

MOTOR WORLD HAS EYES ON L. A. FOR SEASON OF RACES

Los Angeles, Feb. 21.—With the opening of the 1923 automobile racing season less than three weeks away the entire motor world is looking forward to the opening battle with more than usual interest. This is set for February 22 at the Beverly speedway in this city. The reason for this unusual interest is that the Los Angeles race will be the last of the major races for the 1923-24 season. With the staging of the Indianapolis race in May the 125-inch motors will be thrown into the discard and the new 122-inch jobs, mere mid-gets of automobiles, will make their appearance. The old cars have carried two men, a driver and a mechanic. The new cars will carry the driver only.

The discard of the mechanic is the real issue that promises to stir the racing world. What the racers themselves think of this and what effect the move may have upon the racing sport is discussed authoritatively by Al C. Waddell, former member of the American Automobile association race board and now an official of the I. C. Durant organization in California. Waddell writes:

"From the earliest days of the motor-racing sport the mechanic's seat has been the training school for the speed king. There is not a man on the speedway circuit today who amounts to anything who is not a graduate of the racing drivers' college—the mechanic's seat."

Training Is Received.
"Jimmy Murphy, the champion, says that the day of the mechanic is no longer necessary. The gas pressure and oil pressure pumps are now obsolete. The feeds today are automatic and tiny steel mirrors cut down the overhead by eliminating the mechanic's usefulness entirely. Up to the present time the mechanic has been a great help to his driver by looking back and signaling the pilot on the approach of an overtaking car, claiming the right of way. The tiny steel mirror enables the driver to see a car coming up from the rear, and the last job of the riding mechanic is no more."

"Cliff Durant, captain of the famous five-man Durant team, which has a large squad of mechanics on the payroll, under Fred Comer, is one who regrets the passing of the riding mechanic. Durant says that it will work a hardship on the sport, as the cutting down of the car crews eliminates entirely the teamwork, which the American sport-loving public so much likes. Durant says he is afraid that the small 122-inch racing cars, with the monoplane bodies, will be too much like motorcycles. This is a factor that may seriously affect the gate receipts of the speedways, and it is barely possible that this one thing will bring back the riding mechanic after the 122-inch cars are tried out."

Olsen Ready to Graduate.
"Ednie Olsen, riding mechanic to Jimmy Murphy, who is now ready to graduate into the ranks of the drivers, says it makes no difference to him whether they carry mechanics or not, as he has already served his apprenticeship and has two offers to take a car on his own two wheels."

"Ernie Ansterberg, who rode with the late Roscoe Scales, is also ready to graduate into the driver's seat on a car for the coming February 22 race at Beverly Hills, and he is not worrying about what becomes of the mechanics; but little Harlan Fenger, who rides with Harry Hartz, claims that the racing game will suffer from the loss of the riding mechanics."

"Fenger insists that the driver will not be able to do his best at the wheel when he has to observe the steel reflection mirror to watch the approaching cars. He says that accidents will increase greatly after the 122-inch cars come in and claims that a mechanic is worth his weight in the car to signal back to following cars if for no other reason. Fenger brings out another angle. He says that often a driver has his hands full in a speed break in front of the grandstand and cannot look to the pits to get his signals. This is a duty that the mechanic has performed in the past; but there are some who claim that a driver can get his own signals and has no further need for a riding partner just to look at the signal board."

"There are many reasons why the riding mechanic should be dropped; but the one big reason why he should be carried is the fact that it is a long step from the side lines to the driver's seat in a car capable of carrying the truck at 125 miles an hour. Where will the aspiring drivers get the training that will fit them to follow the precarious profession of the speedway? Where will the successors of Murphy, De Palma, Klein, Hartz, Thomas, Durant and all the rest of the stars come from when the racing drivers' training school is abolished?"

"Speed is a matter of training. A man must have a natural aptitude for the game and then he must be trained just as an artist is trained or a banker is developed or a star ballplayer, fresh from college, is trained for a place in the big leagues."

"Step by step a man can be trained to drive at 50, 60, 75, 100, 125, but he must be trained. And the only way to train a man for racing is to have him first ride at the death-defying pace until he feels at home in the car traveling at 125 miles an hour and then he can start to drive and develop from the slower speeds up to the point where he can hold his own with the veterans of the sport. Therefore, can the racing game afford to drop the riding mechanics, the crown princes of the speedway, and deprive them of the opportunity to prepare themselves for the crowns they all hope to wear as speed kings some day?"

Earl Cooper Never Apprentice.
"About the only real thriller of the speedway who did not serve an apprenticeship as a mechanic before taking the steering wheel of a racing car is Earl Cooper. Breaking in the riding partner of the old San Jose dirt track, Cooper just grew up with the sport and increased his speed as the motors of the racing cars have been developed from 60 miles an hour to the present-day capacity of 125 miles an hour. Cooper claims that speed with him was just a matter of education, but he also claims that the racing drivers of the future must get that education before they can get out and juggle with death on the end of the steering column at 125 miles an hour in company with 15 or 20 other drivers."

