NEW RECORDS MEAN AUTOMOBILES WILL WITHSTAND TESTS

Speed and Endurance Performances Have Their Rewards Indirectly.

BUILDERS TAKING PRIDE

Terrific Strain on Every Part of Car Shows Weak Places if There Are Any in Auto.

With cars breaking almost every record that has ever been established, in speed, long distance runs and endurance contests of all kinds, the average motorist is almost prone to ask: "Well, what does all that mean to me?"

That question is discussed by C. L. Boss, the agent for two cars which have made noteworthy achievements in the last few months, the Hudson Super-Six and the Maxwell.

"Those tests mean everything to the motorist," says Boss.

"Imagine, for example, the terrific strain of every part in a car which is going after the sustained speed record, such as the mark which the Hudson made on the Sheepshead Bay course, going 1819 miles in 24 hours, faster than 75 miles an hour in every hour of the 24. Picture the strain in the Hudson's round trip across the continent.

Satisfaction Will Come.

"Now, some man is going to say, 'Why should I be interested particularly in that car?' or 'What does such a performance mean to the average car owner? I will never want to go that fast.'

"The satisfaction will come in knowing that the car today is capable of the greatest strains, strains greater than would ever come in in the ordinary life of a car. Such a long run meant that every bearing had to be right, had to be built to stand the terrific speed of miles per hour. Of course, no man in the average duties of a car will ever want such capabilities even in a crisis, but cars which will demonstrate such possibilities must have unlimited life and and dependability.

Perfection Is Aim.

"All these records, of trips across the continent, of long distances traveled under high pressure, of immense distances without a stop, mean that the motor car as built today is a thing made as nearly perfect as human ingenuity has made anything that is mechanical.

"Just imagine if you can the wonder of it all. More wonderful than a steamship, more wonderful than the finest watch, more related parts and more units which had to be mastered than the finest thing mechanical which preceded it.

"That is why the builders of cars take such pride in their achievements and why the motorist should be and is very much interested in such performances as the speeds of the Hudson Super-Six and the 22,000 mile nonstop run of the Maxwell motor car, held in Los Angeles some time ago.

Big Distances Made.

"It has been but a very few years when such marks were simply not possible from the best cars built, no matter what the price or the name."

Both of these cars, had in their short space of time before the public, more abuse, more real hard work, than will meet the average car in a life of 100,000 miles. We have today cars which have gone that distance, which were built as far back as 1905 and 1906.

Those cars, with all the imperfections that seem absurd today, are still running. No one knows what the life of the car built today will be. Any mileage or any number of years seem possible.

Racing Drivers Now Head for California

Los Angeles, Nov. 11.—With the arrival of Eddie Pullen and his fellow members of the Mercer team, racing drivers will begin pouring into Los Angeles at a great rate during the next 10 days. The Harkness cup race closed the entire eastern season, and from now on the attention of speed merchants will be centered on southern California.

Pending the time when they can use the Santa Monica course for workouts for the Vanderbilt cup and grand prize events the pilots will congregate at Ascot speedway. Chairman George R. Bentel of the speedway board of control, has issued a general invitation to the drivers to not only use the course itself, but to make themselves as much at home on the big concrete oval as they feel like. Within a few days facilities for machine work will be installed at the track, and the various stars can do all their tuning up at the south end course.

Harry Twitchell, northwestern speed enthusiast, has written the Ascot management asking for entry blanks, and signifying his intention of entering his Hudson super-six in all the speedway events this winter. Twitchell has put the car into three races, and in each instance finished in the money. His competition at Ascot will be against all the stars of the game, but the Spokane driver is confident his car will live up to its showing in earlier meets.

Ascot's new bleachers are completed, the plant now having accommodations for more than 20,000 spectators. With the championship award sweepstakes on Thanksgiving day already looked on as the greatest speedway event ever staged in the west, even this arrangement to handle the crowd is thought to be all too small. Chairman Bentel is already considering additional parking space along the lower turn, but will wait until his entry lists are in before ordering the work started.

