

# 1916 SEASON TO BE ONE OF GREATEST IN MOTOR RACE HISTORY

### Shorter Races and Faster Time Will Be Features of Sport This Summer.

## 500 MILE CLASSIC ENDED

One of Galaxy of Stars, Bob Burman, Will Be Missing—Six Towns to Have Races.

New York, May 20.—(U. P.)—From the viewpoint of the fans the 1916 season of motor racing promises to be one of the greatest in the history of the sport.

It will be made so by a new policy of the promoters—that of keeping the races short and demanding higher and still higher speed. This was exemplified in the past at Santa Monica Bay, where instead of the usual long grinds, four short races were carded, 150, 50, 20 and 10 miles.

The season, too, will give the country its master driver. He is to be selected by the American Automobile association from among all contestants which have official sanction. He is to receive a medal and all probability a cash prize, though this has not yet been determined.

The famous 500 mile Memorial Day classic of the Indianapolis brick oval is a thing of the past. The race this year will be 200 miles and but 23 cars will be allowed to start.

The reduction in distance is accompanied by a reduction of the purse from \$20,000 to \$20,000. Entrance fees for the racers will be lower, but each will be forced to travel 80 miles per hour to qualify, instead of 75.

Sioux City's 300 mile contests of yesterday will be replaced this summer with a 50 and a 100 mile event. The total track events now scheduled is 21. It is expected this number will be added to.

The road race events of national importance will be run at Elgin, Aug. 18 and 19, and at Santa Monica, Cal., in November. The events in the California circuit are the Vanderbilt cup and the Grand Prix.

The big hill climb event of the season will be the jog up Pike's Peak August 11 and 12.

Six cities have track races arranged. Olesburg, Ill., scheduling a 100 mile event for May 29.

In addition to Indianapolis and New York, Chicago, St. Paul, Minneapolis, Omaha, Des Moines, Tacoma and Sioux City will hold the speedway events of greatest interest.

This, despite the avalanche of speedway plans of last fall. At Cincinnati all progress on a speedway has been made and Philadelphia, too, gives promise of getting into the game with an oval. The others projected, however, have vanished.

Some of the cities that had hoped for speedways were Cleveland, St. Louis, Pittsburgh, New Orleans, Louisville, Kansas City, St. Joseph, Dallas, Birmingham and Detroit.

In most, the plans offered have been abandoned, and the building of speedways now would call for a complete reawakening of interest.

One grim, tense face of wonderful popularity will be missed from the galaxy of stars. Will Bob Burman is through racing. His car threw a tire in the Corona race in April and Bob died in a hospital a few hours afterward.

Bob was always willing to make a sprint in a big race. It was this that kept him from winning many of them, as he never seemed to nurse his car. But it always gave the fans thrills, for when Burman started the others started and turned more than one long race into a hair raising event.

## Dealer Is Held for Faulty Construction

Canadian Courts Go Further Even Than United States Tribunal Which Held Makers Responsible.

New York, May 20.—Recently the state court of appeals held that a manufacturer is responsible to the retail purchaser of his cars for an injury resulting from defective construction.

Now comes a decision in a somewhat similar case from a Canadian court in which the dealer is held responsible. In each suit a broken wheel was the cause of injury to the owner of the car, but in the Canadian case the owner was killed and the suit for damages was brought by the widow.

The superior court at Sherbrooke, Can., awarded the plaintiff \$2500 damages. The defendant appealed the case and the court of review at Quebec sustained the judgment. Justice Guerin, of this court, in giving his decision, said:

"In selling such a motor car the manufacturer was selling a machine in a condition that endangered life. So far as the manufacturer is concerned it was criminal. So far as the vendor is concerned it was a crime, but it was a fault for which he is liable for damages."

