

FAST ENTRIES NAMED IN BIG SPEED EVENTS

**Cream of Country's Racing
Drivers to Meet At Los
Angeles, Feb. 21**

Again the importance of California's speedway in the motor sport world has been emphasized by the announcement of the first seventeen entries for the big \$25,000 race which will open the new Los Angeles Speedway Feb. 21. The entry list so far reads like a roll call of the country's best, and there are still more to come.

Manager A. M. Young, in announcing the list, admitted that he had exchanged telegrams with Ralph De Palma, and that there were good chances of the famous driver being there with a new French car when the speedway opened. Howard Wilcox, winner of the last Indianapolis race, is another who is eager to try the new course. Wilcox retired after his big victory at Indianapolis, but the new speedway has proved such a lure that he is wavering. Wilcox last appeared on the Pacific Coast in 1916 when he drove the winning Peugeot in the International Grand Prize at Santa Monica.

Eddie O'Donnel of Duesenberg fame, is out angling for a fast car with good prospects of landing it. John De Palma, brother of Ralph and mechanic for him in many races, including the Vanderbilt and Grand Prize at San Francisco over the Exposition course, also is scouting for a car with sufficient speed to travel in this company. A Peerless Special, driven by I. V. Saupp, also is in the offing as a probable entry.

The announcement that there would be three Chevrolet Specials created a surprise here among the fans. Only a choice few knew that Eddie Pullen had departed from San Francisco and was busily at work in Los Angeles on a new Chevrolet Special at the Miller plant. Pullen believes that he will have a car that will exceed any in speed that he ever drove,

even including the Mercers, which were exceedingly fast while they ran.

He probably will not be ready for the practice opening but he will get there very soon after, for like all the other speed stars, he is eager to get out on the track. It is probable that there will be fifteen cars at the speedway the day that the course is thrown open for practice.

Carpenters have been rushing the track to completion so that the drivers might get as much practice as possible. Shortage in materials held back some, but now all of this handicap has been obviated, and Manager Young says that everything is going on schedule once more.

There never has been gathered together such speed in the west—in fact, few Eastern speedways have ever drawn such an array of the go-fast stuff. The fastest can in the world for its motor size is coming. This is the Duesenberg of Tommy Milton, which traveled 114 miles in one hour at the Sheephead speedway. Milton and Jimmy Murphy, his teammate, have been at Dayton Beach attempting to crack the world's records created by Ralph De Palma there last spring. They are coming direct from Florida to Los Angeles by express.

Driver	Car
R. C. Durant	Chevrolet Special
Eddie Hearne	Chevrolet Special
Eddie Pullen	Chevrolet Special
Ira Vail	Philbrin Special
Roscoe Saries	Frontenac
Joseph Boyer	Frontenac
Ken Goodson	Frontenac
Joe Thomas	Frontenac
Tommy Milton	Duesenberg
Jimmy Murphy	Duesenberg
Arthur Klein	Peugeot
Reeve Dutton	Stutz Special
	Oldfield Special
	Meteor Special
Ralph Mulford	
Toland Nicholson	Hudson Special

Dressing Cures Ills
Car owners should get into the habit of using belt dressing for the clutch leather to swell it and act as a remedy for slippage. In disengaging the clutch it will be well to notice whether there is a ridge in the leather. Such a condition prevents the clutch from engaging as far as it ought to, and the only way to remove the ridge is to take out the clutch and then trim down the leather with a rasp.

Bigger Tire Year Than Predicted

Instead of a "nearly 50 per cent." increase in 1919 sales volume, compared with 1918, as predicted a few weeks ago by an official of the Miller Rubber Company of Akron, the actual figures, now available, show that company's selling growth to have been slightly more than 60 per cent, over the 1918 mark.

Nineteen nineteen was easily the record Miller year. Whereas an approximately \$5,000,000 increased business in 1918 over 1917, was the biggest showing, up to that time in the history of the company, the 1919 growth over the previous year was close to \$10,000,000.