No More Desire For Tobacco

Arthur Krouse is a locomotive fireman who has been using tobacco since he was a boy. About two years ago he began to have spells of illness. His memory was getting very bad and his eyes bothered him a good deal. He had tried in vain to conquer the habit until he got a certain book, and now he is freed from the thralldom of tobacco and his health is wonderfully improved. Anyone who desires to read the book can obtain it absolutely free by writing to Edward J. Woods, 628, Station E, New York city. It tells how the habit of smoking, chewing or snuff taking can be conquered in three days.

Headlight Problem Is Nearing Solution

Bill Will Be Drafted When Engineers Have Completed Their Report on Technical Issues Involved.

Washington, Nov. 11.—"It is safe to say that the practical solution of the headlight problem is near at hand, judging from the findings of the committee of the Society of Automobile Engineers, which has had the subject in hand for some time past."

This is the belief of President H. M. Rowe of the American Automobile association, a committee from which organization attended the electrical equipment session of the recent standards committee meeting of the Automobile Engineers, held in Washington, D. C., at the United States bureau of standards.

"Reports from A. A. A. clubs throughout the country indicated drastic legislative action in several states unless some concrete solution was put forward by the motor car owners," says President Rowe, "and this caused our legislative board chairman to call upon the Society of Automobile Engineers to give the headlight problem the right of way over other questions upon which it is at work. Chairman Yellott will draft a model bill as soon as the engineers complete their report and the measure will then be available for introduction in the states which are threatened with undigested regulation."

NEW MOTOR FUEL IS MADE IN ENGLAND AS GASOLINE SUBSTITUTE

Heavy Demand Caused by European War Causes New Venture to Be Undertaken.

Washington, Nov. 11.—The enormous increase in the use of gasoline as automobile fuel on account of the European war has resulted in a general campaign in Great Britain to develop a substitute for gasoline which can be used to propel motor vehicles, according to advices to the department of commerce from Consul General Skinner at London.

Mr. Skinner points out that the vast increase in the importation of gasoline has failed to keep pace with the jump in the use of the fuel and that British industries plants have been badly hampered by lack of the necessary gasoline to conduct their various processes.

New Fuel Is Made.

"Under those conditions," says the consul general's report "numerous inventors set to work to find efficient fuel substitutes for the use of motor vehicles. Among these substitutes is a new motor fuel which is designated a British product, although all of its ingredients have to be imported from foreign countries. The sole control of the sale of this new motor fuel has been placed in the hands of a well known trade union, the London and Provincial Licensed Vehicle Workers, which has charge of 2000 cabs out of the 5000 still on the London streets.

Big Order Received.

"This organization stated that a first order of 100,000 gallons of the new substitute having proved satisfactory, a further order of 5,000,000 gallons had been placed with the makers. It is claimed that the price for the substitute is 50 per cent below that for gasoline, roughly, 37 cents a gallon against 73 cents. It consists of 50 per cent of petrol and 50 per cent of chemicals, the nature of which is kept secret."

Quoting a prominent petroleum merchant, of London, the report continues: "We are making a substitute which is an intermediate between petrol and oil, which is an oil and not a spirit. It can be stored like ordinary lamp oil. The car is first started on petrol and then runs along on our substitute. Some users are mixing petrol with paraffine but it is certain, if they are efficient, to keep the market after the war, for they are always cheaper than pure petrol. The government is contemplating a tax on substitutes, but even with that we shall be able to beat petrol in competition."

Dangers of Parking Autos Illustrated

Congested Conditions in Park and West Park Streets Should Be Remedied, Say Dealers in Machines.

The dangers of parking cars on both sides of such streets as Park and West Park, on evenings or in the daytime, were pointed out when a few of the automobile men got together recently.

On many evenings when there is something going on down town, or on a pleasant night when most everyone has come to a show, hundreds of cars are to be seen parked on both sides of Park and West Park streets, which are nothing but alleys in width.

Confusion on Election Night.

The resultant confusion was apparent on election night, when that status was particularly aggravating. Had a piece of fire apparatus, for example, come into any one of those blocks to reach hydrants which are located there it would have been blocked for many minutes. With cars on both sides of that narrow street it is impossible to pass another car unless the cars have two wheels on a side next to the curb.

