

## TWO REMARKABLE RACING RECORDS

In the St. Patrick's day Grand Prix 500-mile auto race at Venice, Cal., both Barney Oldfield, who won first in 4:24:09 2-5, without a stop, and Billie Carlson, who won second in 4:24:43 3-5, without a stop, drove Maxwell cars.

Oldfield who won second in the Thanksgiving 300 mile race at Corona, without a stop, drove a Maxwell making an average of 86 1-4 miles per hour.

Billie Carlson also drove a Maxwell in the 305 mile Panama-Pacific exposition road race January 9 making an average of 65 3-10 miles without a stop.

"This shows that the Maxwell is not only a popular car with the lovers of 'high art' in automobiles, but is 'some racer' as well," said J. C. Power, of the Powell Auto company, local agents for these cars in Medford.

"I also desire to call attention to the fact that in the St. Patrick's day Grand Prix race and in the Corona road race the Maxwell driven by Barney Oldfield was equipped with Firestone tires and that he had no tire troubles at all. We do not know whether Carlson's Maxwell was equipped with Firestone or not," said Mr. Power. "Records like these three, 300 miles each, without a stop certainly proves the endurance of both Maxwell cars and Firestone tires, a combination that we are very proud to represent."

## STOCK OVERLAND CAR VS. RACER

"One of the most interesting features of the recent Vanderbilt cup and Grand Prix races was the manner in which a stock Overland, model 81, pluggled along with the higher priced, specially prepared racing machines manned by professional racers," said Mr. Gates, the Medford auto man.

"The Overland company has never entered into the racing game. They have put forth their efforts to build a serviceable family car, providing the maximum of style and comfort. The car entered in the Vanderbilt cup and Grand Prix races was a stock Overland driven by an amateur driver, who had never engaged in the racing game. No extra preparations of any kind were made. The car was not fitted with a high power motor, such as all racing cars are, but went on to the course fitted just as every Overland car is fitted. In both races the Overland, while not finishing first, gave the most consistent performance of any car on the course."

It is the possibility of a consistent running car winning against great speed that causes the smaller cars in automobile tests to be watched. The San Francisco Examiner in speaking of the Vanderbilt cup race describes the performance of the Overland, as follows:

"The little Overland was much in the limelight again. Not more than ten days ago, just before the first big race its chances weren't even considered in a serious vein by men who follow racing events. Traditions received a severe setback when this little car not only finished the race, but accomplished the feat of beating out many of the higher powered cars manned by drivers of considerable experience. In the Vanderbilt race the Overland duplicated its first showing in even more pronounced fashion and won for itself merited entries. The car is of small horse power and was not presumed capable of a creditable performance. It ran like a scared jack rabbit, and kept running. It didn't have time to stop for water, gasoline or any of the other necessities attached to the operation, and through the entire race responded to the driver's every wish. At the finish of the contest the motor was running as smoothly as when it started had consumed only one pint of water and looked none the worse for the long hard grind."

## A CADILLAC 250 MILES ON HIGH

Over all sorts of roads with a Cadillac Eight, uphill and down, through sand and mud, for 250 miles on high gear—without a single gear change, even in starting—is the record set by Jack Bellew, of Los Angeles, Cal. This feat was the outcome of a wager between Mr. Bellew and some friends, (following his recital of some of the things his new Cadillac Eight had done on high gear.) Bellew left Los Angeles at 7 o'clock in the morn-

ing, starting his car on high gear and carrying as observers the men, who in the evening, paid the wager.

The car was first driven to Riverside, encountering deep mud on a rough road over which the car was throttled down to ten miles an hour. A short stop was made at Riverside and the car went on to Redlands, San Bernardino and Arrowhead, where lunch was had. From Arrowhead to Stoddard's camp the road was poor because of recent rains. By 3 in the afternoon the party was back in Los Angeles, with the speedometer reading 196 miles.

Just to show you what the car will do, Bellew took the Laurel canyon route to the state highway. So far as road conditions are concerned, this was the most difficult part of the trip. The canyon route is generally avoided by automobiles because of its bad grades and sharp turns. The Cadillac, however, went the route with ease.

When the party again returned to Los Angeles another and longer road, the distance covered was well over 250 miles. The gears had not been out of high speed all day long, in spite of hills and sand and mud, and the one-time doubters acknowledged their error of judgment as gracefully as they could and paid the wager.

Marshfield black sand tests \$3.00 a ton in gold and 32 cents platinum.

