

RACE OUTLOOK FOR REST OF THIS YEAR AND FOR 1917 IS SLIM

Very Few Events Are Scheduled For This Fall and Conspicuous May Take Many Drivers Before Next Season; Speedways Going Into Decay; Road Races in Favor.

LITTLE in the way of motor car racing will take place for the rest of 1917 and the chances of much, if any racing, for the 1918 season are very slim with a majority of the racing drivers either scheduled for war or likely to be taken by conscription. Under these conditions speedways will go to rack and ruin in many instances, one in area now being torn down and others are closed while few are paying.

What of the time after the war is over when European manufacturers will enter naturally into the race for the rest of the world? It is giving publicity to their product and as a means of retaining their business. There will come officers of international competition in America which will bring across the water many famous drivers with cars of speed and quality.

With the speedways gone or thrown into the discard for lack of use or neglect it is hardly likely that they will be built with the funds to make money of these new enterprises. Sections of courses only Indianapolis and Delmonico.

Road Races To Come Back. Chances are strong for a return to early racing days with contests on the road, the beach and on hills. The Grand National beach races at the Mount Washington and other all American events, the Vanderbilt and Grand Prix road races and celebrated events of the earlier days of the sport may be revived to bring together America's crack drivers and the best left in Europe at the close of the war.

There is a revival of a revival of the famous Vanderbilt race on Long Island, an event witnessed in past years by hundreds of thousands of people who had heard of it. There is also talk of reviving the Grand Prix race and Savannah might be induced to revive the 1000 mile race in the promotion of this event. The roads to Florida each winter is a reason for the revival of the round-trip beach races for there are roads now to Florida and thousands upon thousands of tourists are ready to make their winter pilgrimages.

The revival of the famous beach races with international competition such as will be certain, will add much to the activity of the Florida coast.

Cars Scarce and War Not Hurting Their Sale Here. War is not hurting the automobile trade in the southwest, said E. E. Evans, of the Lone Star Motor company. Dealers who are not doing their regular business are not doing their best. The business is proving a wonderful new market for cars and we are able to sell all that the factories will supply us.

This week we delivered another G. M. C. to the Southwestern Coca-Cola company for being in preparation for the competition. A two-ton G. M. C. to Robert Webb of Rodden for similar work; a three-quarter ton G. M. C. to Otto Stange, a brother at Chihuahua City and another of the same size to Davidson and company, of Chihuahua City. Besides these truck deliveries, we made several Hoards, Hudson and Chandler deliveries.

BUICK RAMMING MOTOR COMPANY MERCER REO 600 MESA AVE. TEL. 4058

THE NATION'S BEST The bluejackets that man our ships on the high seas and Quaker Tires that serve cars on the highways can be depended on to do their full duty under all conditions. Our sailors and Quaker Tires both have the right stuff in them, and the tires, like the men, have the temper to fight.

Adjustment 5000 Miles Guarantee This adjustment guarantee gives you assurance of your money's worth, but the tires are delivering thousands of free excess miles. If we can sell you one Quaker Tire, you will sell yourself three more. Order that one Quaker today.

DISTRIBUTORS C. F. JOHNSON & CO., Inc. 411 Mesa Ave. El Paso, Texas Phone 2560

CAR PURCHASERS SHOW BIG GAIN OAKLAND ENTERS FINE NEW HOME

Two Floors and Basement For Waters and Staff; Attractive Building.

Washington, D. C., July 28.—In 1916 there were 1,677,232 more motor cars registered in the United States than in 1915. This was an increase of 45 percent. The gross total of registered cars, including commercial cars, was 2,312,934; the number of motor-cycles registered was 256,828. The several states collected in registration and license fees, including those of chauffeurs and operators, a total gross revenue of \$23,847,348.75. Of this amount 52 percent, or \$12,391,911, was applied directly to construction, improvement or maintenance of the public roads in 42 states, according to figures compiled by the office of public roads of the United States department of agriculture in circular 73, "Automobile Registration, Licenses and Revenues in the United States, 1916."

The figures for 1916 correspond very closely with the annual percentage increase in motor car registrations of the last three years. This yearly increase has averaged 40 percent, the number of cars and 40 percent in revenues. When viewed over a period of years, the increase in motor car registrations and gross revenue has been remarkable. In 1906 the total state motor car registrations were approximately 450,000 cars, an amount which the several states collected in fees and licenses a total gross revenue of about \$1,000,000. The total gross revenue of \$23,847,348.75 reported for 1916 is applied to road work in 1916 the \$12,391,911 reported formed nearly 70 percent of the total amount of road and bridge work of the states.

