

MILTON ECLIPSES OLD RECORDS IN SHEEPSHEAD RACE

Duesenberg Racer Traveled Farther in One Hour Than Any Other Car, Regardless of Size.

When Tommy Milton catapulted his rakish Class C nonstock Duesenberg racer of 300 cubic inches piston displacement across the finish line at Sheepshead Bay a few days ago it had traveled farther in one hour than any other car in the world, regardless of size.

Driving with consummate skill, the world famous pilot made 113 miles in 60 minutes, shattering all records for nonstock cars in non-competitive time trials. The daring driver also hung up new marks for two and three hours, continuing his terrific speed when he found that he had bettered the hour record. At the end of two hours his car had traveled 222 miles and at the end of 180 minutes had completed 223 miles.

Previous to Milton's performance, the greatest number of miles ever covered in an hour was the mark of 110 set by Ralph De Palma in his 200 cubic inch Packard-Special at Sheepshead Bay on November 16, 1917. The Italian's record for two hours was 219 miles and for three hours 320 miles.

Milton's time trials were officially observed by representatives of the A. A. A. and application has been made for the new records.

Goodyear cord tires had their share in the achievement, enabling the fearless pilot to make a nonstop run. At the finish the pneumatics were in perfect condition and could have traveled twice the distance at the same punishing speed.

In the non-competitive trials for Class C nonstock cars of 183 inches displacement, Jimmie Murphy in his Duesenberg reeled off 98 miles in the first hour, 182 in the second and 276 at the end of the third. The marks set by Murphy are

WELL KNOWN CREDIT MAN
IS MADE SALES MANAGER



W. J. Finkle

W. J. Finkle, who for 10 years has been identified with the firm of Ballou & Wright in various capacities, has been promoted from credit man to sales manager of that company and will pilot the distributing end of the business in the place of the arrangement formerly in force. E. S. Olson will take Finkle's post as credit man of the firm. Finkle is well known throughout the automobile industry in this city and his name is familiar to many in trade circles throughout the state.

all the more remarkable when it is considered that this Duesenberg has but slightly greater piston displacement than a Ford.



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PRICE OF RUBBER TIRES LIKELY TO GO HIGHER SOON

Crude Rubber Is No Higher, but Mounting Wages Indicate Rise in Value of Finished Product.

It is practically certain that a general advance in the prices of rubber tires will be made in the near future, says the Wall Street Journal. While the price of crude rubber has shown very little change over the past year, increased wages and steadily mounting prices of cotton materials makes higher tire prices inevitable.

Since June, 1919, the different grades of cotton and cotton duck used in the manufacture of various types of pneumatic tires have advanced on an average 75 per cent to 100 per cent. Crude rubber now costs about 45 cents a pound, approximately what it has been selling for during the last 12 months, but a decline of 25 per cent from war time levels. As to the extent of the increase in labor no estimate can be made but the fact that the big rubber companies have had little or no trouble with strikes and other labor factors is attributed to the voluntary wage increases they have made right along.

LOOK FOR RECORD

A study of the pneumatic tire price ranges of three representative companies from 1912 to the present reveals the fact that the advance believed imminent will probably put prices higher than they have been during the last eight years.

Due to steadily expanding output and better manufacturing facilities the tire producers beginning in 1912 made substantial cuts during 1913, 1914 and 1915. Then the war began to have its effect and for the next three years prices climbed to a point where they were higher than at any time since 1911.

Most of the rubber companies who were doing war work were able to speedily get back into their normal lines of production after the armistice was signed, with the result that price reductions ranging from 12 1/2 per cent to 15 per cent were announced by the leading tire makers in May, 1919. These reductions will no doubt be offset before May, 1920, by an advance of at least 15 per cent.

PRICE MOUNTS STEADILY

In 1915 a 34x4 pneumatic tire could be purchased for \$22.80. By 1918 the price of the same casing had practically doubled to \$40 and compared with \$37.60, the price for 1912. From the record high war time level of \$40 the price reduction last May brought the cost of this size tire down to \$34.10, a drop of nearly 15 per cent.