FOUNDATION IS HELD TO BE FUNDAMENTAL PROBLEM OF ROADS

By G. L. FAIRBANK

(Firestone Tire and Rubber Company)

In traveling over the United States during the past year, I have been most favorably impressed by the great strides made in many states in the way of highway improvements, and from information gathered in all sections the road program outlined for 1923 will surpass those of the past twelve months.

One of the gratifying evidences of appreciation of the value of truck transportation throughout the country is the determination of national, state, and county authorities to have real highways, not merely makeshifts. They have profited by experience and realize that to meet the transportation conditions the highways must be constructed accordingly.

In the old days of transportation on steam roads we had the narrow gauge lines, with small engines and cars. Heavier loads meant economy in transportation and naturally heavier loads meant heavier cars and locomotives. To meet this situation, however, improvements had to be made in roadbeds and a different type of steel rails had to be provided, with the result that the standard gauge lines became universal.

This identical situation exists today in our transportation over the state and national highways. We must have a different programme of road construction, and that is just what is going on practically everywhere.

Often it is thought that heavy vehicles, carrying heavy loads, are responsible for the deplorable condition of some of our highways. We have seen photographic and other proof of the wrecking of roads, indicating that these roads have been blown up from beneath the surface. We have seen the calamitous condition of pavements smashed by pressure of some kind.

What is the answer?
In the fall we find some roads appearing to be models of durability. In the spring they are wrecks. Meanwhile heavy trucks had been driven over them. Could there be a superficially plainer case of cause and effect? It was obvious that to save the roads the trucks and the loads must be made lighter.

On some stretches of the very road where the collapse of the pavements is most discouraging, nothing goes wrong. There the trucks do not crush the concrete or buckle the brick pavements. The loads are precisely the same as are handled over other stretches of the road. The same wheels of the same vehicles roll over sections that stand up under the test that roll over the strips that gave way.

What, then, is responsible?
Cause and Remedy.
Is it the weight of the loads or is it the manner in which the road was constructed? If it is the way the builders failed to adapt their work to the conditions they had to deal with?

Matters of soil and drainage, materials, and construction methods were not given proper attention.

When one road along a sandy ridge, with good, natural drainage, comes through a hard winter, scarcely the worse for wear at any point, and another road in the same district and the same climate, carrying the same traffic, with the same truck loads, but with spots where the subsoil is wet and there is no natural drainage is found in a state of collapse after the frost comes out of the ground, what is the logical conclusion? Is it lighter loads or closer attention to drainage?

and other important features entering into the construction of our highways? Isn't the remedy to be sought in the more scientific adjustment of the highways to the natural changes in the direction of larger vehicle units and more economical transportation on the public roads?

The question is vital to the solution of the whole problem of country highways, their construction and maintenance. It is of immense importance to all producers and consumers. It is a basic transportation problem for America's millions of people who want to do the sensible thing and the right thing by all interested.

The trend is strongly along this line and that is why highway construction in 1923 will be far in advance of such work done in years gone by.

SEVEN BODY TYPES IN STEPHENS LINE FOR YEAR OF 1923

Within the range of seven body types is found sufficient variety, say E. M. and G. J. Johnson of Johnson Brothers Motor company, to satisfy the most particular auto owner; and seven models can be put out much cheaper than can a greater assortment. In other words, the accomplishment of holding down a unit line to the smallest number of types consistent with varied tastes makes for lower producing costs, and consequent savings to the motor car purchaser. The Stephens company has done this, the brothers declare, and in doing it have made unusual motor values. Some of the best products of the Stephens factory will be on display at the auto show at the armory February 22, 23 and 24.

The body types produced this year are: five-passenger touring, two-three passenger roadster, five-passenger sedan, five-passenger touring sedan, seven-passenger touring, four-passenger "four-some" (sport model), and seven-passenger sedan. Company policy thereby includes all the popular types of cars, but keeps away from the various unusual (frank) models that appeal to but a certain class of buyers, and in so doing confines production costs to the lowest possible figures.

Stephens power units need no explanation or boasting, say the Johnson brothers, since the public has come to know through intimate and day by day performances just what these modern conveniences can do. A motor rated at 25.3 horsepower develops 59 horsepower when called upon. It is known as one of the most flexible produced. Its economy records are legion.

"Stephens bodies are hand-built of the highest grade materials," the brothers declare, "and the rest of the car measures up to that same high standard."

San Francisco.—Four coast league teams started training for 1923 today. Vernon went into camp at home; San Francisco at Boise Springs; Oakland at Myrtlebe; and Portland at Byron Springs, all in California.

Salt Lake. will start work soon at Fresno, Sacramento will train at home.