Recent years have shown an increasing tendency to put the responsibility of the public car registration in the hands of the state highway departments, which are now collecting the motor car tax. In 1916, 90 percent, or \$18,111,826, was expended more or less directly under the control or supervision of state highway departments. Only 13 states did not exercise any direct control over the spending of the net automobile revenues.

Gas Now Personal. Miss Mrs. Chester, secretary to J. W. Kirkpatrick, of the Tri-State Motor company, is spending her vacation in Albuquerque. J. B. Hancock and "Bob" Caruth, of the Tri-State, returned on Friday from a coast trip to California. Some of their fellow workers remarked upon the vacation by saying they had been called for the first draft. "It wouldn't have been so bad," says Caruth, "only they had the nerve to send the telegram calling me to go to the front."

John Marshall, of the Pioneer Motor company, is back from a trip to Fort Stockton and other Texas points. He made the trip in a Vim truck and lined up several good prospects. J. W. Denson, of the Maxon agency in El Paso, is now in New York, after spending a short vacation in Wisconsin. He is expected home in about two weeks. C. E. Albright has joined the sales force of the El Paso Overland company and has been put in charge of the sales. I. L. Klaffert, of the Western Battery and Magneto company, returned this week from an extensive trip through the territory in the interest of the DeSoto.

J. C. Dunlavy, of the Western Battery force, is back from a vacation trip to the California beaches. Joe Clifton, brother of Henry Clifton, local Hudson sales manager, has just returned from Detroit and will take hold of Packard sales for the Lone Star Motor company. Joe McArthur, of Steeprock, N. M., was a visitor at the Lone Star Motor company this week and drove home a new Chandler. R. M. Hamling, of the Rambling Motor company, is still in Wichita Falls on private business. T. E. Mitchell, of the Form-A-Truck, left for New Mexico points on Friday on a business trip. A. C. Tompeter, Form-A-Truck dealer, left for Chicago Friday, on a business trip. J. R. Overstreet, southwestern Humobile sales manager, arrived in El Paso on Friday on a business trip and will make his headquarters with the Toltek Motor company for a few days. H. L. Williford, formerly head of the Quaker Tire Service with headquarters at Dallas and now based in El Paso, will enter the automobile business in Chicago next week.

MORE AUTO DEALERS JOIN THE U. S. ARMY David Bakstrom, of the Puyam-Bakstrom Motor company, is the latest of the local auto dealers' colony to join the aviation corps of the United States army and he is now waiting his call to Anshin for his final examinations. T. J. Fitzgerald, manager of the local branch, has accepted a commission in the supply company of the First Texas Infantry, now being organized here, and expects to leave with his unit in the next week for the training camp.

Adolph Baugur, of the Buenger motor company, and M. Z. Tice, Buenger representative of the Maxwell in this territory, made application on Friday for a license to operate the training school for the officers' reserve at Leon Springs.

MONTFORT HEADS WESTERN MOTORS At a meeting of the stockholders of the Western Motor Supply company, held this week, Charles Montfort was elected president and general manager of the company. Henry Diers was named vice president and secretary and treasurer. The capital of the company was increased from \$12,000 to \$25,000. The new president stated, Friday, that the plans of the company call for an extensive increase in the amount of stock to be carried and states that the Western Motor Supply company will be in a better position before long to supply the needs of both dealers and motorists.

LARGEST GARAGE IN WEST TO BE OPENED IN EL PASO What is said to be the largest public garage in the western states will be opened to the public August 1, by S. L. Alpern and associates, who have taken over the buildings at Sixth and Florence streets, formerly occupied by the government as a machine shop and will open a first class garage and repair shop under the name of the Alpern Garage and Auto company. There will be a capacity of 250 cars in the section first to be opened, it will be possible to almost double that capacity. Mr. Barber, a well known local mechanic, will be in charge of the shop and a feature is to be made of day storage.

License Plates Still Delayed; Police Will Enforce Dimmer and Speed Laws of the State

WHILE there has been some talk that the state motor vehicle law, with reference to carrying state numbers, will be enforced from next week, it will be unenforced for the simple reason that several thousand El Paso motorists have made application to the state highway department for licenses and many have not even received an official acknowledgment, while not even a single set of the state license plates has yet reached this city.

