

Automobile Engineer Interested in Races



Rounding the turn at the Indianapolis Speedway, Rollin H. White, Chairman of the Board of Directors of The Rollin Motors Company, designer of the Rollin car, like other prominent engineers, looks upon the Speedway as an experimental laboratory.

A spectacle well worth seeing, an event attracting world-wide attention because of its thrilling nature, the annual 500 mile race held in Indianapolis on Decoration Day, is not, by any means, solely a "circus" performance.

This event, surmounting the automobile industry with an aura of sport and thrills, is in reality a most sober and prosaic engineering experiment designed solely with a view to developing more efficient engines and accessories.

When a certain organization—or an engineer—has designed a new motor, embodying new principles and new ideas, they build it and then enter it in the Indianapolis Sweepstakes.

Here it is subjected to a terrible test, and in 500 miles of grueling punishment, the motor's stamina and correctness of principle is irrefutably proved.

Thus it is that races such as this and the Grand Prix in France, are the laboratories—the crucibles—of the industry, offering an opportunity for tests, which, by their nature, would be impractical elsewhere.

Engineers and technicians obtain much information and inspiration from these contests and all the prominent figures of the industry can be seen each year in attendance at this event.

"I always eagerly await and closely study the results of each year's 500 mile race," says Rollin H. White, designer of the Rollin car.

"As each year's entrance qualifications are so framed as to bring out cars designed to investigate a certain principle of design, a close study of the performance of all the entries is most illuminating to a car designer.

"In this study, the name of the winner means little. Perhaps the

performance of some obscure 'also ran' will show that some particular detail of design has stood up remarkably well. We then consider it worthy of tests on our stock cars and in time every motorist benefits from increased economy or easier driving.

"A glance over Rollin specifications and those of the cars entered in these races shows a striking similarity.

"For instance, in this year's Indianapolis Sweepstakes all cars entered were either four or eight cylinder cars. In this wracking and intensive test of superiority, nothing but the basical correct principle of four cylinders or double-four cylinders can endure. A similar occurrence was observed at Grand Prix races.

"This year, more than ever, motors entered were of very small displacement. The Rollin is somewhat ahead of the times, in this respect.

"This year most cars at both races were equipped with superchargers, a device for crowding an extra charge of fuel in the cylinders, to develop more power from the same size engine.

"When results are analyzed engineers might find it advisable to install this device on passenger automobiles within a few years.

"We might then have a motor even smaller than the Rollin—perhaps with but an 1 1/2 inch bore, developing even more horsepower.

"And I also might point out that the Rollin, whose exceptional mechanical advancement has been accorded the universal respect of automotive experts and automobile users, owes a great deal of its superiority to the time and the predilection European engineers have for submitting their motors to the test of the Grand Prix and similar races."

deep snow—6 miles up and 6 back. In the meantime, Wade had developed a bad cold and was running a high fever; it became necessary, therefore, for him to abandon the trip. As there are no hospitals in that section, Baker drove him back to North Conway, where he could catch a train for Boston should his condition become worse. The three men stayed at North Conway that night and at 7:30 the following morning Baker and Nelson resumed their battle against the Notch.

Time and again, Baker's resourcefulness and experience in overcoming difficulties were called into play. He and Nelson would grab the top of the car, then rock it until the wheels sank to a solid footing below. At Bemis onlookers told Baker and his companion that they would never finish the trip. Baker merely smiled. He had often heard that said before, especially on his record coast to coast run in a Gardner last February. So, though water seeping through the snow had made it 75% ice, the pair in the Gardner fought their way onward. At times it was necessary to dig out the snow behind the car to allow room for backing to get flying starts. Then, to add to the difficulties, a storm overtook the party, banking the road from behind and making it necessary to keep on. Trees, blocking the road, had to be chopped away. Yet Baker and his companion kept going ahead.

After making only 12 1/2 miles progress in a full day's running, they stopped late at night, 2 1/2 miles from the Crawford House.

This distance they trudged through the snow, taking nearly three hours to do it.

Tag-of-War Hill, the worst grade on the trip and the nemesis of thousands of motorists, lay directly in their path, as they resumed their trip early the following morning. Drifts, trees and covered boulders impeded progress over practically every foot of the way. At times, soundings were necessary, to make sure that a good footing was underneath. physical exhaustion forced frequent stops—for breathing spells badly needed by both men.

After 48 hours of nerve-racking driving, Crawford House was still nearly a mile away. Starting at 8 o'clock Sunday morning, Baker smashed his way ahead, taking chances as the Gardner rode over icy crests, until at 12:20 he whirled through the banked-up driveway of the Crawford House, to be enthusiastically greeted by the proprietors, Mr. and Mrs. Barton, and about 40 workmen engaged in preparing the hotel for summer guests.

His speedometer showed 22 miles covered. That meant the wheels had whirled seven extra miles in covering the 15 mile trip. No wonder Baker said: "Crawford Notch, with its 15 miles of ice, fallen trees, and stiff, slippery grades, presented more obstacles in its short stretch than any other 15 miles of road I have ever covered. It was a grueling 1 1/2 in a wonderful car. Our Gardner was in splendid shape when we pulled into Boston Sunday night."

Balloon tires are now standard equipment with the new 1925 Cleveland Six. The adoption of the balloon type of tire by the Cleveland Six was due to the fact that practically 80% of the cars prior to the adoption of balloon tires were being ordered with this type of tire.

