

Studebaker Wins Pike's Peak Hill Climbing Contest

Charles H. Myers in Big-Six Establishes Record Time Over Hazardous Route.

Charles H. Myers of Colorado Springs, Colo., driving a 1921 Studebaker Big-Six, won event No. 3 in the recent annual Pike's Peak national hill climb.

The race was over a course of 12 miles with a climb of 2,000 feet. Myers' time for the distance, 19 minutes 21.25 seconds, is the fastest time ever made over the route by cars with a minimum weight of 2,000 pounds.

The competing cars were divided into three classes governed by weight and piston displacement. The Big-Six was entered in class No. 3, which was open to cars with motors having a piston displacement of 300 cubic inches and over, and minimum weight of 2,000 pounds.

Car Had Been in Fire.

Many high powered racing cars and experienced drivers were entered. Before the race Myers was not considered as a possible winner by the large crowd which thronged the course. It was evident, however, as the powerful Studebaker dashed to the front at the first quarter, that the "dark horse" would finish among the leaders.

The victory of this Big-Six is all the more remarkable because of the unusual conditions under which it competed and the hazardous route covered.

Eight months ago this Big-Six was wrecked at Pueblo, Colo., and was so badly damaged by fire that it was not considered worth repairing. Myers, however, rebuilt the stock motor, using light pistons and rings and a stock cam shaft. After making only six adjustments on the original design he was satisfied to enter it against factory entries and special cars of various makes.

A member of the technical board, which inspects all automobiles the day previous to the race, made the statement that the Studebaker was the nearest stock car which contested in the event.

Although this was Myers' first race, he displayed the skill of an experienced driver—taking the sharp turns and steep inclines at a speed that would have done justice to a champion. His efforts were rewarded when he crossed the finish line with a lead of one minute and a half over his nearest competitor.

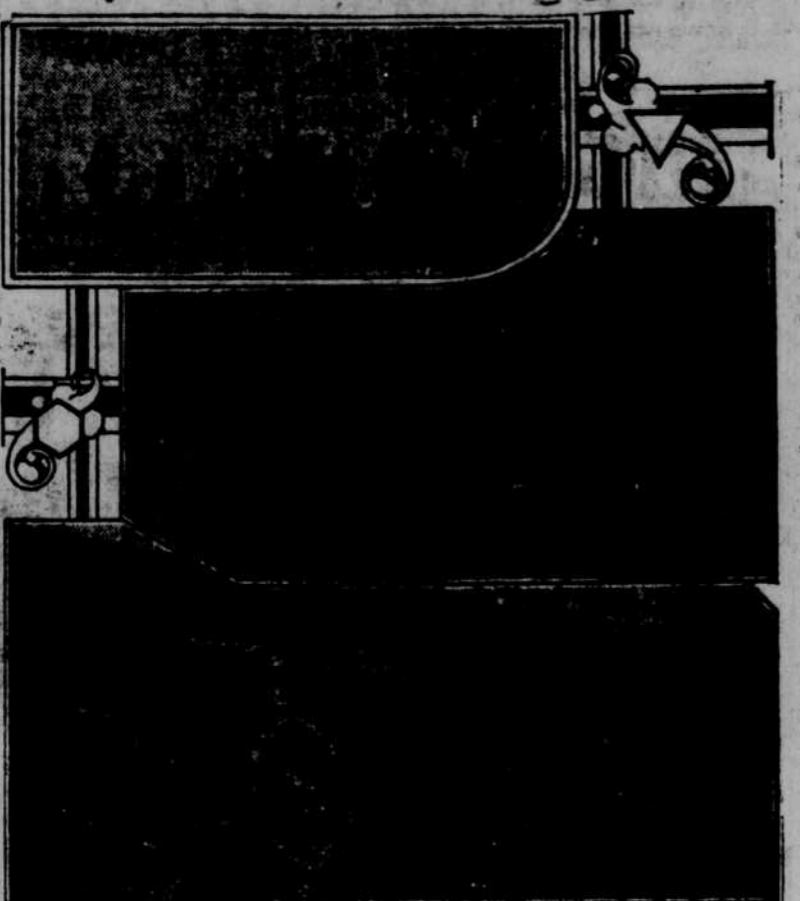
Myers won a purse of \$500 for the fastest time in his class; honors for the second fastest time regardless of class, and the fourth fastest time that has ever been made over the route. He also holds the record for cars of this weight, viz. 2,000 pounds, there being no weight limit in past years.