The following table shows price ranges of two popular sized tires from 1912 to the present, as submitted by three representative manufacturers:

Size 30x3 1/2	1912	1913	1914	1915
"A" company	\$25.00	\$19.95	\$22.95	\$13.35
"B" company	24.00	20.75	18.40	14.20
"C" company	24.00	20.75	18.40	14.20

Size 30x3 1/2	1916	1917	1918	1919
"A" company	\$14.70	\$18.15	\$23.00	\$20.00
"B" company	15.50	17.95	21.35	20.00
"C" company	12.05	18.45	22.65	21.20

Size 34x4	1912	1913	1914	1915
"A" company	\$7.60	\$6.50	\$8.55	\$2.80
"B" company	37.90	34.30	28.50	22.80
"C" company	37.90	34.30	28.50	22.80

Size 34x4	1916	1917	1918	1919
"A" company	\$24.50	\$31.55	\$40.00	\$34.10
"B" company	26.20	30.15	40.10	34.10
"C" company	34.55	32.45	39.10	35.50



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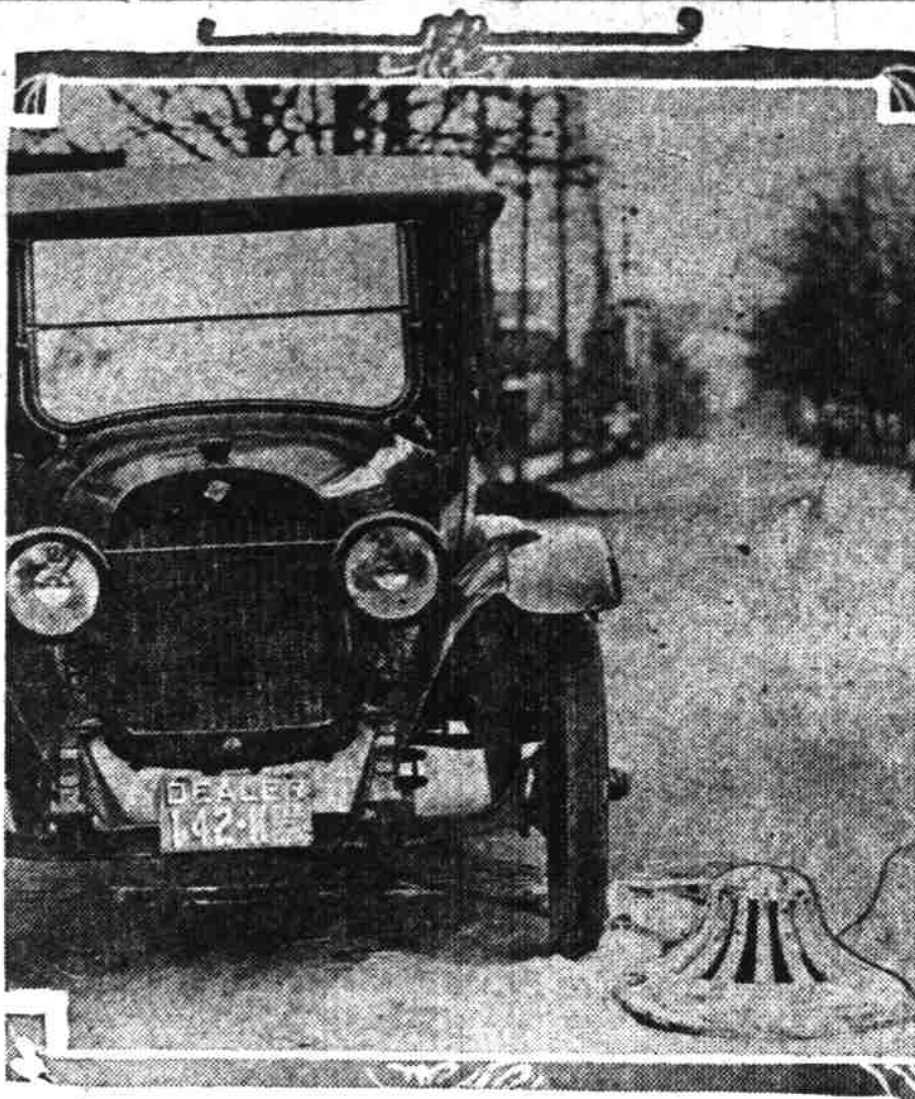
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DANGER POINTS MARKED



