

### AUTO DIFFICULTIES DISCUSSED AT MEET

Prevention of Trouble in Operation of Car Receives Consideration

Trouble prevention will be the keynote of the Society of Automotive Engineers and National Automobile Chamber of Commerce joint meeting, Hotel La Salle, Chicago, November 9 to 10. For years the service managers of the car factories who are members of the National Automobile Chamber of Commerce have been giving attention to the improvement of repair facilities including availability of parts when needed, etc., but latterly it has been felt that it would be timely to stress the importance of educating the owners in ways of saving their cars from premature old age. The joint meeting with the Society of Automotive Engineers, which is the third annual event of this kind, will have much to do

with what is sometimes called "preventive service," directing attention to the precautions that should be taken and the things that should be done to prolong satisfactory car operation and defer inevitable repairs that wear eventually entails.

There will be morning and afternoon sessions on each of the two days, the first and last being in charge of the N. A. C. C. service division. The S. A. E. will be responsible for the Monday afternoon and Tuesday morning sessions.

The Automotive Equipment association show will be held that week in the Coliseum, and a conference with members of that association and the factory service managers will be held Wednesday morning following the official service convention.

Among the topics scheduled are: "Maintenance for the Protection of the Car Owner's Investment"; "Designing with Consideration for Repairs"; "Tool Equipment"; "Corrosion and Lubrication"; "Diagnosis of Troubles"; "Fuel from a Service Standpoint"; and "The Year's Development in New Devices for Improving Car Operation."

There will be a question hour after the last session.

### ENDURANCE TESTS ARE WON BY OLDS

Pike's Peak and Lookout Mountain Runs Captured By Oldsmobile Six

Two records over the most gruelling courses in the nation have been captured by a new Oldsmobile Six stock car. Within a week a brand new car taken from a shipment from the factory smashed all previous records on the Pike's Peak and the Lookout Mountain-Bear Creek Canyon runs.

These two routes are considered the hardest road tests possible to apply to any automobile. They embrace steep grades tortuous curves and switchbacks, steep descents and short straightaways where quick acceleration is imperative if record time is to be made. As a result of the natural handicaps to be encountered, every part of an automobile is called upon to give maximum service—pulling power, speed, quick pick-up, roadability stamina of chassis and positive and strong steering and braking power.

The new Oldsmobile had been driven less than 2000 miles when it was started over the Lookout Mountain route with Floyd Clymer of Denver driving. It was a regular stock car except that the top had been removed to decrease wind resistance.

The Lookout Mountain and Circle-route is 47 miles long and contains 412 dangerous curves, many of them of the "hairpin" variety. The first leg of the trip, from Denver to Golden, up a gradual grade 10 miles long was made in 11 minutes. From Golden to the top of Lookout the grades run from 6 to 14 percent a climb of 1737 feet up the face of the mountain on a road that is one continuous series of switchback turns. This six miles was made in 11 minutes and only for a short distance was it necessary to use second gear, which is considered one of the most remarkable features of the run.

The third leg to Morrison is

regular mountain driving, up and down and around. This 23 miles was made in 39 minutes. The last leg into Denver, 33 miles, was made in 15 minutes. The entire time of the run was one hour, 15 minutes and 9 seconds. The average speed was 44.91 miles per hour.

The Oldsmobile clipped 1 minute and 4 seconds from the best previous record.

On September 5, one week later, Clymer piloted the Oldsmobile up the Pike's Peak course in 23 minutes, 49 seconds, the fastest time ever made by a stock car. This run is 12 1/2 miles long and the grade rises approximately a mile in that distance. The elevation is 9150 feet above sea level at Crystal Falls, where the run

starts, and is 14,000 feet at the summit of the mountain. In one two-mile stretch the elevation rises 995 feet which is 203 feet higher than the Woolworth building in New York City.