The police, both county and city, are getting ready to enforce the dimmer and speed provisions of the state law, however. The glaring headlights must go and it is unlikely that owners with painted headlights will be able to "get by" under the state law, which is very strict as to the height of the glass from the headlights. The Motor Trades association had this matter up last Monday and it is likely that arrangements will be made for a test of various types of headlight lens within the next few days so that motorists may know just exactly where they stand. Motorists who have not yet applied for their state licenses may find themselves in the proverbial hot water because of their delay. Information as to horsepower, state fees, etc., will be furnished by The Herald auto department any morning next week, except Friday, from 5 to 11 o'clock.

Marcos Russek Back Alone "This Time" But May Go West Again

Somewhat to the disappointment of various furniture dealers, real estate agents and jewelers, Marcos Russek, of the Southern Motor company, returned alone from Los Angeles on Tuesday. "No, I didn't get married—this time," said the automobile man, as he told of the furniture, real estate and jewelry salesmen who waited on him on his return. Mr. Russek will go to Mexico City within a week to look into the matter of opening a branch of the Southern Motor company in the Mexican capital, but his brother, David, asserts that Marcos is sure to make another trip to Los Angeles before he goes to Mexico City for any length of time.

He pays to make with Patton's San Proof Paints, Lander Lumber Co.—Adv. Brighten the home with Sole Proof Colored Varnishes, Lander Lumber Co.—Adv. Have your Arch Supports expertly fitted. Chas. Bakker, 219 Texas St.—Adv.

TIRES! NEW, CLEAN, FRESH STOCK STANDARD MAKES

Table with columns for 'Standard', 'Griffith', 'Goodyear', 'Bridgman', 'Firestone', 'Continental', 'Dunlop', 'Goodyear', 'Bridgman', 'Continental', 'Dunlop', 'Goodyear', 'Bridgman', 'Continental', 'Dunlop'. Rows list various tire models and their prices.

OTHER SIZES AT PROPORTIONATE PRICES. GOODS SHIPPED C. O. D. MONEY REFUNDED ON ALL GOODS RETURNED INTACT WITHIN A MONTH. AUTOMOBILE TIRE CO., Inc. 204 W. San Antonio St. El Paso, Texas

Use Herald Want Ads. Wanted to buy secondhand bicycles. Allen Arms & Cycle Co.—Adv.



Hudson Super-Six Proves Endurance

A Test That Never Fails to Reveal Every Weakness and Prove Every Strength of a Motor Car. Stock Hudson Super-Six cars are deliberately sent through tests more trying, more destructive, than any the average driver could imagine.

For one hour, a fully equipped phaeton with top and windshield up and carrying five passengers, was sent at top speed. It averaged 70.74 miles an hour and established the best time for such a performance with a stock car. The test was officially observed by the American Automobile Association.

It is just one of the many similar tests to prove endurance. It was not a preconceived campaign of tests that we set out to make. Each test was thought sufficient in itself. But just as the giant is surprised as he realizes the ease with which he accomplishes each feat that he had felt would try his strength, so the Super-Six has so easily met every test that more trying and abusive trials have been devised.

We were sure that in the 24-hour test a stock chassis would break all previous records. But no one thought it would go 347 miles farther than any other car had ever gone in 24 hours. The Super-Six covered 1819 miles. It broke all records for a traveling machine. So, too, when a seven-passenger Super-Six set out from San Francisco for New York it was with confidence that it would lower the time of all other transcontinental runs. It did so by 14 hours and 59 minutes. Then because the run had been made so easily and without special planning, the car was turned around and raced back to San Francisco. In the return trip it also did better than any other automobile had ever done in crossing the continent in either direction. Hudson's round trip required 10 days and 21 hours.

Because of the ease with which the Super-Six has met every trial, it has always suggested something harder to do. Endurance First. There is hardly any quality of a car that is so important to the buyer as that of endurance. Safety, comfort, reliability, low maintenance cost are all dependent upon endurance. Every quality of motor car satisfaction is dependent upon power, acceleration, speed and endurance.

Phaeton, 7-passenger . . . \$1650. Speedster, 4-passenger . . . 1750. Cabriolet, 3-passenger . . . 1950. Touring Sedan . . . \$2175. Town Car . . . 2925. (All prices f. o. b. Detroit). Town Car Landulet . . . \$3025. Limousine . . . 2925. Limousine Landulet . . . 3025. LONE STAR MOTOR COMPANY. E. GORDON PERRY, President. 321 West San Antonio Street. Phone 6100.