

AUTOMOBILES, TRUCKS AND TRACTORS

MOTORCYCLES—BICYCLES—ACCESSORIES

DISTANT ENTRIES ARE RECEIVED FOR AUTOMOBILE RACES

That the automobile races to be held at the state fair grounds at Salem next Saturday afternoon, June 3, the first races in Oregon for many months under the sanction of the American Automobile association, is attracting interesting from points well outside the borders of the Willamette valley was proven yesterday when two rush entries from distant points for the professional free-for-all, the big race of the day, were received by the Oregon Auto Racing association of Portland, which is in charge of the big event.

One of the entries came from the Baker County Automobile Dealers' association in the form of a Hudson super-six special to be driven by L. E. Caul, one of the best known drivers of eastern Oregon.

Baker Races Advertised

The Baker county body sponsors the Baker automobile races held each year on July 3 and 4, the leading racing event of eastern Oregon, and it is largely to advertise that event that the entry

was made. The car, a special built racing boat constructed for the Baker county association, is one of the fastest in eastern Oregon and undoubtedly will make a good account of itself at Salem. Caul last week proved his ability as a driver by coming through from Baker to Portland in one day and making the return trip in nearly as good time. The road over the Blue mountains has been open only a week and it took him five hours to go from Baker to Pendleton.

Seattle Man Enters

The Seattle entry is Jack Ross with a Stutz special. Ross is one of the best known race drivers of the sound region and has driven at Tacoma on several occasions. Stutz is the car formerly owned by Earl Cooper, famous speed pilot, and would be on the board tracks today if it had not been ruled out when the displacement for all board track race cars was lowered to 183 inches and under.

Entries Made Public

While entries in the professional races are not yet complete a list of eight of the cars which will make the start was given out yesterday by the auto racing association. This list includes practically all of the real fast ones of Portland and Salem in addition to the other entries, and follows:

Gus Duray, Portland, Mercer Special.
Lee Eyerly, Salem, Dodge Special.
L. E. Caul, Baker, Hudson Special.
Major Andre, Salem, Essex Special.
Larry Hofer, Salem, Hofer Special.
Dan Voss, Portland, Mercer Special.

A. B. Hog, Portland, Stutz Special.
Jack Ross, Seattle, Stutz Special.

Driver Not Determined
In addition to the above a Frontenac-Ford car of Portland known as one of the fastest one of the bunch, will be entered by the driver has not been determined.

W. I. McDonald of Portland, an old timer with a record of finishing in the money several times at the famous old Santa Monica road races, has expressed a desire to get into the game and will enter if he can find a suitable mount.

A change in the stock car race rules was announced last week, throwing these events open to the general public instead of confining them to dealers.

Events Are Open
This change was made at the request of several private owners who were desirous of entering and could not do so under the former rules. The result will be a larger list of entries for the stock events than ever. Former rules holding all cars entered in the stock car races to strictly stock models will remain in force.

A complete list of the entries in the stock events will be announced within two or three days, it was stated.

Paige Has Third Place Among Quality Autos

Recent sales records show that the Paige has attained third position among cars that occupy the "quality" field. The 6-66 line has won this high place in the market where cars sell for more than \$2,000 in little over a year's time and has shot past two score makes that have been occupying their places high among the leaders for a number of years.

"There are some 43 well known companies offering cars listing for over \$2000," says Harry M. Jewett, president of the Paige-Detroit Motor Car company. "Taking Paige 6-66 sales alone and comparing them, we find but two that top the Paige 6-66 line in volume of sales. Both are famous makes with 20 years prestige behind them; and the one that crowded us out of second place in the fine car field did so by tens and not hundreds."

"No market is more desirable than the quality market. None is more difficult to secure. Sales in this market depend on prestige and prestige is believed to be a matter of ten or twenty years growth. As we have been offering cars in the class above \$2000 for only little more than a year, we are particularly gratified in which it has firmly entrenched itself in the quality market of America."



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GOOD WORK DONE BY AUTO SCHOOL

Institution Sanctioned by
State and Government
May be Extended

There is good prospect that the success of the State Auto school, the vocational training school sanctioned by the state and the federal government at 803 North Liberty street, will grow this fall into a genuine big trades school, with an elaborate machine plant and quarters and instruction to make it a really notable industrial educational unit.

The work being done this summer by J. H. Milson, director, and his capable corps of volunteer instructors, has led to the promise of a lot of machine equipment that will make it a model shop for doing and for teaching almost every line of automobile work.

The classes are carried on, days and evenings, almost without intermission. The students come from almost every class. There are professional men who come in of evenings, anxious to learn more about the care of their own cars. There are farmers who want to know more about gas engines, either for car or truck or tractor; there are ambitious lads, fascinated by machinery, who want to take up regular shop work. There are partly trained mechanics who are almost ready to start out as professional garage men, but feel that they ought to be a little better prepared before launching out in their own names.