The dangerous points about the city are rapidly getting the attention they well deserved. Here is shown the new safety device installed by the city at the dangerous intersection of East Twelfth and East Burnside streets, and at East Twelfth and Belmont streets. A red light is enclosed within a cage and placed in the middle of the intersection. At night the signal may be seen for blocks, warning drivers to slow up and keep to the right. The car in the foreground is a 1920 Maxwell.

Jack Herzinger Is Again Member of Boss Sales Force

Jack Herzinger, one of the organizing partners in the Western States Motor company, Grand avenue north and Couch street, distributors of Bell cars, has left that company and is again a member of the sales force of the C. L. Boss Automobile company, Hudson, Essex, Chalmers and Maxwell distributor.

Herzinger has been known for some years on the local automobile row, having been star salesman for the C. L. Boss Automobile company before going into the organization of the Western States Motor company. He centered most of his energies in marketing the Maxwell, and plastered the Oregon country pretty thoroughly with that light car.

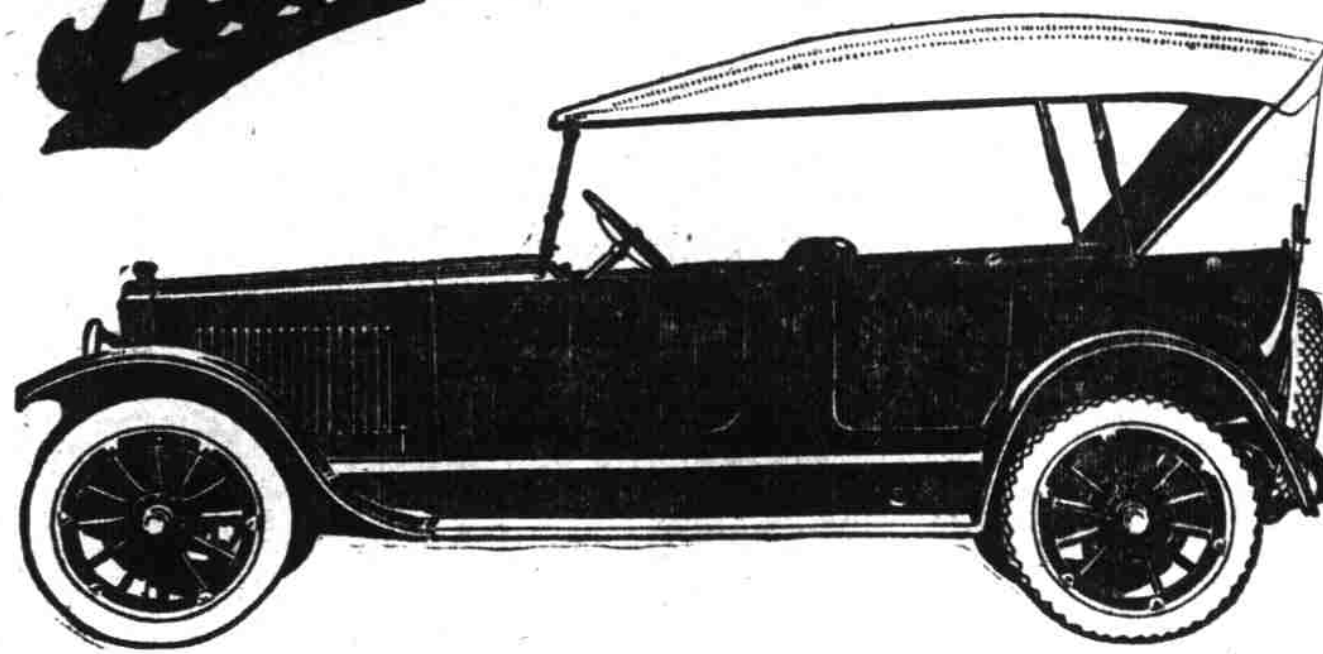
Just what make of car Herzinger will specialize on, now that he is back in the old fold is not known, but the chances are that when he has gotten his bearings again and oriented his viewpoint once more he will give his attention to his first love, the Maxwell.