"Those things are never considered until something happens and then for a while we have much to say and some enforcement of laws made for the occasion and then in a little while folk are back in the same track," commented one of the men who probably study traffic more than any other class of citizens.

"On any of those streets, parking should be allowed during evening hours on one side of the street only, either the east or the west. If, then, an automobile were going in either direction on the street, it would be possible for an emergency vehicle going in the opposite direction to pass without difficulty, and without either backing up.

Automobiles Are Blocked.

"Many an automobile has run into those blocks and was then forced to back up to open an escape for another, which had advanced into the pinch from the other side. The very same thing would happen to an emergency vehicle and on some occasions a house could very easily burn to a lively crisp before a fire department could extricate itself from those blocks."

If "safety first" has any meaning in traffic laws, it seems queer that the obvious is always the last to receive attention.

AUTOMOBILE EXPORT TRADE IS INCREASING WITH DOMESTIC GAIN

Oregon Has 33,000 Machines at Present as Against 23,000 Last Year.

SALES SMASH RECORDS

Report Issued From Washington Gives Details of Immense Business Being Done in Europe.

That the United States is not the only land where people are buying motor cars in ever-increasing numbers is indicated in the export figures for the fiscal year 1916, as compiled by the bureau of foreign and domestic commerce. A copy of the report has just reached H. L. Keats, the local Chalmers representative.

"These figures are but further substantiation of all the claims that the manufacturers make regarding their inability to cope with the market," said Mr. Keats. "These figures, along with the registration in any of the states, show how the demand is ever increasing and never dwindling and how it must crowd the makers to turn out enough of the cars to feed that field.

Oregon Has Many Machines.

"Take Oregon as but one of the states. Today there are 33,000 machines as against 23,000 last year. Almost half again as many were sold this year as there were in all the previous years of the industry. Is it any wonder that the makers cannot deliver on time if their car is one of those enjoying the greatest demand?"

The figures as issued by the department at Washington, showing the total exports for all makes to all countries for the fiscal year of 1916 follow:

Exports of Automobiles.

Countries—	Commercial Automobiles Values.	Passenger Automobiles Values.
Azores and Madeira	.....	$ 2,272
Denmark	26,413	548,971
Gibraltar	.....	16,161
Greece	98,815	118,398
Italy	14,655	217,240
France	17,709,579	1,428,325
Netherlands	93,797	399,017
Norway	121,480	592,560
Portugal	1,117,681	198,975
Roumania	.....	3,000
Russia, European	12,544,258	3,142,616
Serbia	65,000	4,200
Spain	57,277	206,367
Sweden	29,050	180,869
Switzerland	.....	4,479
U. K.—England	18,723,403	6,923,806
Scotland	271,745	124,138
Ireland	39,776	55,014
Canada	724,817	6,555,934
Costa Rica	.....	28,325
Guatemala	4,916	23,552
Honduras	14,540	22,672
Nicaragua	2,509	3,109
Panama	55,171	170,964
Salvador	1,300	54,598
Mexico	100,500	309,290
Newfoundland	1,692	15,652
West Indies: British	31,825	374,706
Cuba	176,647	2,091,295
Danish	.....	3,426
Dutch	.....	10,943
French	2,310	63,970
Haiti	.....	3,788
Dominican Rep.	5,173	90,127
Argentina	33,063	2,065,439
Bolivia	.....	16,298
Brazil	19,635	157,968
Chile	46,566	530,211
Colombia	1,296	58,526
Ecuador	3,578	44,316
Guianas: British	.....	33,933
Dutch	1,037	7,181
French	.....	1,000
Peru	5,830	40,388
Uruguay	5,818	150,540
Venezuela	13,029	214,158
Paraguay	.....	2,256
Aden	.....	9,164
China	89,799	191,932
Chosen (Korea)	5,027	4,780
British India	208,067	1,638,262
Straits Settlements	25,160	239,715
Other Br. E. Indies	27,841	168,685
Dutch East Indies	82,586	753,128
French East Indies	.....	3,033
Hongkong	6,304	16,858
Japan	14,528	120,061
Russia, Asiatic	3,546,435	529,385
Siam	7,036	32,082
Australia and Tasmania	295,558	4,147,302
Other Br. Oceania	2,612	18,227
French Oceania	860	56,789
German Oceania	1,530	3,208
Philippine Islands	88,286	859,450
New Zealand	140,848	2,055,843
Brit. W. Africa	13,173	35,961
Brit. S. Africa	54,519	2,040,977
Brit. E. Africa	.....	137,245
Canary Islands	.....	22,935
French Africa	.....	1,155
German Africa	.....	7,760
Madagascar	.....	2,542
Morocco	9,675	20,574
Portuguese Africa	2,803	38,510
Egypt	.....	18,352
Grand divisions—		
Europe	50,922,929	14,209,432
North America	1,121,391	9,791,323
South America	129,592	3,422,201
Asia	4,012,792	3,701,087
Oceania	538,674	7,140,819
Africa	80,170	2,335,401
Totals	$56,805,548	$90,660,263