New Haven.—Yale Athletic association repudiated the statement of the publicity department that Harvard and Princeton "played rough" which was made after the hockey game with Princeton.

San Francisco.—Police Judge Lazear announced he will open court each day with music by an orchestra. "We all feel roughly in the morning," said the judge. "Music will help us be just."

Meeting Buyers' Demands For Finer Cars---At Lower Prices

Motor car owners have declared for a brand new deal in the design, manufacture and pricing of American cars. They are buying cars now with a keen eye for all that makes value and a settled determination to get the best value the market affords. They are giving economy its real meaning. Not merely more miles per gallon of gas, but also more miles per dollar of purchase price, tire cost and running expense.

The 1923 Stephens line has been designed and built to meet this urgent demand of buyers for high quality, fair price, distinctive motor cars.

Two Distinct Models, Seven Individual Body Types.

Skillful engineering, cash buying and efficient manufacturing have worked together to produce better and finer cars at prices substantially lower than in 1922.

The dealer's cost of doing business is as great as ever. He is entitled to a legitimate profit. Without it, he cannot build an organization or supply satisfactory service to owners.

For the first time, Stephens presents two distinct models, carrying seven individual body types. Three of these—a powerful 7-passenger Touring Car, a luxurious 7-passenger Sedan, and an intriguing new sport "Foursome"—have a longer wheel base, 124 inches, and many extra large chassis units.

To complete the line and cover every personal transportation need, there is a stalwart 5-passenger Touring Car, a graceful 5-passenger Sedan, a smart Touring Sedan, seating five grown-ups, and a sleek and rangy Roadster.

Every 1923 Stephens is the BEST car of its type we have ever built. With forty-two important improvements and refinements over last year's models, the Stephens line sets a standard of motor car values never approached before.

Stephens Chassis Units Give Index to Character of Cars

Consider first the standard chassis units bought from outside sources. No other automobile within \$350 of the Stephens price range uses so many high grade units in extra large sizes. Check and compare this remarkable list:

Stephens-Delco ignition, starting and lighting. Timken axles and Gummier steering gears, both oversize. Mathers full chrome-vanadium springs. Fedders thin-core radiator. Stromberg carburetor. Borg & Beck clutch. Pressure-oiled bearings. Saal chassis lubrication. Oversize cord tires, all non-skid.

STEPHENS MOTOR CARS

JOHNSON BROS. GARAGE

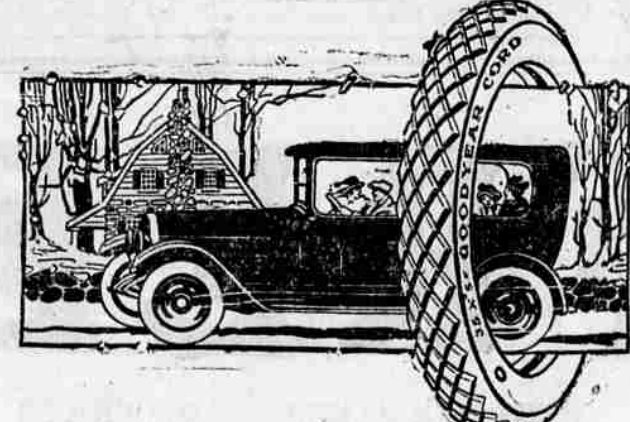
265 West Eighth — Phone 958

TRUCK EDUCATION

Due to the development of the motor truck in the past five years the need for trained truck experts has risen to such a point that colleges and schools all through the country should develop

courses fitting men for this newest vocation, according to Vance Day, sales manager of the General Motors Truck company.

Mr. Day asserts that in a recent survey of the country he found an almost



GOOD YEAR Service Station

Let Us Help You To Cut Tire Costs

Underinflation and misalignment of wheels are chief cause of tire troubles But they need not worry you.

Our quick, expert Service of Inspection helps you to overcome these forms of tire abuse, and thereby cut your tire costs.

We tell you whether or not your inflation is correct. At the same time we locate other causes of tire wear—wheels out of line, tread cuts, fabric cuts, or unevenly adjusted brakes.

As a Goodyear Service Station—our service combines selling you the best tires and then helping you get satisfaction and long mileage from them.

Eugene Vulcanizing Works



The Reason!

This is why LANG stoves are used and endorsed by thousands of American housewives—because they have proved themselves leaders in fuel economy, simplicity in operation, appearance and stability. The Lang principle of heat circulation, the Hot Air Draft and the Hot Blast principle enable all Lang Ranges to cut fuel costs to a minimum. Manufactured of Armco Polished iron, nickel plated trimmings and containing eleven exclusive features, Lang Ranges are original in type and construction.



LANG Ranges are backed by a strict guarantee of satisfaction. Call today and see the various models on display at our store.

CHARLET'S BARGAIN STORE

Lane County Distributors Phone 122



957 Oak Street Telephone 1020