Charles M. Schwab Named Stutz Motor Director

Charles M. Schwab, probably the greatest figure in American industry today, has been elected to the board of directors of the Stutz Motor Car company, incorporated, according to an announcement by officials of the Stutz factory at Indianapolis.

Mr. Schwab's election took place at a meeting of the board of directors in New York city. Eugene V. R. Thayer, chairman of the board of directors and an associate of Schwab in many of his business interests, presided.

Forty Miles an Hour Through Clouds



The fastest cars that ever climbed the "Top of the World" road up Pike's Peak.

Forty miles an hour up the steep grades and sharp turns of Pike's Peak! That is the approximate speed necessary to win the annual Pike's Peak contest, premier hill-climbing event in the United States. It means that the winning driver must hit well over 70 miles an hour on the short straight-aways, and that driver and car must be perfect in nerve and endurance.

The fastest time ever made in this dash—a 12.4-mile run up the mountain side with a climb of 5,000 feet—was made by Ralph Mulford in a Hudson Super-Six special in 1916. His time was 18 minutes 24.7 seconds.

The next fastest time was established in 1923 by Glen Shultz with an Essex special, in 18 minutes 47.4 seconds. Thus both the fastest time and the next fastest time up the mountain side are held by the Hudson-Essex organization. This means not the fastest time for any particular size or type of motor, but the unqualified fastest time up the course for cars of any class. This makes the record of the Essex all the more creditable, since its laurels were won from cars of much larger size. In 1921 King Hthley of Oshkosh won in a Hudson in 19 minutes 16.2 seconds.

Oakland "Traveler" Is on Way to Frisco

The Oakland True Blue Traveler has just completed one-third of its journey to Los Angeles.

The car has covered more than 10,000 miles since it left the factory as car No. 2 of the 1924 production, and has made such a remarkable display that it has become the talk of automobile row everywhere it has been.

The driver of the car, Clay Risser, has given more than 500 demonstrations of the four-wheel-brakes on wet pavements, and on roads and streets that city and county officials along the way designated, to give it a thorough test.

Ford Company Prepares Own Artificial Leather

From a daily output of 5,850 yards in October, 1920, to the manufacture of 30,000 to 50,000 yards of artificial leather a day at present, is one of the interesting achievements of the Ford Motor company's plant in Highland Park.

Five grades of leather, each suited to a different purpose, are produced and with these the company is able to supply, wholly or in large part, its own side curtains, side quarters, back curtains, cushions, cushion facings, tops, sedan roof covering.

The artificial leather manufacture, which was first begun as an experiment in 1918, has reached a high state of perfection and now proceeds on the continuous production system.

Use Motor Caravans for Vacation Trips

"Where are you from, mister?" That was a common question vacation wanderers with packs heard last season, and due to the hundreds of Overland and Willys-Knight drive-aways, many score of these strangers would say, "Toledo, O."

Toledoans vacationed inexpensively this year, especially those who wanted to make a tour. It was not an uncommon thing to see two or three young men being taken away in drive-aways for their vacation tours. Some of them only traveled a few miles with the drivers, others stayed with the motor caravan until the coast lines were touched.

Women in Racing Field.

Women are even entering the racing field—and conquering. The dizzy speed at which the world's fastest drivers nowadays circle speed tracks to victory is not too fast for them.

Several women competed in a 100-mile race at the famous Brooklands track at London recently. One of them, Mrs. Grace Duller, won with an average of more than 90 miles an hour, faster than the winning averages at the international 500-mile classic at Indianapolis, Memorial day last.

Mrs. Duller drove a Leyland eight, a British car. America was instrumental in helping her win, as the car was equipped with Champion spark plugs.

Silent Buick Engine Fools Motor Writer

Four-Wheel Brake System and Smooth Motor Praised—Large Production Lowers Cost of Car.

In the course of a review of the new Buick 1924 models, H. A. Tarantous has the following to say in the current issue of Motor:

"While in Detroit inspecting these new cars, I had occasion to get hold of one of the experimental models that had been driven some 20,000 miles, and took it for a few hours' run. The engine idled so slowly and noiselessly that when I disengaged the clutch to stop, I instinctively stepped on the starter pedal, fearing the engine had stalled. This was something new to me in valve-in-head engines, because usually, even when new, there is always some sort of sound, indicating that the engine is turning over.