NOTE—In addition there were shipped to our noncontiguous territories: Alaska, 114 automobiles, valued at $102,426; Hawaii, 1903, value $1,900,920, and Porto Rico, 1152, value $789,057, the class of cars not stated.

Comparative figures for 1911-1915 are published in table 5 of Commerce and Navigation, 1915; price 35c, and for sale by superintendent of documents, Washington, D. C., or nearest district office.

Detroit to Offer New Traffic Plan

Courtesy on Part of Motorists to One Another and to Pedestrians Is Scheme for Week Event.

Detroit, the city which has shown the way in traffic problems to other great cities of the country, is about to offer another plan that it is expected will be taken up in many big cities.

The plan is for a courtesy week, the suggestion for a courtesy day in Detroit having first been made by James Couzens, police commissioner, and then taken up by W. S. Gilbreath and turned into a courtesy week idea which may spread throughout the country.

Courtesy on the part of motorists to one another and to pedestrians is the object of the plan.

The campaign for a courtesy week in Detroit will be pushed by Mr. Gilbreath, who is secretary of the new Detroit Automobile club. He will also take up the matter with other automobile clubs affiliated with the American Automobile association in many cities, particularly in the middle west and west, these cities including Chicago, Cleveland, Indianapolis, Cincinnati, Pittsburg, St. Louis, Kansas City, Milwaukee, Denver, Minneapolis and St. Paul and others.

Commissioner Couzens suggested the courtesy day as a good thing to develop a better feeling among motorists, and at the same time to do away with many of the avoidable traffic accidents in which automobiles figure daily. Mr. Gilbreath was in accord with the plan, and believing that it could be lengthened into a week and made nationwide, he took steps immediately to carry out the program. It is expected the plan will be accepted gladly by automobile clubs and motorists in other cities.

SPEED NO ASSET WHEN DANZIG IS ON THE CUSHIONS

Arthur Irwin Tells Story of How Harry Niles Was Called Out.

"Speed is a handicap in baseball sometimes," remarked Arthur Irwin, former Yankee scout, lapsing into a reminiscent mood. And then he recounted the famous "boner" in which Harry Niles figured as the nanny.

It happened a number of years ago when Niles, a fleet footed person, and Babe Danzig, former Coast leaguer, a "piano mover" on the bases, both were on the Red Sox roster, with the team battling against the Senators.

Danzig was on first base when Niles came up to bat. He promptly poled a terrific drive to center and like a madman raced around to third base, beating the throw by 10 feet.

Imagine Niles' amazement when, upon arising to his tootsies, the umpire said to him

"You're out."

"Out? Out? he shrieked. "Whatcha mean, out? I was safe by a mile, you horsethief."

"Oh, I'm not disputing the fact that you beat the throw, little one," returned the umpire sweetly, "but rules is rules and so you're out. The rules specifically state that one runner can not pass another in circling the bases. And, my dear sir, if you'll take a look over there at second, you'll see Mr. Danzig whom you passed en route to this bag. So, you're out. Git!"

Sons of Famous Stars at Yale.