This stock car record of 23 minutes, 49 seconds is within 11 minutes, 30 seconds of the record time made by a special racing car equipped with superchargers in the annual Pike's Peak race. The Lookout Mountain record was officially timed and checked by Damon S. Cull, automobile editor of the Denver News and Times, and the Pike's Peak run was timed and checked by Gall and Russell H. Kenney of the Denver Post.

These two records are considered by automobile men to be the

most remarkable ever made by a stock car. Official timers and checker's report that at no time during either run did the Oldsmobile grow hot and show any mechanical difficulty. The time made is proof that the performance was perfect throughout both record runs.

#### MILL WORKER HURT

PORT ANGELES, Sept. 25.—(By Associated Press.)—Thomas Hogan, 18, was near death here tonight as a result of skull fractures sustained when a piece of lumber flew from an edging machine at the Highway Lumber company mill, 12 miles east of here.

Though the goose that laid the golden eggs may long since be dead, the American hen produces more wealth in a single year than all the gold and silver miners in the world.

Although there are three million more persons in the cities than in the country, there are two million more children under ten years of age in the country than in the cities.

#### DON'T BE TOO LATE

As soon as the rain makes the roads slippery you will need good brakes. BE PREPARED—have your mechanic refine your brakes on our ELECTRIC BRAKE LINING MACHINE

Better Be Safe Than Sorry!

W. E. BURNS — DAN BURNS

(Not Brothers—the Same Man) Salem, Oregon  
High Street at Ferry PARTS FOR ALL CARS

# NINE VITAL FACTS

Here, in brief form, we present for your information nine vital facts underlying the success of Dodge Brothers, Inc., and the goodness and value of their product.

Dodge Brothers, Inc., consider these facts so fundamentally important to the motor car buyer that they will be repeated, from time to time, until every newspaper reader in America may be presumed to have read them:

Dodge Brothers, during the past eleven years, have built and sold more than one million four hundred thousand motor cars—and more than 90% of these cars are still in service. This record requires no comment. It stands impressively alone in motor car history.

It has never been Dodge Brothers policy to build yearly models. When an improvement, that is really an improvement, is discovered, it is made at once. Their slogan, "Constantly Improved But No Yearly Models" is familiar the world over.

Dodge Brothers build one chassis and only one. This policy materially lowers manufacturing cost. It also enables Dodge Brothers engineers to concentrate their entire time and thought on the betterment of this one type.

Dodge Brothers have never had an "off year" or an "off car." This is because they have never used the public as a testing ground for "new models" or lowered the quality of their product in the slightest degree. Every change has been an improvement on the original design.

Dodge Brothers pioneered in building the first all-steel open car and the first all-steel closed car. These epochal develop-

ments have saved Dodge Brothers owners many millions of dollars by materially prolonging motor car life and by effecting marked economies in manufacture. This construction has also reduced incalculably the danger from accident and fire.

Dodge Brothers sell directly through their dealers to the purchaser. There are no sectional distributing agencies to increase the cost of distribution and the cost of the car.

Dodge Brothers have never given so-called "free service." The car is sold at a fair and honest price. Nothing is added to this original purchase price to pay for service that the owner may never need.

Dodge Brothers Dealers were pioneers in unapologetically adopting the flat rate service system. By this system, the owner knows in advance what any service job will cost. There are no unpleasant surprises in his bills.

The sturdiness and long life of Dodge Brothers Motor Car is reflected in its resale value. Comparatively few Dodge Brothers Motor Cars are advertised in the resale columns of the newspapers. The values they bring testify unanswerably to their goodness—and the public's belief in their goodness.

The purchase of an automobile is a serious and important business. The time has passed when transient novelties can lead a thoughtful buyer to overlook the great essentials of motor car worth.

A few of these essentials are clearly outlined above. They go far to explain why Dodge Brothers name is accepted, the world over, as the hall mark of dollar-for-dollar value.