All these come to the shop, for practical, as well as theoretical work and some work as long hours as they ever would in a shop of their own. The course, however, is better than mere routine shop work on wages; for they have a progressive course that brings every kind of difficulty and its specific remedy before them, and all they have to do after mastering such a course is to learn the manual dexterity of the trade.

Some of the expert mechanics of Salem have done some excellent work in showing the best modern shop methods in this school. Friday night, J. Walsh took up and operated for the school his new electric cylinder drilling machine that promises to work a revolution in cylinder repair work. The machine runs on a one-sixth horse-power electric motor, can be carried anywhere that a hand grip can be carried, and dresses out and re-bore any auto cylinder, a whole set of them right on most cars in less time than the engine could be taken out of the car for re-boring or regrinding in the usual way. The state school expects to have one of these unique machines of its own next fall.

Two of the school mechanics plan to set up a shop of their own here in Salem, in the near future; another is planning on a shop of his own in eastern Oregon; others are to go to work in garages in the near future; and in general, the school work is prospering very gratifyingly.

KLAMATH VOTES IN COUNTY UNIT

New System of Taxation
and Administration for
Schools Carries Big

By a majority of two to one, the county unit system of taxation and administration of schools carried in Klamath county at a special election on May 19, according to a report made to J. A. Churchill, state superintendent of schools, by Twyla Ferguson, Klamath county superintendent. The people of the rural districts gave a majority of 167 for the measure.

Klamath county is the second in the state to adopt the county unit system, Crook county having been the first. It was defeated in Sherman county on May 19. "There is a substantial unanimity among educational leaders that the county unit will cure many of the weaknesses of the

burden of taxation for school purposes, and by equalizing educational opportunities for boys and girls through a centralization of authority and responsibility in school management," says J. A. Churchill, state superintendent of schools.

"The county unit law in Oregon is optional with the counties. Since no county in any state has ever returned to the district unit after voting in the county unit, it is predicted that with the immediate and steady improvement of schools, other counties will adopt the improved plan for school organization so that eventually all of the counties will change from the old district to the newer county unit organization."

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Buick Economy Demonstrated

To demonstrate the operating economy of the four cylinder Buick car we inaugurated a 1000 mile economy run in San Francisco.

The route selected crossed Market Street, ran along Mission and Howard Streets to the Beach over hills and through traffic. The car was started by the Superintendent of Service Stations of the Standard Oil Company, who officially sealed the gasoline tank, crank case, oil spout and radiator.

Only a certain appointed Standard Oil representative broke the seals and resealed the car when gasoline was taken.

No oil nor water were added. The car was started Wednesday, May 10th at 10:00 a. m. and ran continuously until 1:30 p. m. Friday, May 12th, 1922. It was driven by three different men in our employ.

The car was the ordinary stock 22-35 used for several months previous by one of our men to make calls about San Francisco. Nothing was done further than to be sure the brakes were not dragging and the carburetor, spark and valves well adjusted.

This car used 30.4 gallons of gasoline and one quart of oil during the 1000-mile test.

30.4 miles to a gallon of gasoline.

1000 miles to a quart of oil.