Students at Yale this year include a son of Mike Sweeney and a son of the late Mike Murphy. Both are clever athletes and are likely to show their prowess in the next few years as baseball and track athletes as well as in other lines of sport.

HAS ECKERSALL BEEN REINCARNATED IN BOY PIVOT OF MICHIGAN?

Clifford Sparks Pulls Plays With Chain Lightning Rapidity Against Opponents.

HIS DROP KICK IS MARVEL

Called Place Kick Formation for Maulbetsch But Pass From Center Was High and Then Mind Worked.

The Wolverines have uncovered a quarterback — Clifford Sparks—whose brilliant work this—his first varsity—season ranks him among the most sensational performers in the western football world.

Sparks has a chain lightning brain; one that recognizes every opportunity in the minutest flash. And he has legs and arms that work in harmony. He has "pulled" plays repeatedly that have disconcerted the Ann Arbor foes, put them to utter rout and brought gasps of astonishment from the stands because of their audacity and their remarkable execution.

Just to illustrate:

Stiffened Line Starts It.

The Wolverines, pitted against the the ball into Aggie territory. And then the ball into Agie territory. And then the Aggie line stiffened and threw back the plunges of the heavy Wolverine backs. So Sparks called upon Johnny Maulbetsch for a try for goal from placement.

Sparks lay on the ground waiting for the pass, so that he could hold the ball for the Maulbetsch boot. But the center threw the ball too high. Even as it left his hands, Sparks saw that he couldn't make the catch while lying on the ground or while half way raised by his knees.

What Sparks Did to Ball.

And then seemingly with a single movement, Sparks jumped to his feet, grabbed the ball as it was about to clear his head, whirled to face the goal posts and drop kicked the ball over the Aggie bar for a count of three points which then and there cinched the game for the Wolverines.

"It was the greatest individual play I ever saw in my whole career as coach or player," was "Hurry Up" Yost's comment after the game. And every person in that crowd who saw Sparks plan and execute that play in something less than two seconds chanted "Amen!"

Great All-Round Man.

But it isn't only in braininess that Sparks stands out. He is one of the greatest all-round gridirons that has flashed into view in many years. In that Aggie game, the entire Wolverine team gained a total of 200 yards by rushing—and Sparks alone accumulated 107 yards of it. He crumpled the Aggie line almost every time he crashed into it and circled ends for ease, and was eel-like in running back punts.

Sparks ranks right now—in his first year as a Michigan regular—as the greatest quarterback Michigan ever has had. There is nothing he cannot do—and do in a way that thrills. Even in punting he is a wizard and his method is reminiscent of Pat O'Dea, the great Wisconsin booter.

Throws Ball Against Foot.

Sparks, like O'Dea, has mastered that difficult trick of successfully punting after throwing the ball, with force at the uprising foot. Almost all other punters in the game play safe by dropping the ball on the foot. They realize that to throw it hard at the shoe will give greater height and distance to the kick, but they know full well that the throwing is dangerous as the ball and foot are likely to meet at an angle, thus "slicing" the kick.

But Sparks can do it—and therein lies one of the main causes for Michigan's success this season. His kicks are long and high and give almost his entire team plenty of time to get down the field, "cover" the man who is set for the catch and then dump him at once. During that Aggie game not one of the Wolverine foemen made more than two yards on any of the Spark punts—a record that may stand for years.

Recalls Memories of Eckersall.

One of the peculiar features of that drop kick Sparks made against the Aggies was that not until then—no one, not even Yost—knew that he had skill in that line. The kid never had been called upon before to display his wares in that drepkicking, and was too modest to tell Yost that he could do a bit of it in pinches.

When Sparks made that extraordinary play, the Aggies thought it was a new trick of Yost's. And so they watched for similar ones after that Sparks knew they were watching and recognized the opportunity for "crossing" the Aggies. Several times after that he signaled for a kick formation. The Aggies set themselves for a duplication of the unplanned play. And always Sparks did something else to the utter bewilderment of the Aggies.

And the west is asking:

"Has Walter Eckersall been reincarnated in Clifford Sparks?"