DODGE BROTHERS, INC.  
DETROIT

BONESTEELE MOTOR COMPANY  
474 South Commercial

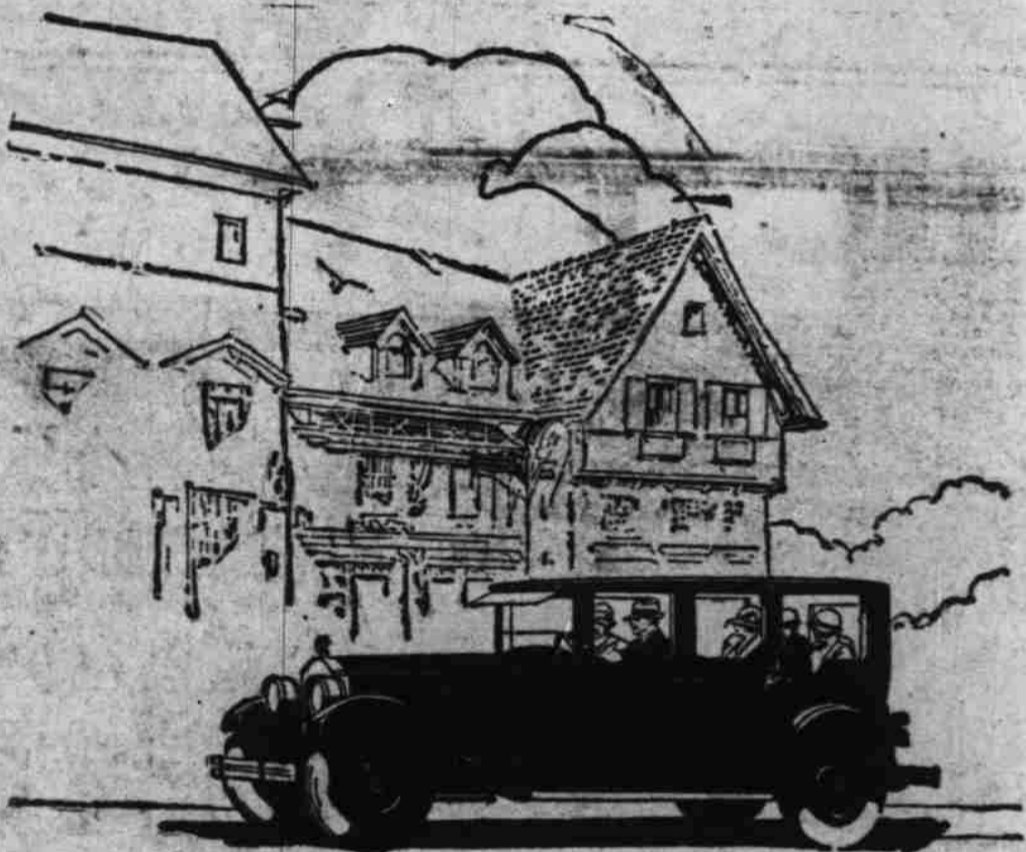
### Announcement

We now have the agency for the

Locomobile

All models will be on display at the State Fair

MacDonald Auto Co.  
Corner Cottage and Ferry



## PACKARD

WHEN prices of the enclosed models of the Packard Six were reduced an average of \$750, the reductions were really much greater.

For example, consider the five-passenger sedan. The advertised reduction was \$790—the actual \$958.52—nearly \$1,000.

The savings in war tax, in accessories and equipment now furnished as standard, amount to \$168.52.

And at the lower prices the Packard Six includes the greatest improvements since the electric starter—the chassis lubricator and motor oil rectifier.

Considering the lower prices, the improvements and Packard's businesslike monthly payment plan, there now is no reason why anyone should not have a Packard car.

FRED M. POWELL  
MOTOR CARS  
350 North High Street

ASK THE MAN WHO OWNS ONE

The Packard Six may be had in two body types, four open and six enclosed. Prices range from \$2245 to \$2885 at Detroit.