

# AUTOMOBILE SECTION

THE OREGON SUNDAY JOURNAL, PORTLAND, SUNDAY MORNING, SEPTEMBER 21, 1913.

## POPULAR PRICED CAR SHOWS VALUE IN RUN FROM SAN FRANCISCO

Buick Stock Machine Unprepared for Rough Work Makes Wonderful Showing.

To drive seven hundred and forty miles between San Francisco and Portland from Tuesday at 12:30 p. m. to Thursday morning at 5:20, a total of 40 hours and 50 minutes, was an absolute impossibility a few years ago, and the accomplishment of this feat by a small low priced car certainly proves that the present popular priced small car that is well built will stand an unlimited amount of abuse in the matter of rough roads and hard driving.

"This time, which is 17 hours and 10 minutes faster than the former record made by the White people in 1908, is not particularly fast when taken from a racing point of view, but when one stops to consider the size of the car, a 24 h. p. Buick, the roads this route covers, and the fact that the entire distance was driven by three men, one of them making the entire trip, while the former record of 33 hours was made with a high powered touring car carrying three expert drivers and a guide all the time and having fresh relief driver waiting at Redding, Cal., and Medford, Ore. It makes the performance of the little Buick appear really wonderful.

**Car Not Stripped.**

The usual custom in making records of this nature is to strip the car of every last ounce of weight that can be removed from it. It is then gone over and the chassis strengthened by extra bracing; the gear ratio is changed, and in other words the car is practically rebuilt and bears very small resemblance to the original car as sold by the manufacturer.

The car used in making this record was not only a regular stock car, but was fully equipped in every detail, including top, windshield, fenders, and even such minor details as a dust cover over the top and seat covers.

"The mechanical part of the car was absolutely not altered in any way and the only items of extra equipment carried were a pair of rebound straps retailing at \$6.50, and an auxiliary air valve attached to the manifold of the carburetor," according to Fred Gross, in charge of the trip.

In speaking of the trip in general, C. A. McGee, of San Francisco, who made the entire trip, has the following to say:

"Fred Gross and myself were so well pleased with the Northwest when we were here with the record breaking trip in July, that we resolved to return to the first opportunity, and when Mr. C. S. Howard, who controls the Buick business of the west, suggested that we take a pleasure car and establish a new road record between San Francisco and Portland, we were delighted.

**Oregon Roads Good.**

"We found the road conditions just the reverse to what they were when we drove the truck through.

"At that time the California roads were smooth and hard, while the Oregon roads were rough and full of holes. On this last trip the roads between Vallejo and Redding were badly cut up in places and generally rough and dusty. There is also many miles of new road under way of construction, all of which made the going much harder than we had expected.

"In spite of this, however, we were able to maintain our schedule of 25 miles per hour to Redding, and at that place we began to encounter the mountains and our schedule which had all been prepared before we started, called for a reduction in speed as a matter of safety.

"The entire Sacramento River canyon was negotiated at night and we arrived at Dunsmuir just at daylight, ten minutes ahead of schedule time.

"We used this ten minutes in having a hot breakfast of eggs and coffee, and left for Grants Pass again on time.

"We found the roads from Dunsmuir North much better than we had expected. Of course, the heavy grades are there regardless of the road condition, but they gave us absolutely no trouble. In fact, we used the low gear very seldom.

**First Trouble Is Met.**

"We experienced our first and only trouble about ten miles south of Grants Pass. In crossing one of the many small bridges in this vicinity we ran a big bridge spike into our right front tire. This is the only delay we experienced with our Goodyear tire equipment, and in fact it is the only delay we experienced on the entire trip, other than the necessity of stopping for oil and gasoline.

"After slipping on one of our spare tires to replace the punctured one, we started again for Grants Pass eight minutes behind schedule.

"At the town of Rogue River, we were directed onto the wrong road and this cost us 20 minutes, bringing us to Grants Pass 25 minutes behind schedule.

"Gross, who had done most of the driving to this point, was relieved here by Roy Wilson of Portland, and we started north again at 2:50, just 30 minutes late.