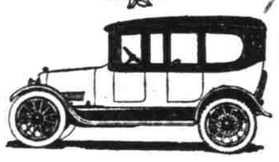
Yale to Row Penn in Spring.

Coach Guy Nickalls of Yale university crews plans to again enter his 'varsity and freshman eights against Penn on the Schuylkill river next spring. In addition the Blue will meet Cornell and Princeton in a three-cornered race; crews will compete in the American Henley at Philadelphia and the annual feature events with Harvard will be rowed on the Thames at New London June 22, 1917.

Women to Take Up Swimming.

Women's clubs that are active in swimming include the National Women's Life Saving league of New York, Philadelphia Turngemeinde and Germantown Young Woman's Christian association of the same city, Los Angeles and Detroit A. C.

Reo



Enclosed Reo Fours, $1025

The great demand for "all weather" bodies has rendered it impossible for us to supply all who wanted enclosed Reos, but the factory is working overtime and gradually catching up.

So if your order—an actual, bona fide order—not merely an "I think I'll have one when you get them in"—we can't call that an order when there's a long line of buyers ahead of you:—

We repeat: If your order for an enclosed four-cylinder Reo is in our hands at once, we can promise you a fairly prompt delivery.

This enclosed Reo is ideal from every standpoint.

In the first place the price is within your reach—and the quality is Reo.

The value is "The Gold Standard."

Then, it's convertible into a fully enclosed, cozy, draft-proof winter car; and, for summer, into an ideal touring car.

The top is permanent—80 per cent of owners never drop their tops we find—and the "Jiffy" curtains which we supply serve for rainy days. In winter the glass—in summer the Jiffys with celluloid windows—closed or opened in "a jiffy" as the name implies.

So you see you really get two cars in one in this enclosed Reo Four—and at a price you can well afford—$1025 f. o. b. Lansing.

Let us remind you again however, that the date of delivery depends entirely on the date your order is in our hands—and too many orders mean the old chronic condition "not enough Reos to go round."

So let us have that order now—today won't be a minute too soon.

Our Own Opinion of Reo the Fifth

WE VERILY BELIEVE that all things considered, Reo the Fifth is the greatest automobile ever produced.

THOSE ARE STRONG WORDS—we fully appreciate that fact, and yet we use the phrase in full confidence that it is justified.

ALL THINGS CONSIDERED—size, passenger capacity, sphere of usefulness, first cost, cost of upkeep and enduring qualities—we submit there's no other car in the world that can compare with this great Reo.

THE MERE FACT that Reo the Fifth has been standard for now seven seasons is proof conclusive of what we've just said.

FOR NO CAR that was less than a super car (and by the way, Reo used that term several years ago) could for so long have withstood the fierce onslaughts of competition.

AND NOT ONLY THAT—not only has Reo the Fifth been standard in practically its present form for seven times the span of life of the average model—but today it leads in popular favor and demand by a larger margin than ever before.

NEVER WAS THE DEMAND for this model as great as right now. It is almost hopelessly in excess of the factory output—and the output is greater than ever before.

COST OF UPKEEP and operation is the reason. This has proved to be lower year in and year out than any other car of similar power or price or capacity.

WE SAY PROVED—ask any owner.

AND, BY THE WAY, we contend that no "one year model" can possibly have proved anything as to its enduring qualities or its upkeep cost.

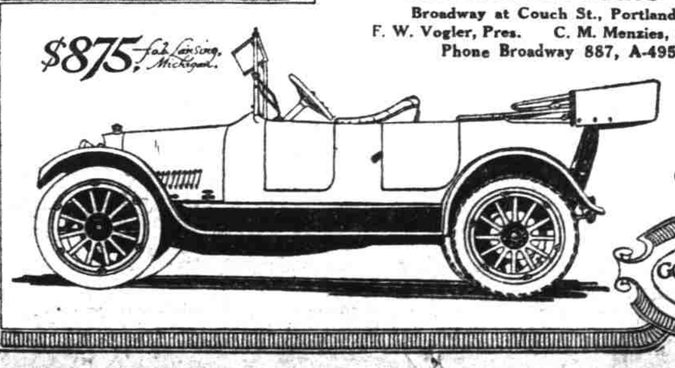
ANY NEW CAR is a good car—it is the seven years service of this Reo the Fifth model that proves.