The return of this star salesman once more rounds out the Boss selling force, and fills the gap caused by his departure some weeks ago.

Inspect Cars

Don't fail to give your car a regular inspection in the way of locating loose bolts and nuts, particularly when new.

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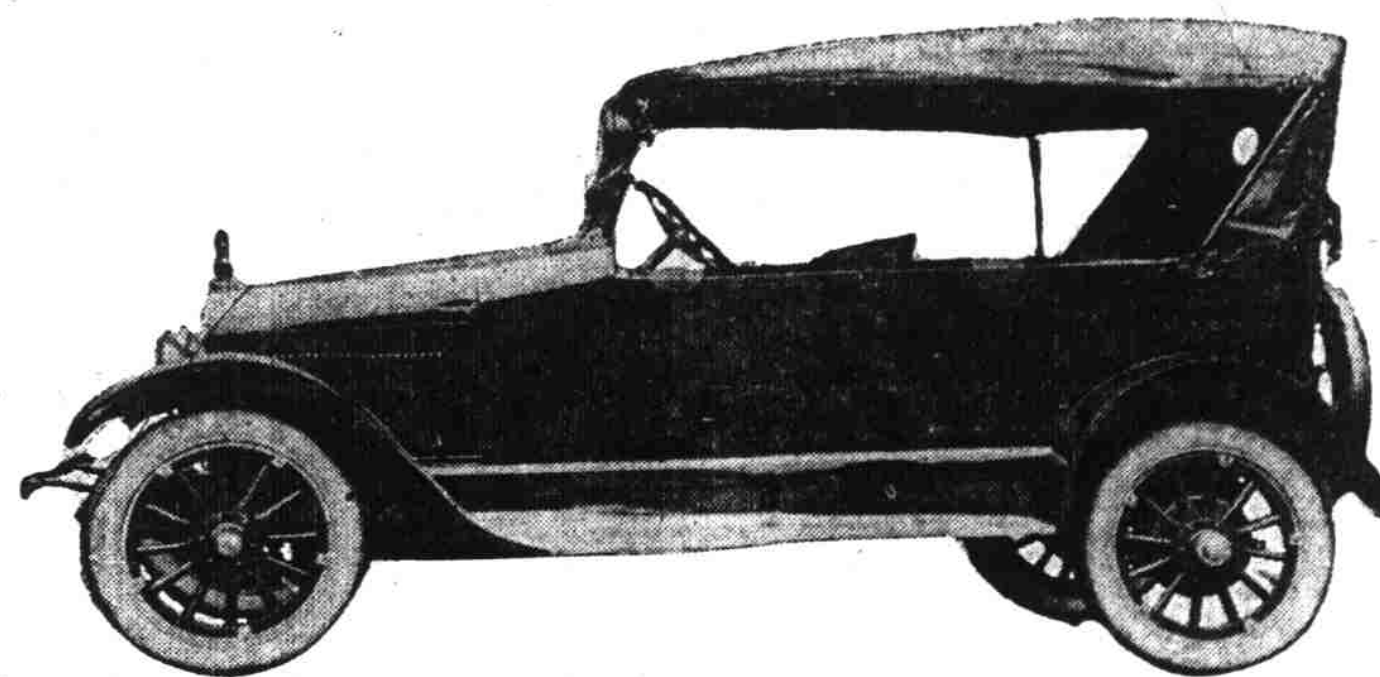
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Have You Seen the New BELL "FOUR"



Bell 5-Passenger Touring Car—\$1550 F. O. B. Portland

Here is the new Bell "Four" with details that make this car most complete, embodying features of much higher priced cars. The finishing touches given this model leave nothing more to wish for. It is complete in every way.

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