"Wilson's schedule from here to Portland called for 20 miles per hour average and the way he started out I was quite convinced that he would maintain it.

"We covered the 79 miles between Grants Pass and Roseburg in three hours and forty minutes.

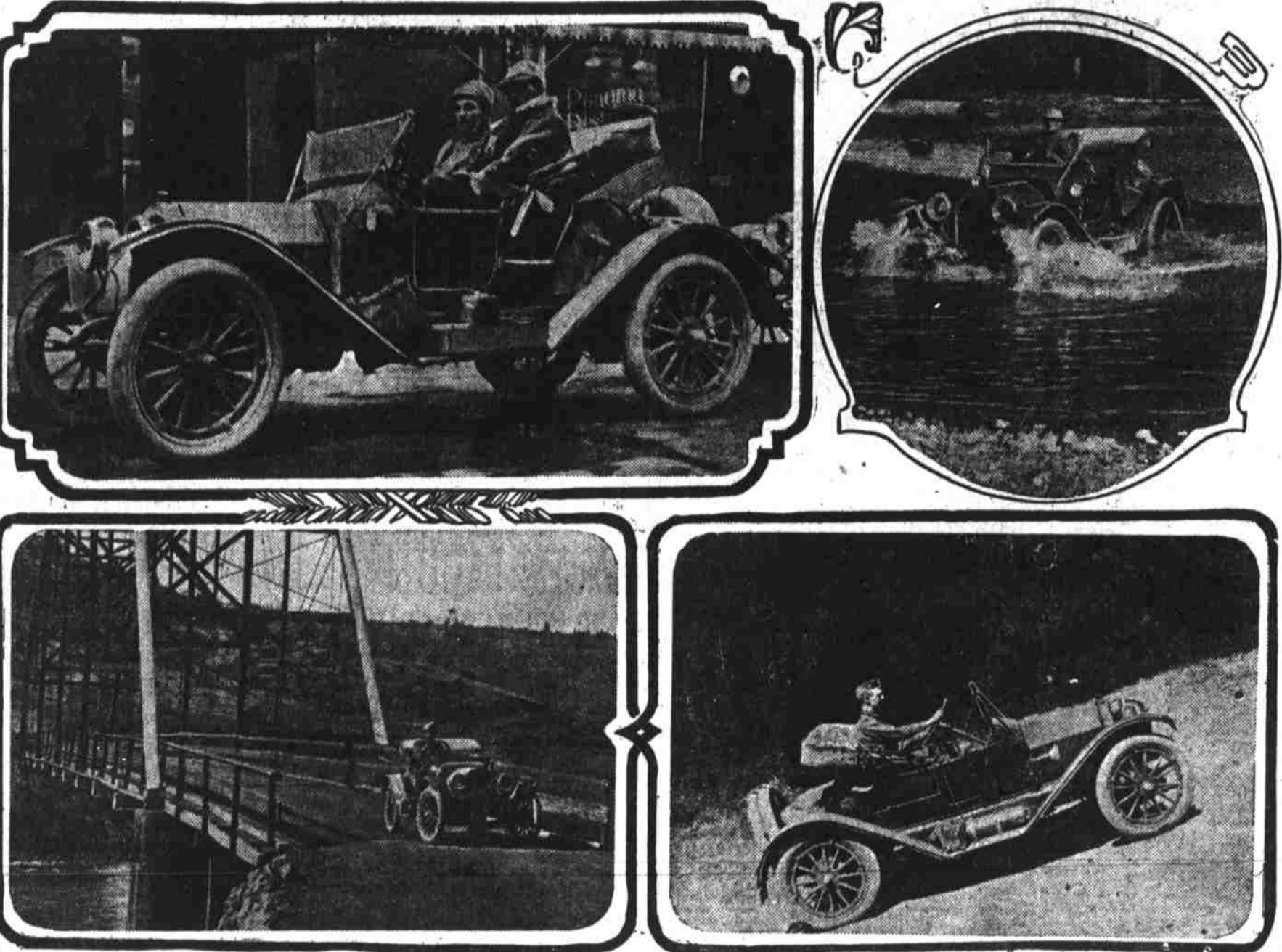
"The best previous time recorded for this distance is four hours and 33 minutes.