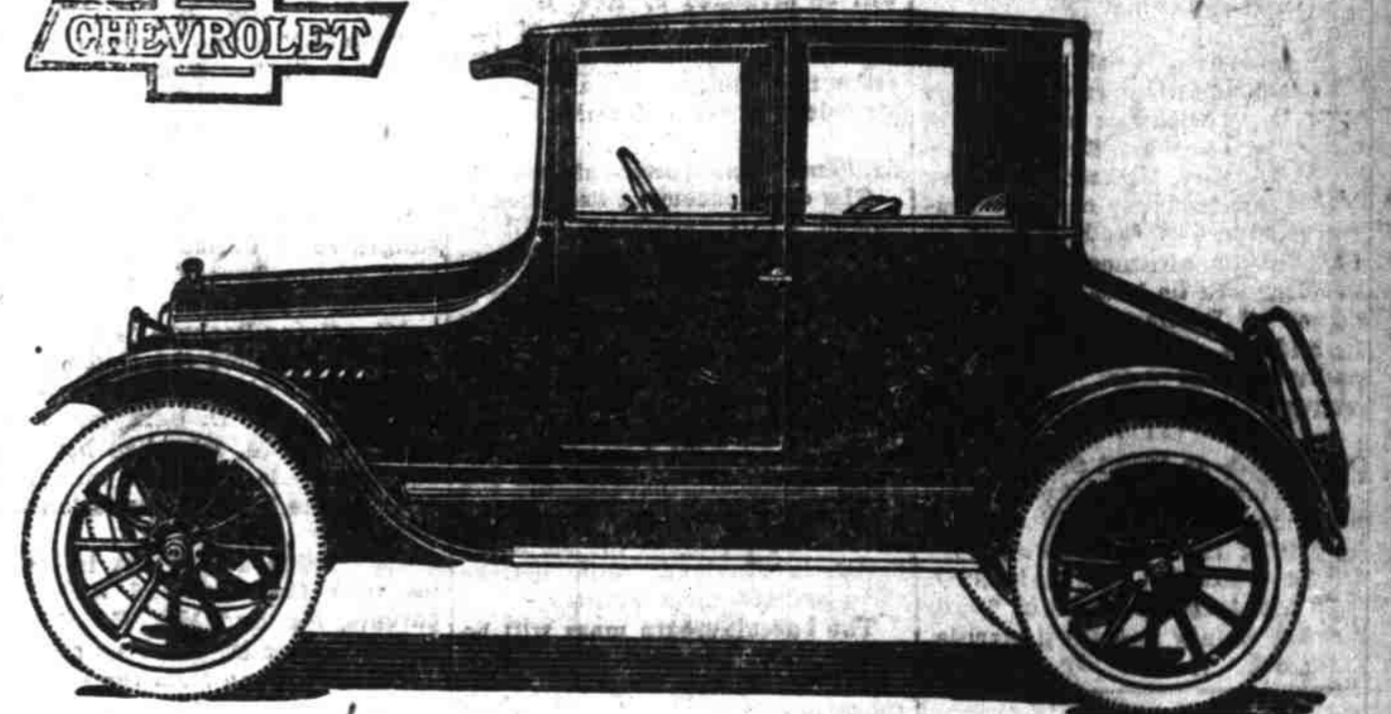
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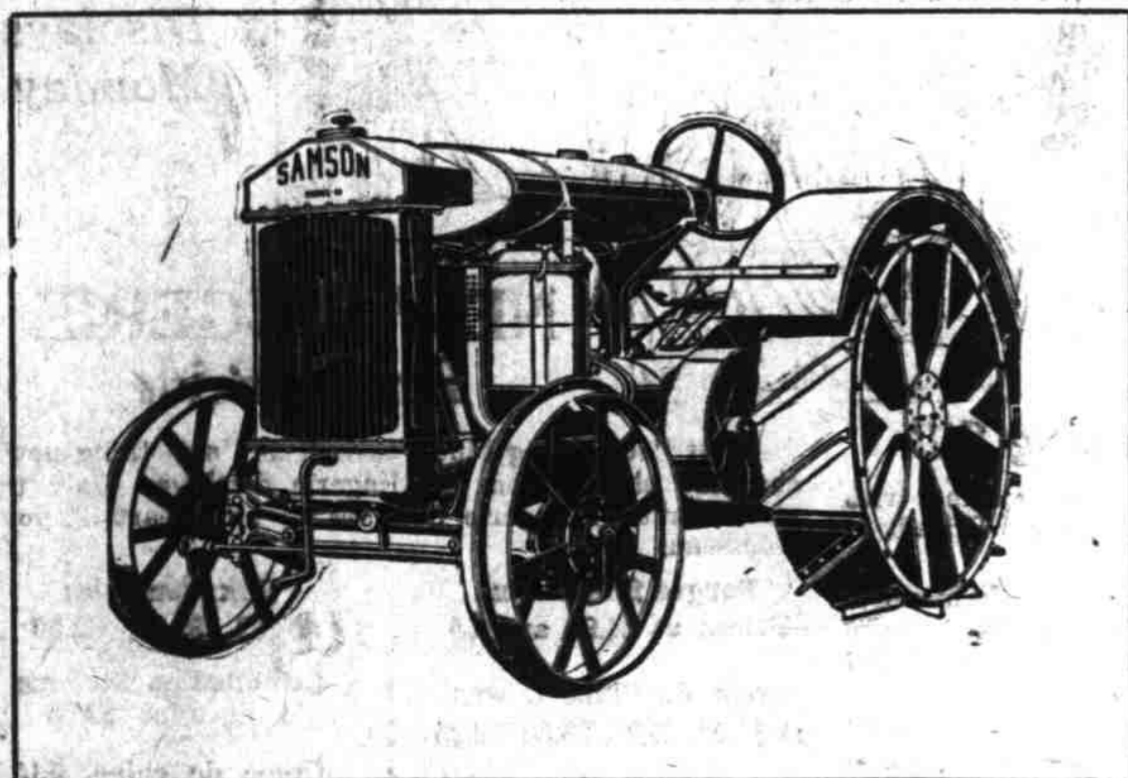
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