OFFICIAL DESIGN OF THE OLD OREGON TRAIL ASSOCIATION



The design of the ox team and covered wagon symbolizes the spirit of the old west. It typifies vision, endurance, hope, suffering and final accomplishment. Over the Old Oregon Trail from the Missouri river the covered wagons came and won an empire for the United States. The design is the work of Avard Fairbanks of the University of Oregon.

STATE TRAVEL MUCH HEAVIER

Count at 159 Salient Points in Oregon Made By Department June 13

The total volume of traffic on Oregon highways has increased in an unprecedented degree this year over last, according to a statement issued by the state highway department. Counts of motor vehicles were made at 159 salient points throughout the state on June 13 between 6 o'clock a. m. and 10 p. m.

"Of the total vehicles which were tabulated, 65.78% were passenger cars, bearing Oregon licenses, 22.87% were passenger car bearing licenses of other states and Canada, 5.1% were trucks of 1.5 tons in weight and under, 4.15% were trucks of over 1.5 ton in weight, 1.5% were horse drawn vehicles and 0.60% were motorcycles," says the statement.

"The counts indicate that the advantages to the tourist including Oregon in his trip are becoming known. Compared with a count taken a year ago, the proportion of non-resident cars to the total traffic counted increased 3.50%. Decreases are noted in the percent-

made a year ago on June 13, 1923. A comparison between the results at these 128 identical points shows an increase of total traffic of 41% and an increase of non-resident owned cars of 52%. These points have all been selected for geographical considerations and may be considered a truly representative of the relative traffic increase throughout the state. Care has been taken to select points which are free from the local variations in traffic adjacent to large cities in order to eliminate distortion in the comparative figures from year to year.

cific highway shows an increase of 34% in total traffic and an increase of 49% in non-resident cars. The results on the highway in the southern part of the state show a comparable increase and indicate that the difficulties attendant to coming across the state line from California are not discouraging the normal flow of traffic to any appreciable extent. In fact, it is found that more cars are entering Oregon from California than are bound in the opposite direction.

"On the Columbia river highway from Astoria to Pendleton, counts at 12 points show an increase of 41% in total traffic, with an in-

crease of 24% in non-resident cars. Continuing on the Old Oregon trail to the Idaho state line near Ontario, tabulations at several points give a total increase of 46% and a non-resident car increase of 60%.

Cleveland Six engineers state that greater comfort has been achieved in the latest Cleveland Six by increasing the wheelbase, lowering the seats and applying a new type of spring mounting.

Classified Ads in The Statesman Bring Results

What's this rumor concerning Buick's new car?

You'll know TUESDAY

BAKER MAKES ANOTHER RECORD

Gardner Climbs Crawford Notch Thru Snow-Drifts 2 to 10 Feet Deep

"Cannon Ball" Baker has added another record to his long list. In a stock Gardner touring car, with 23,000 miles of service as a demonstrator to its credit, he recently pulled up Crawford Notch, the famous New Hampshire hill which has always been a thorn in the side of automotive tourists.

It all started when Baker, in Boston to broadcast the story of his record midwinter run from New York to Los Angeles in 4 days, 14 hours, 15 minutes in a stock Gardner Sedan, learned that the state highway commissioner had reported that Crawford Notch would not be opened to traffic until the latter part of May or early June. "Let's open it now," the noted driver suggested to his friend and host, George M. Leghorn, Gardner distributor for New England.

Though Leghorn demurred, saying that the Notch has been closed to vehicular traffic for several months and that travel in that section was impossible, Baker insisted on tackling the job. Ac-

companied by Bill Wade and Robert Nelson, the latter a newspaper photographer, he set out from Bartlett, N. H., on a 53-hour battle against snowdrifts, ice, fallen trees and stiff, slippery grades. Ten minutes after the party pulled out, the battle began. Head-on into a snow-drift, Baker drove his Gardner, reversed, got a flying start, and tore in again. He gained a few feet. Time and again the process was repeated. Through drift after drift the Gardner battled its way, only to find another just beyond. Many reached the top of the car—in some places they were as high as an average freight car.

Baker finally told his companions that he was going ahead on foot to see just how the land lay. Late in the afternoon he returned, after plowing through 12 miles of

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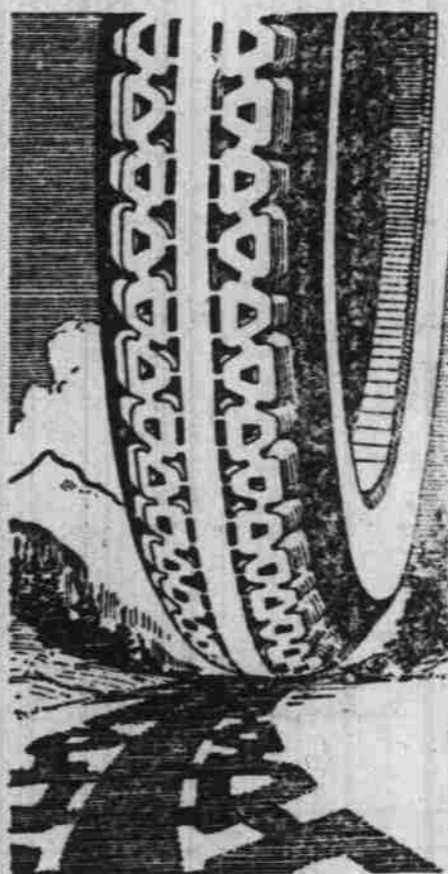
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