How the Miller Rubber Company has grown in the last seven years from a sales volume of less than \$2,000,000 to one of more than \$26,000,000 is shown impressively in the following annual sales figures.

In 1913, \$1,914,443; 1914, \$2,574,930; 1915, \$3,704,754; 1916, \$6,675,184; 1917, \$11,357,560; 1918, \$16,522,707; 1919, \$26,476,211.

Daily Market Report

Hay and Grains
Valley Wheat—\$2.00
Oats—85c.
Hay—\$16@18.
Milfeed—\$45.00.
Flour—\$2.85 to \$3.45
Wool and Mohair
Wool—\$40@52.
Mohair—55c.
Butter, Butterfat and Eggs
Butterfat—61c.
Creamery Butter, wholesale, 62c;
Eggs, buying price 36c; retail 40c.
Dairy Butter—60c trade; retail 65c.
Poultry
Hens—23c to 28c; springs—25c.
Old roosters—12c.
Geese—20c Ducks—25c.
Turkeys—32c.
Vegetables
Cabbage, 7 1-2c; onions 7 1-2 c; turnips, 3 1-2c; potatoes 5c intrade
Live Stock Market—Furnished by D. E. Nebergall Meat Co.
Hogs—15c.
Cows—4@8c.
Steers—7@10c.
Calves—14c.
Ewes—3@5c.
Yearlings—5@9c.
Veal—18@19c.
Lamb—8@12c.

216 Auto Types "Won The War"

WASHINGTON, Feb. 14—Two hundred and sixteen types of passenger cars and trucks were represented in the 150,000 motor vehicles purchased by the War Department during the world war, according to the annual report of Brig. Gen. Charles B. Drake, chief of the motor transport corps.

General Drake traces the growth of the army's motor service from 1903, when procurement of "one automotive machine" was authorized.

The service has grown until it was necessary, during the war, to divide

the United States into six motor districts, each maintained from a general depot and repair plant.

ELECTRIC LINES ARE FORCED OUT BY AUTO

Automobiles and motor trucks carrying passenger and freight for hire have caused abandonment this year of 114 miles of track by electric railway companies in New York state according to the New York Electric Railway association, which seeks regulation of motor bus lines.

Brakes on Front Wheels
Brakes on the front wheels as well

as on the rear wheels are a new development to be seen so far only on the higher priced cars that are being shown at the 1920 automobile shows. When the service brake pedal is applied the braking surface on all four wheels is utilized. It is said that a more sure control is effected and quite a saving in tire mileage.

It is a curious fact that all freshwater snakes in India are harmless, while all salt-water snakes are poisonous.

In the East the rose of Jericho is said to blossom at Christmas, close at Good Friday, and open again on Easter morn.

**Actually Running at the
Automobile Show—the Truck Exhibit
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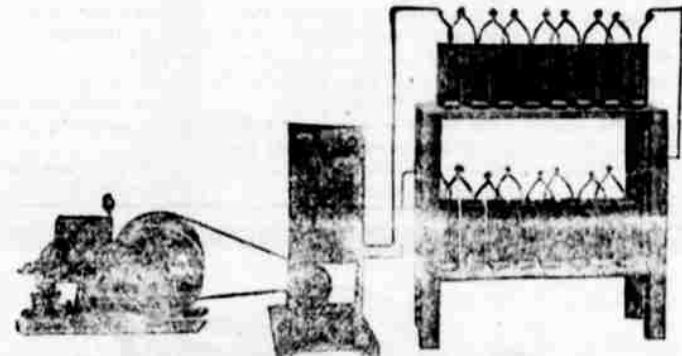
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Stores
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—are—
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Wm. Volkman, Crabtree
John Wills, Albany,—and others.

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SERIES 20

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Five-passenger capacity; outside and inside door handles; genuine leather upholstery; improved windshield with bullet-shaped cowl lamps; extension tonneau lamp; black walnut instrument board and steering wheel; cord tires as standard equipment.

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