ORDERS IN OUR HANDS now will get preference in deliveries.

Reo Motor Car Company
Lansing, Michigan

Northwest Auto Co.
Broadway at Couch St., Portland, Or.
F. W. Vogler, Pres. C. M. Menzies, Sales Mgr.
Phone Broadway 887, A-4959

$875 f.o.b. Lansing, Michigan.



63-C

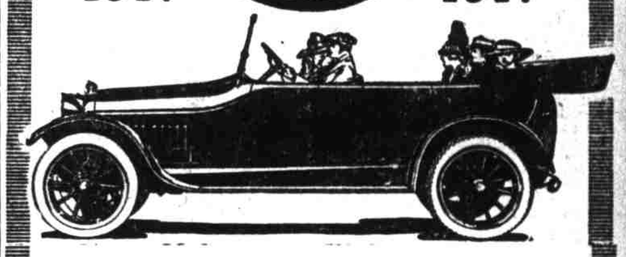
"THE GOLD STANDARD OF VALUES"

Biltwel Line

The Car of High-Priced Features

Velie

1917 1917



Velie Values— At $1085

Six-cylinder Velie-Continental Motor
Timken Axles, front and rear
Removable Cylinder Head for Inspection
Helical Gears in Motor, no chains
Enclosed Multiple Dry Disc Clutch
Hotchkiss Drive, no noisy torque arm
Spiral Gears in Floating Rear Axle
Remy Automatic Ignition, Push Button Starter
Double Bulb Headlights, Dashlight—All Wires Enclosed in Metal Conduits
Rear Gasoline Tank, Vacuum Feed
Simple Rocking Gear Shift Lever
Luxurious Body, 4 Inches Longer
Unusually Wide Doors, Easy to Enter
High-Grade Leather Upholstery
Cushions Deep Tufted, Real Curled Hair
Mirror Body Finish, 20 Operations Deep
Long, Flexible, Underslung Springs
Expanding Tire Holder, No Straps
Light of Weight, Economical of Fuel
Everything in and on, ready for the road

Compare

Those specifications with any other costing from $500 to $1000 more. You will find that the Velie "Biltwel" Six has the best construction that money can buy.

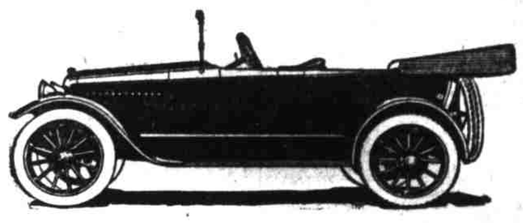
Such Features spell Durability, Service, Satisfaction, Economy and long life for the car. They are the making up of a car that will last 10 years and be as good and as inexpensive the last year as it is the first.

Come and see for yourself. Let us prove our statements.

Dealers in unoccupied territory are requested to write for our proposition.

D. C. WARREN MOTOR CAR CO.
OREGON DISTRIBUTORS
58-60 N. 23d St., Portland, Oregon Main 780

$1085



Some buy the Grant Six because it is a wonderful hill climber due to its surplus power and light weight.

Many choose the Grant because of its flexibility, ease of handling and ease of riding.

Some choose the Grant because of its beautiful roomy body.

Others say the Grant Six has so much "pep," "ginger" and "go" in it that it's an inspiration to drive it.

To *all* Grant owners the big fuel and oil mileage make a strong appeal.

Why pay *more* for *any* six?

The Grant Six gives you *more* value than *any* other six.

Come, prove it for yourself.

GRANT SIX

Five-Passenger Touring Car - $ 825
Three-Passenger Roadster - - 825
Three-Passenger Cabriolet - - 1050
f. o. b. Factory

GRANT MOTORCAR CORPORATION

MANLEY AUTO COMPANY
Eleventh, Oak and Burnside Streets
Distributors
A. B. MANLEY, Pres. E. C. HABEL, Sales, Mgr.