"This last trip brought us into Roseburg 10 minutes behind schedule and from there on through Oakland, Drain, Eugene, Corvallis, Independence, Salem and Newberg, we had no trouble in maintaining our schedule and arrived at the Hotel Oregon at 5:20 Thursday morning, just 10 minutes ahead of our schedule, which called for 41 hours for the trip of 740 miles separating San Francisco and Portland.

"We were particularly fortunate in the matter of tire trouble. From what we knew of the roads, we expected a great many delays on this account, and as a safeguard we carried two extra casings mounted on spare rims, with us, and shipped three extra mounted casings to Grants Pass.

"This gave us nine casings for the trip and the mere fact that we only used one of our spares, proves that we were agreeably surprised in the matter of tire service, and to look at the new type, while tread tires on the car at the completion of the 740 miles one would never think that they had made such a trip, as they hardly showed a scratch.

## SCENES DURING TRIP OF LITTLE CAR WHICH BROKE ALL RECORDS FOR SAN FRANCISCO-PORTLAND TOUR



Above, at left—The Buick roadster, taken just after arrival in Portland at 5:20 A. M., Thursday. Roy Wilson, who drove from Grants Pass to Portland, is at the wheel, and Claud A. McGee, who brought the car from San Francisco to Grants Pass, is in the seat with Wilson. At the right—Bucking Cow Creek canyon. This is by far the worst place in the trip from California to Oregon. Below, at left—One of the permanent bridges being put across streams intersected by the Pacific Highway. This bridge spans the Klamath near Hornbrook. At right—Roadster on a steep pitch in the Siskiyou near the summit, which is 4100 feet elevation.

## LOVE OF HIS BUSINESS GAVE HIM INSPIRATION

From Beginning of Industry Alexander Winton Has Always Led.

"Seldom in any industry is the leadership of an individual so thoroughly proved by historical facts as is Alexander Winton's leadership in the American gasoline car industry. Nor is it usual that the leader exerts upon his industry an influence so sweeping and conclusive as that which stands to Mr. Winton's credit. To be the greatest individual factor in the industry would have been possible with much less than Mr. Winton has accomplished, but his application, thoroughness, and love of his work are characteristic of him, and these are the elements that have won for him a long series of remarkable honors," says Bert Roberts, manager of the local Winton branch.

"In love with his work, he is an enthusiastically devoted to it today as he was when he founded the American car industry by producing and selling the first American-built gasoline car—March, 1898. That car was a single-cylinder, and its design was universally adopted in America by single cylinder car builders. His two-cylinder design, the succeeding American standard, was so wonderfully successful that it was

never equaled by any other car of that type, and, naturally, it never has been improved beyond the point where he left it.

"When the European four-cylinder type of car was bodily adopted by American makers, it was Mr. Winton alone who declared the four to be deficient in the qualities that a car must possess in order to be genuinely high-grade.

"If his influence prior to this time had been powerful, it was henceforth to have still greater power. When, in June, 1907, he became the world's first manufacturer of six-cylinder cars exclusively, and announced that the Six alone possesses qualities of excellence lacking in all other types, the greeting he received from the contemporary manufacturers sounded much like a hoot of derision.

"They opposed the Six at every turn, and for two years Mr. Winton's six-cylinder campaign had little appreciable influence upon them. Then, one by one, they began to produce a few Sixes as a side line to their fours. As time went on, they came to realize that Mr. Winton knew very well what he had been talking about and doing; they saw the light just as he had forecast.

"Meanwhile, in smaller movements, as well as in the greater, has Mr. Winton's influence been followed. There is hardly a car on the market that does not incorporate some features first produced by him. It was he who produced the first self-cranking motor, and every Winton car produced since June, 1907, has cranked itself. Within the past two years the entire industry has discovered the desirability of the self starter, and other makers began only then to provide for their car buyers a convenience that the Winton owners have had in their service for six years," continued Roberts.

## EACH CAR IS FITTED WITH TOP OF ITS OWN

No "Master Body" Used in Plant Where Stevens-Duryeas Are Made.