## GASOLINE 18c Per Gallon.

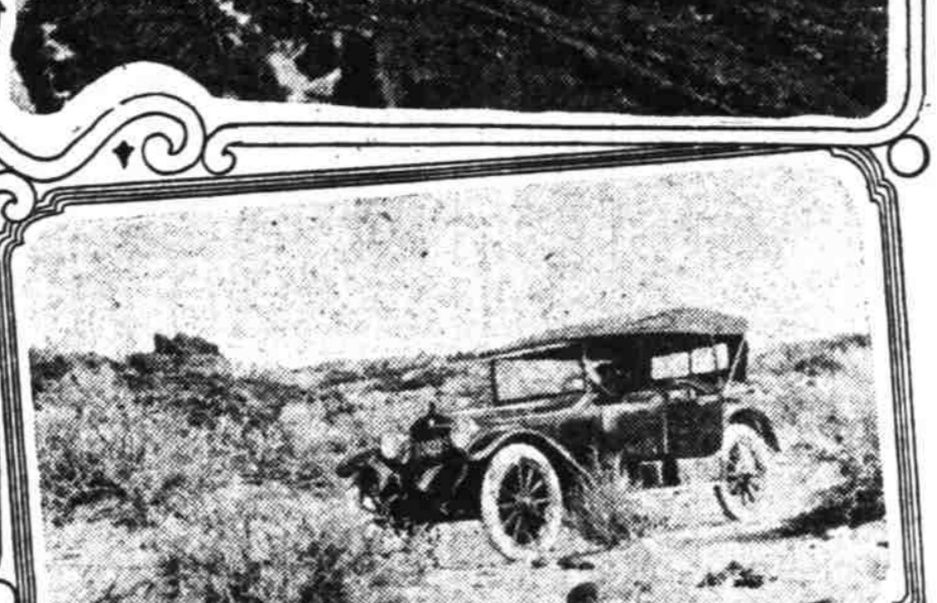
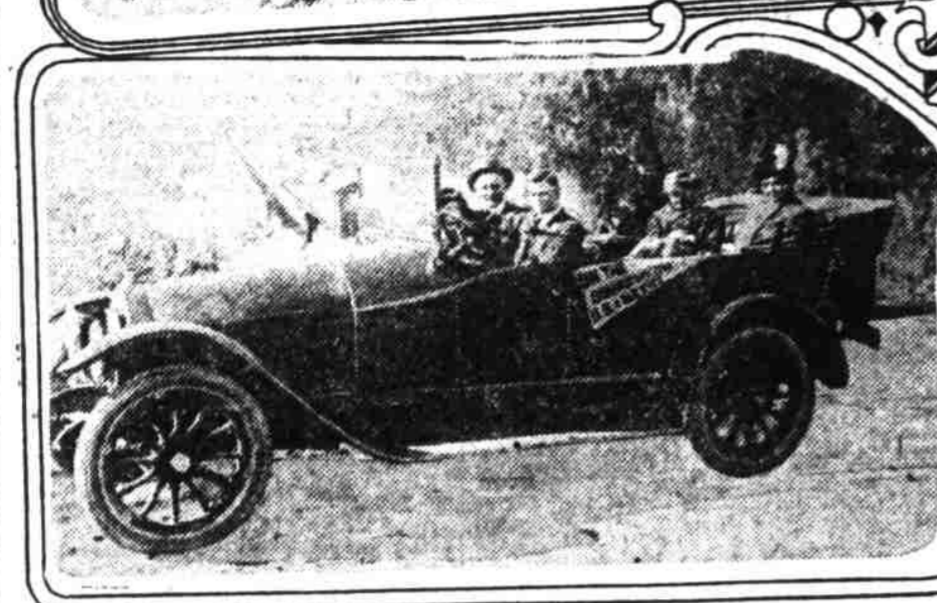
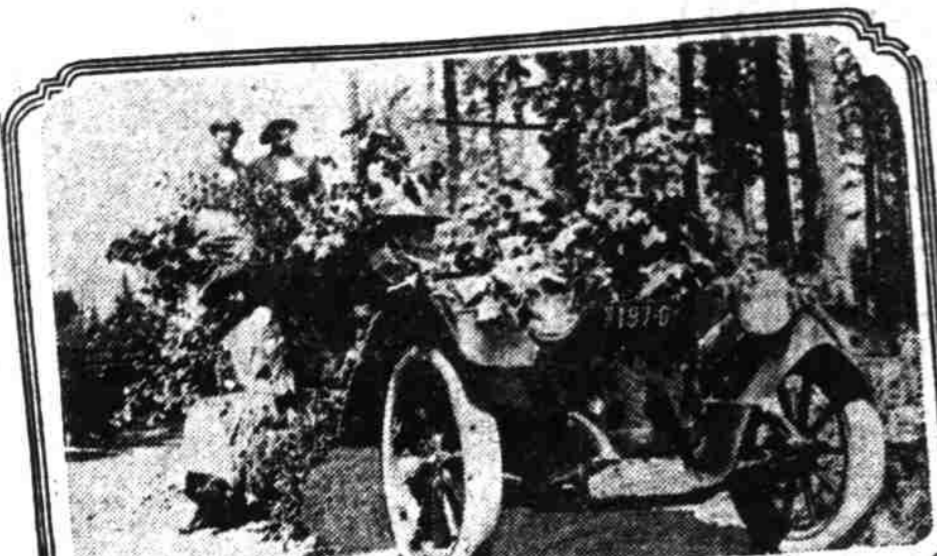
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# IOWAN MOTORS TO COAST BY THE SOUTHWEST ROUTE