"The four-wheel brakes are remarkable on the Buick. They do not slide the tires like a pair of tightly adjusted rear wheel brakes. They do slow the car down with remarkable speed, yet the wheels do not and cannot lock.

"On the dry straightaway, on a wet street, on easy turns or sharp turns, the brakes worked to my complete satisfaction, and gave me a feeling at the wheel that can be had only with four-wheel brakes.

"New throughout and developing some 70 horsepower from its 33.3 by 43.4 bore and stroke, the engine operates at higher speed than the former engine, showing 2,800 revolutions per minute as its peak. It is smoother because of a heavier crankshaft, larger bearings, better timing from a new camshaft and larger valves.

"Without going further into changes Buick has made, let me say, that considering the slight price increase, it may seem hardly possible to produce such cars at the prices mentioned, because the changes alone would ordinarily come to many hundreds of dollars per car. Production in large quantities can be the only answer."

Yellow Cabs Now in 700 American Cities

If it is good enough for Broadway, it is not too good for us, is the typically American attitude of every city, regardless of size. That explains why the phonograph, the radio and the automobile is found in the small hamlet as well as in the crowded city.

It also accounts for the establishment of modern yellow cab companies in approximately 700 American cities, with this total increasing 60 to 80 a month, according to figures just issued by the Yellow Cab Manufacturing company.

The spread of the modern taxicab idea has been one of the most interesting developments in American community life of the last three years. The establishment of the business on a 5-and-10-cent store basis has been largely responsible. Operators have found low rates attract large number of riders and enable them to operate at small profit.

The Evening Bee is the only Omaha paper printing International News Service dispatches.

Hupmobile Holds High Mileage Mark

Officials of the Hupp Motor Car corporation believe that no car on the market, at any price, provides in all its vital parts for a greater margin of strength in proportion to known strain than the Hupmobile.

"Such provision," declares Charles D. Hastings, president and general manager of the corporation, "is one of the simple secrets of long life, and is why the earliest models we built are still in daily service in all parts of the world."

Among recent letters received at the Hupp offices in Detroit from its owners are many that tell of Hupmobiles that have each given in excess of 100,000 miles of service to date. The aggregate mileage of 17 of these cars is 2,603,202.

Al Bloomstrom of Forest, Wash., is the owner of a 1914 Hupmobile, which has covered more than 320,000 miles in the intervening nine years. During that time, he writes, replacements have been three springs, spindle and spindle bolt. These latter two, he explains, were broken in a wreck.

Car Industry Aid to Plate Glass Concern

An interesting instance where an industry serves another is seen in the connection between the plate glass industry and the automobile business, according to O. C. Wellson, Andrew Murphy & Son Co., local dealer in Durant and Star cars.

"The automobile industry is less dependent on the plate glass industry than is the glass factory upon the automobiles. The best automobiles large and small, make use of plate glass for windshields and windows. The plate glass industry might no longer prosper continuously without automobile manufacturing.

"Plate glass manufacturers were formerly dependent upon the building industry for the sale of their product, and the building industry, seems to have its ups and downs. The periods of lull in construction meant idleness for the plate glass plants and put them to great expense in keeping their forces together. Plate glass workers must be skilled craftsmen, with initiative knowledge of delicate processes.

PACKARD

16 to 22 Miles per Gallon of Gasoline
20,000 Miles from a Set of Tires

Any consideration of the Single-Six purely on a price basis necessarily involves a wide latitude, if just comparisons are to be made. The range must extend from a thousand dollars under to at least a thousand dollars above the Packard price.

Compare the Single-Six with cars costing a thousand dollars less, and the former will prove the more economical purchase when all items of expense are right-fully reckoned.

And when it comes to cars costing one thousand dollars more, Single-Six owners will give you records which prove that point for point in performance, comfort, ease and beauty, the Packard will more than hold its own.