If you ever went through a body department of an automobile plant, you probably noticed that in fitting the tops, there was a so-called model or "master body" on which each top is fitted, as a dressmaker fits a garment to a model. In other words, top fitting is defined by other motor car builders as analogous in meaning to a ready-made clothing manufacturer's practice of fitting a certain size garment to a definite form and fashioning all garments bearing that size label on a specific model.

This is why we see a collar of a coat worn by a man with a long neck protruding that size garment sagging ridiculously out of line, or why the sleeve length is too long for another man wearing that size.

In other words, the individual deviation from a standard cannot be compensated for, in any ready made method of fitting a garment or an automobile top. It is true that the bodies may be built on the same model to exact measures, but when the top is fitted the slight deviation in its measurements will bring about slight disalignment of the body and the top which develop into wrinkles or sagging or warping of the top at some point.

"In the Stevens-Duryea body plant," says Angus Graham, local dealer, "they hand-tailor each top to its own body. There is no such thing as a model to which all tops are fitted; each individual body is its own model for its special top. This process positively prevents the slightest variation in the uniformity of fit of the top. It can be said without contradiction, that our plant stands alone of all body building plants in this country, in its definition of how to fit a top properly to a motor car."

Savannah Meet May Be Called Off. Savannah, Ga., Sept. 20.—Unless there is a satisfactory number of entries on hand by October 1 the Grand Prize and Vanderbilt Cup races will not be run this fall. The manufacturers are insisting on having entry fees cancelled and the Savannah club declares that it will not do this even if the races have to be declared off. The Peugeot company has agreed to send two cars if Savannah will pay the transportation charges and waive entry fees. This will be impossible.

## AUTOS HAVE BROUGHT ERA OF GOOD ROADS

Future Progress in Car Construction Not Likely to Be So Notable.

"The use of the motor car has started an era of good roads, the greatest in the history of the world," says Harry Radford, of the Cartecar company. Mr. Radford thinks that there will not be so much improvement in the motor car of the future, and that the greatest change will be in the roads and streets over which the automobile must travel.

"Never before has there been so much agitation for good roads as there is today," said Mr. Radford. "And this is entirely because of the motor car. The people have just awakened to the knowledge of how very poor our roads are. But if you take a trip through any part of the country you will find long stretches of almost perfect roadways where it is a pleasure to drive. And there are hundreds of miles more in the course of construction.

"I actually believe that inside of 25 years every roadway of importance in the country, will be improved to such an extent that even the present day motor car will give continual service of the highest class.

"I recently visited a western city of about 25,000 inhabitants which has miles and miles of beautiful paved streets, and just two years ago this city did not have one foot of paving. This city is one of the best examples of how the motor car has improved the streets. In the cities as well as in the country there is a great road improvement campaign going on, and the use of motor cars will keep it going until our roads and streets are a source of pride."

## STANDARD CHASSIS IS INTENT OF EUROPEANS

Foreign Makers Believe Such Move Will Simplify Work of Body-Building.

Paris, Sept. 20.—European automobile manufacturers, through the medium of their international trade association, are endeavoring to standardize chassis dimensions with a view to simplifying the work of bodybuilders. At the last meeting of the International Union of Automobile Manufacturers, just held at Geneva, a proposal was brought forward for the standardization of three distinct classes of car chassis to receive respectively two, four and six-passenger bodies.

Under this proposal the length and width available for the body, the kick-up of the chassis, the position of the brake and change speed levers and the inclination of steering column will all be standardized, so that it will be possible for a bodymaker to build a body to fit an A, B, or C class chassis without even having seen the chassis. The proposal has been submitted to the entire European trade and will be reported on at the next meeting of the International Union.

It is quite possible that there will be total modifications, but its official adoption is expected within a year. Under the European plan of having automobile bodies built by specialists quite distinct from the chassis manufacturer, this arrangement will allow the bodymakers to produce their new models during the slack season without having to wait for the chassis to be handed over to them. There will also be an interchangeability of bodies which will be of immense advantage to the car owner.

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