T. A. Hanson Visits Portland on Long Swing Around Circle That Reaches From Mississippi Valley to the Pacific and Back Again.

Five months ago, a Hubmobile, T. A. Hanson and his little brown pup enjoyed it immensely. Pup holds down the back seat and does it with royal dignity while Mr. Hanson handles the front compartment. They left Boone, Iowa, to see the west in the only way that it should be seen from the quarter deck of the modern prairie schooner. Since that date the car has traveled 25 days of eight hours each and when it turned south. They visited Dallas and Fort Worth and then struck west. They took the southern national highway to Tulare. Here they struck the national old trail and took the road to Flagstaff, thence to Needles, Barstow and San Bernardino. Much of this road was good but a lot of it was pretty rough. At one point Mr. Hanson met five machines going east and waiting for a horse to come back and pull them out of the mud. The Hub owner was able to get through on his own power and held his slate clean over the entire road. On the Flagstaff pass he found roads which he was traveling as the first machine since the fall and for miles the mud was just tracked by the ruts of the year before filled with drifted snow. Somehow, he got through all of it and arrived in Los Angeles after

Above, left to right—Chalmers Six-40 in Oregon spring dress; T. A. Hanson, in tour of coast, found some bad going near Flagstaff, Ariz.

Below, left to right—B. Roost, who is making an extensive tour in a Mitchell Six; Hansen's Hubmobile on the desert.

having done some rough but otherwise pleasant traveling. He stayed in Los Angeles for a month and then started again going to Sacramento over the Midland Trail, by way of Bakersfield. The roads through that part of California are good over every mile. From Sacramento he again hit the Pacific highway and found it fair as far as Baird. Then more troubles began. The road was rough and muddy but he reached Ashland. For a while he seemed doomed when the mud of Pass Creek canyon loomed ahead. One man on the southern end of it heard the story of his trip. He smiled as he said: "It's a shame to spoil that record but you never will get any further than here without a horse. The fellow down the hill will pull you out for a 'v.'"

Mr. Hanson looked at the mud and road. He made one start. It was a failure so he backed up. He asked another where the horse was to be

## Hood River County To Buy Auto Truck

Modern Means to Transport Gravel on Long Hauls Expected to Result in Considerable Saving.

Hood River county will purchase an auto truck for the purpose of gravel distribution on the long hauls on the county roads. County Judge E. E. Stanton stated that after investigation as to the efficiency of the auto truck for road work purposes made in Multnomah county by members of the county court that it was evident that a considerable saving could be made over the present method of hauling by team.

## THE INTAKE

Harris Home From Coos Bay.—Charles B. Harris, wholesale manager of the H. L. Keats Auto Co., returned from Marshfield during the week. He reports that road conditions in that section of the country are not yet what they might be, but that the rain of the winter has not yet opened them. In spite of that, the automobile season has started, and with logging camps opening up and other conditions favorable, many Chalmers are expected to go in there this year. Fishing is the best ever down there and the natural beauty of the section brought quite a few sportsmen down.

Vogler Talks on Efficiency.—"Automobile progress or improvement nowadays is not accepted until its percentage of efficiency is established," said Fred W. Vogler, president of the Northwest Auto Co., in a talk at the Spokane show. Mr. Vogler was called upon to tell the technically inclined advantages of the aluminum cylinders and parts of the new Marmon-Lynite aluminum was only accepted as a suitable substitute for steel after it had been tried out and found that its efficiency along the lines of lightness and economy were balanced by the more important factors of strength and durability. It used to be that things were accepted without great regard for their actual value.

