permanent business must and do extend this personal service."

**Causes of Excessive Tire Wear.**  
Excessive wear of front tires can, in most cases, be traced to the front wheels not being parallel when pointed ahead. Whether the cause is a bent knuckle, or steering arm, or a rod or drag link of the wrong length, or even a sprung axle, it should be found and corrected at once or tire bills will be costly.

be willing to have their friends know it, is growing constantly. As far as I have been able to ascertain the number of shipments now taking place are not orders but consignments. In some instances, dealers have small deposits on a number of orders, but most of these cars are awaiting purchasers. "Our business in England is in a very healthy condition. We are selling to our British cousins just what they want. They have their own ideas regarding bodies and finish, and we are willing that they should buy those of English design for our chassis which they find, price considered, far superior to their own make."

**FALLACY OF BUYING SECOND HAND CARS**  
"In purchasing an automobile for the first time, many people, with no experience in operating a car, are prone to turn their attention to the second-hand field," says an expert. "This particularly applies to those who are in the market for a medium priced car. The fallacy of this action is aptly illustrated by the commonsense logic of one of the northwest's prominent automobile dealers. "His main contention is that there are so many staunch and thoroughly reliable medium priced automobiles now on the market that the person who buys a cheap secondhand machine is losing money, in that he is taking over

afternoon if you will point your car up Washington street to the north end of Portland you will pass through one of the prettiest residential sections of the city, and will come into view of the great exciting work that is being done on King's Heights. Then on out to the Linton road, which passes under the trestle and proceeds along that part of the river that made such a charming background to the Lewis and Clark expedition. Here the traveler will find a perfect road and will also see where road builders are making it more perfect. After proceeding a few miles, you strike the old Germantown road to your left, where you commence one of the prettiest climbs on the Pacific coast, gradually winding in and out, going up—up, leaving the city far beneath. As you near the Sky Line road, about 1500 feet up, you will get the same impression as the traveler touring the Alps; with the city laid out before you. Way beyond and in the dim distance can be faintly seen the peaks of Mount Hood, Mount Adams and Mount St. Helens, rearing themselves in regal splendor.

The roads all the way up the Germantown road are in perfect condition, and there should be no reason why any car should not go up with perfect ease. Reaching the top, the tourist strikes the Sky Line road, which proceeds along the top of the ridge, and here again one is struck with the wonderful view.

Looking on the other side and in the distance can be seen the beautiful Tualatin valley.

**Pleasant Surprise.**  
On the Sky Line road again the tourist will find a pleasant surprise in the condition of the road, it being smooth and even, allowing plenty of room for cars to pass. As he proceeds along the "sky line" he passes between flourishing farms and brooks. About half way along one strikes a part of the road where the trees stop, and for one half mile one gets a view that is unrivaled, allowing a full view, to the left and right.

Last Monday, the sun's reflection on the distant mountain peaks made them stand out like cameos in the sky. It is a guaranteed part of this trip that the motorist will stop there for half an hour taking in this wonderful scene. From here on the tourist commences to drop down; first on the right hand side of the "sky line" a gradual descent is noticed until after following the road several miles he gradually turns to the left, cuts through the mountain by a deep canyon which reminds one of the gorges in the Rocky mountains. Coming out of the canyon you will find yourself on the Cornell road, which leads you home by the way of Wilamette Heights.

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