With Medford trade is Medford made

## A WORLD'S RECORD FOR BUICK MACHINES

The Buick factory at Flint, Mich., because of an increased business in the years past were forced to increase the capacity of their manufacturing plant this year which consequently allowed them to increase their output. The manufacturers of this car state that their increased manufacturing facilities have given them an increase of at least 33 per cent on their product of 1915 cars, and that consequently they have been able to make a reduction in the price of their new models. The improvements for the new models are in the way of refinement, beauty of line, convenience of control, increased power and added comfort for both passenger and driver.

One of their strong features is the valve-in-head motor, developing more power for its size than any other style of motor made.

Fred Powell, one of the proprietors of the Powell Auto company, of this city, the local Buick agents, says: "The train load shipment of 101 double-deck cars that was shipped from the factory February 20 for Pacific coast distribution is the largest and most valuable shipment of automobiles ever made in the world's history and that they received one car

load of the shipment. This is the second trainload shipment of Buicks for the coast this year. Nineteen trainloads of Buicks were recently shipped to different parts of the country in 21 days."

The local dealers predict that the year 1915 will exceed all others in the sale of automobiles in Medford and the Rogue river valley.

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## VALLEY AUTO CO.

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## THE BRISCOE CAR



Price f. o. b. Medford \$885

An American-built car on French lines. All parts of this car are carried in stock at Portland, Ore. Electric started and lighted; honeycombed radiator with single light in center; engine, dynamo and brakes are all securely enclosed, thereby making them perfectly dust and dirt proof. Either right or left-hand drive; wood or steel wheels. Only car made in United States under \$2000 containing all bronze bearings. See this car on display at the Valley Garage.

**A. W. Walker**

AGENT

## DODGE BROTHERS MOTOR CAR

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### GENERAL SPECIFICATIONS

UNIT POWER PLANT—Aluminum Cone Clutch—Leather-faced.

MOTOR—Four-cylinder, cast in bloc with removable head. 3 1/4 inch bore by 4 1/2 inch stroke, 30-35 H. P. Water Cooled. Centrifugal Pump.

RADIATOR—Tubular Type.

LUBRICATION—Splash and force feed.

HIGH-TENSION MAGNETO—Waterproof. Eisemann.

GASOLINE SYSTEM—Pressure feed. 15-gallon tank hung on rear.

INSTRUMENT BOARD—Carries full equipment of oil pressure gauge, gasoline pressure gauge and pump, battery gauge, switches and speedometer. Speedometer driven from transmission.

DRIVE—Left side; center control.

STARTER GENERATOR—Single unit, 12-volt 40-amp. Willard Battery.

TRANSMISSION—Selective sliding gear type—three speeds forward and reverse—heat-treated. Chrome-Vanadium steel gears, heat-treated.

REAR AXLE—Full-floating. Removable cover plate to give access to differential.

S. R. O. BALL BEARINGS in clutch and transmission.

STEERING GEAR—Irreversible, of worm, nut and sector type—fitted with 16-inch wheel.

SPRINGS—All Chrome-Vanadium steel, self lubricating.

FENDERS—Exceptionally handsome oval design.

RUNNING BOARDS AND FOOT BOARDS—Wood, linoleum covered and aluminum bound.

WHEELS—Hickory; demountable rims, 32 by 2 1/4 inches.

TIRES—Straight side type—Non-skid rear.

BODY—Real five-passenger, comfortably upholstered in genuine leather with deep springs and natural hair.

WHEELBASE—110 inches.

WINDSHIELD—Rain vision, clear vision and ventilating.

TOP—One-man type. Mohair cover with jiffy curtains and boot.

LIGHTS—Electric; two head lights with dimmer, tail lamp and dash light.

EQUIPMENT—Electric Horn Robe Rail License Brackets Foot Rail Tools. Demountable rim mounted on rear.

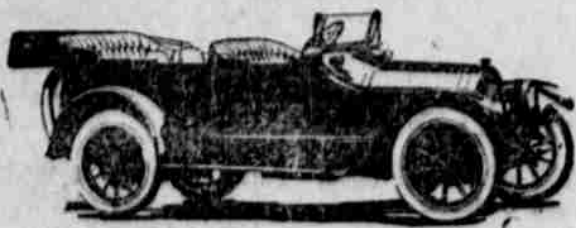
WEIGHT—Approximately 2200 pounds.

PRICE—\$785 f. o. b. Detroit. \$885.00 Medford, Oregon.

## BERNARD & HALL

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**\$2,200.00**

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Ask any or all persons who drive a Hupmobile the person who pays the bills, and you will find an enthusiast. That is the best argument we can offer for the Hup.