Hickley With Keats.—F. G. Hickley, late of San Francisco, has joined the sales force of H. L. Keats Auto Co. Down there he was connected with the agency which handled the Stutz and Mercer automobiles.

## Winton Manager to Get After Joyriders

Manager A. C. Stevens of the local branch of the Winton Motor Car company is writing letters to all the Winton car owners in the city in which he is offering to these owners the services of his entire force in an attempt to stop the stealing of these cars, of which there have been four cases within the last few days.

The final straw was when his own car was taken on the evening of May 8. Mr. Stevens had gone into one of the downtown theatres and on coming out missed his car. He immediately telephoned for another and between 10 p. m. and 1 a. m. did some of the fastest traveling that has been done around here for some little time but could not find the car.

The police had already been informed and later found it standing at Sixth and Yamhill streets. The speedometer indicated that the car had done quite a bit of traveling, having measured up 34 miles in the time.

An examination showed no damage of any kind and that the boys who stole the car had a joy ride only in mind was shown by the fact that all

the robes and a spare tube were still lying in the tonneau of the car," said Mr. Stevens.

"I was told by one of the police that the practice of stealing cars for a ride has become quite general because of the leniency which the court shows such offenders. This is a serious mistake and boys who are caught should be made to realize the seriousness of their crime. A car of this type is worth \$3500, the value of a farm or a house.

"The robbery of a \$100 diamond out of some store window or any other piece of property would put the offender in the penitentiary. Why is the theft of a car any different?" "I am going to help the Winton owners by keeping track of my people and the minute that a car is gone I will have the whole force out and get them with lots of gasoline and instructions to keep to the road until they find the car which they want."

Other Winton owners who had their cars stolen lately are George H. Grambaier, J. R. Burk and the Northwest Trust company. In each instance the car was recovered several hours or a day later, never injured but always after having traveled close to 100 miles. In each instance the car was left somewhere near the postoffice. In each case the car was locked but the thieves had a duplicate key.

**NO ROAD TOO SAVAGE FOR SAVAGE TIRES DIRECT FROM FACTORY TO YOU**

## A Reliable Guide

THE name "Savage" is your insurance against tire trouble. It stands for a tire of the highest quality, more miles for less money and an easy-riding car.

For the long trip over hard roads or for slippery pavements—for all kinds of every-day use, Savage Tires are unequalled.

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Portland.

# SCRIPPS-BOOTH LINE WILL BE DISTRIBUTED BY BRALY AUTO CO.

Models of New Cars Now on Display at Salesroom, 19th and Washington.

## ROADSTER MAKES BIG HIT

Car Has a Decidedly Italian Trend in Body Lines—Seats Three Persons—Wire Wheels.

The Scripps-Booth line of motor cars will be distributed in Portland and throughout Oregon by the Braly Auto Co., J. C. Braly announced the annexation of that line during the week and models of the cars are now on the floor of his salesroom at Nineteenth and Washington streets.

The Scripps-Booth company claims to have been the originator of the luxurious light-car type. The idea aimed at is to furnish the owner of a big car, a small car for individual journeys in which every comfort and improvement is brought into distinctive lines.

The Scripps-Booth model which has made the biggest hit is a roadster, a body which is finished in pleated leather, with seats so arranged that the car is comfortable for any number of people from one to three.

The cars are all equipped with wire wheels, adding to its distinctiveness. Where the car is better known it is prized as part of the stable of the wealthier folk. In California it has taken hold with a vengeance and is one of the most popular of town and country cars.

The car comes in two models, the four cylinder roadster and the eight cylinder four passenger, which has the same lines as the well known roadster. The engine in both cars is the valve-in-head of the smallest bore consistent with the weight of the car. All this will make from 20 miles up on a gallon of gasoline.

Wagner electric system is used on the starter with a Bendix drive. Remy ignition of the automobile type is another high class assembly unit. The little car weighs 1800 pounds and the larger 2300 pounds.

Coincident with this announcement is the news that H. W. Lyon has returned to the Braly Auto company as sales manager. Mr. Lyon was identified with the Franklin for many years and with the same firm. Mr. Lyon also will supervise the sale of Scripps-Booth.

## Ancient Armor Revived.

Paris, May 20.—(U. N. S.)—French police may soon fight in ancient armor. The success of the new steel helmet in reducing fatal wounds has started a movement here to protect the throat, cheeks, shoulders and heart region by steel plates capable of turning a bullet.