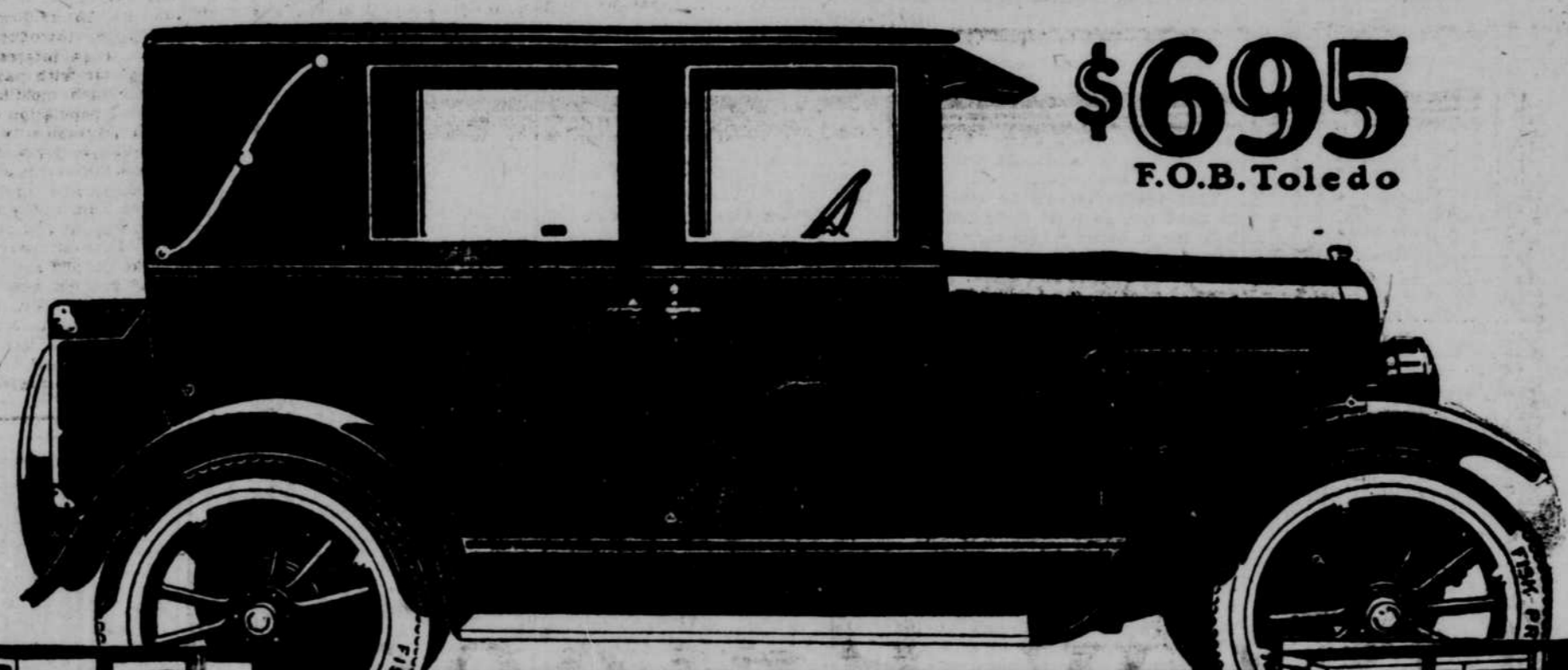
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ASK THE MAN WHO OWNS ONE

NEW Overland CHAMPION

\$695 F.O.B. Toledo



America's Only Versatile Car

Another Innovation

We now present the greatest creation in Willys-Overland history—the first all-purpose car—the new Overland Champion! Exclusive features, utilities and economies! Probably the most convenient car of all time! Benefits never before offered to the salesman, the merchant, the farmer and the American family.

Advance showings indicate everywhere the most intense public interest ever shown in a new car.

Both front and rear seats adjustable forward and backward for short people and tall people. No stretching for pedals. No leg cramping.

Both front and rear seats entirely removable. Taking out rear seat and upholstery gives 50 cubic feet clear space for carrying samples, luggage, trunks, tools, camping duffel—anything!

Front and rear seats and upholstery make up into full sized bed in the car. A wonderful improvement for motor camping.

Doors front and rear—like the famous Willys-Knight Coupe-Sedan—no seat-climbing! Big trunk at rear at small extra price.

Smart body of steel, with washable blue Spanish long grain upholstery, cradled by Triplex springs (Patented). Overland quality and reliability! Astonishing economy! Come in and see the Champion.



Comfortable seating for five, with wide doors both front and rear—no seat-climbing.



50 cu. ft. of space for samples, luggage, etc., by removing rear seat and upholstery.



Front seat adjusts to three positions to accommodate short driver or tall driver.



Rear seat adjusts backward—no stretching behind when trunk seat is moved back.



Both seats and upholstery make into a full-sized bed—width bed in car.



Strong, deep, commodious trunk at rear furnished at small extra price.



Farm truck, tools, supplies, trunks, luggage, etc., loaded easily through rear door.



All passengers enter and leave easily through doors both front and rear.

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