# WHO'S WHO IN MOTORDOM



H. A. Conger.

H. A. Conger can occasionally be found in the rooms of the Benjamin Boone Co., the Portland agents of the Chevrolet. He has been with them for two years or more and when the firm handled the Ford he was the high man on more than one occasion. Mr. Conger formerly was in the electric business as the representative of the Hobart Electric Co.

## New Record Made By Stock Machine

Car Makes Trip Two Hours and One Minute Ahead of Best Previous Time—Expect Record to Stand.

Driving the same Buick D-6-45, which broke the record via the valley route on April 25, last, Joe Nikrent starting from Los Angeles, reached San Francisco two hours and one minute ahead of the best previous record. The 464 miles were traveled in 12 hours and 47 minutes and 59 seconds, thus winning the Fernando Nelson trophy.

This trophy, which has been contested for since 1904, has long been considered the most prized cup of the Pacific coast. It was offered by Fernando Nelson of San Francisco, as a perpetual trophy for the fastest time by automobile via the coast route between Los Angeles and San Francisco.

Prior to May 14, the Buick car had never contested for this trophy over the coast route. While holding the record between San Francisco and Los Angeles via the valley route, they were not satisfied, and determined to try for the trophy over the coast route, although this represented a much harder trip.

No trouble was experienced, but half of the distance was run through a very heavy fog, making the mountain driving unusually dangerous. In spite of this the average time was better than 25 1-3 miles per hour.

The trip was made with a regular stock Buick light "Six," known as the Model D-6-45, and it has undoubtedly established a record which will stand for some time to come.

# MOTORISTS AWAITING CHANGES IN THE NEW TRAFFIC REGULATIONS

Chairman Coffin of Safety Commission, Explains Situation to Local Dealers.

## UP TO COMMISSIONERS

Attempt to Have Bridge Rule Altered Has Thus Far Been Without Success, Says Coffin.

Portland motorists still are awaiting for the promised changes in the Portland traffic regulations which for a while seemed forthcoming, and an endeavor to speed the matter. Safety Commissioner Coffin was invited to attend the automobile dealers' association at the Wednesday luncheon.

In reference to what is now known as "the ridiculous bridge rule," Mr. Coffin said that he had attempted to secure revision of the bridge restrictions so that motorists and others would be able to make the best use of the city's big viaducts, but that his endeavor to help them out had thus far not been met with success. He says it is up to the county commissioners.

The question of safety signals for the operator of any self-propelled or other type of vehicle, also was discussed and a system to be enforced was talked across the table.

The police have as yet made few arrests for violators of the rule which says that vehicles must not turn into the middle of the block. The fall of the part of many to observe the particular rule, was the cause of a smashup on Stark street Wednesday morning when a taxicab coming off the street brushed the fender of a big car which started to turn into the middle of the block.

"The law respecting motorists would rather see the police enforce the rule and the rule which says that if you are on the right has the right of way, than any of the bridge speed whisks," said A. C. Stevens after the meeting.

# Motor Cars Help Country Churches

A new phase of the automobile activity has up—increasing attendance at rural churches. Rev. F. F. Baily, pastor of the Salem Reformed church of Waynesboro, Penn., recently made this statement: "My suggestion for building up church is for the country people to procure motor cars and take the families and neighbors to church on Sunday. The motor car will be the salvation of many country churches. My experience in country church work is not as disheartening now as it was several years ago. The motor car has helped very much in building up the church."

# EIGHT CYLINDER CADILLAC

## ESTABLISHES NEW Transcontinental Auto Record

### LOS ANGELES to NEW YORK

# 7 Days, 11 Hours, 52 Minutes

## Beats Best Previous Record by 3 Days, 19 Hrs., 23 Mins.

This stock Cadillac roadster was officially checked out of Los Angeles from the Courthouse by a committee of newspaper men.

The car reached New York May 15, completing the 3471 miles at an average speed of 36 1-6 miles an hour, not deducting time lost in sleeping, eating and taking on supplies. One man, E. G. Baker, drove the car every inch of the way. He was accompanied by W. F. Sturm, an Indianapolis newspaper man. Deducting time checked out for stops the average was 48 miles an hour.

By its wonderful endurance, power, and all around reliability the Cadillac Eight once more startles the world.

We can show you the exact duplicate of this machine in our salesroom today.

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