

SUNDAY MORNING, FEBRUARY 28, 1909.

'JACK' PRINCE'S
WORK IS DONE

FAMOUS OLD "BIKE" RACER
SOLVES HIS PROBLEM

HAS COMPLETED FORM OF NOVEL
SAUCER TRACK

Racing in Motorcycling Will Swing
Around Los Angeles for Some
Time to Come as Mecca of
World's Cracks

Out near the corner of Sixty-third and Main streets there is rapidly being pushed to completion what unquestionably is the greatest saucer track in the world. It is so pronounced by "Jack" Prince, the famous old English champion of high-wheel bicycle days, who is in charge of the construction work and who is considered as an authority on such subjects, having raced in various capacities as rider, promoter or manager in the great racing centers of two continents.

The track is sufficiently completed to permit of motorcycles speeding its entire course this afternoon, and a score or more of ambitious local amateur motorcyclists and two or three professionals with national reputations, who are beginning to gather in the city, are expected to be out with their machines in trying out what will undoubtedly prove to be the fastest track ever constructed.

All World's Records Must Go
It is confidently predicted by the managers of the great track, which will hereafter be known both locally and nationally as the Coliseum, that every world's record in the motorcycle racing field will tumble before the next three months have elapsed and that henceforth the world will have to look to Los Angeles for the premier work in motorcycling. At least this will prove to be the case until a number of other similar tracks, which will go to make up a racing circuit, have been built in other large cities of the country, which will not eventuate for some time to come.

From all parts of the United States the motorcycle racing cracks are beginning to turn their faces toward Los Angeles, and by March 14, when the track is formally opened to the public with a three months' race meet, it is expected that the best riders in the world will be here, riding a half dozen different makes of motorcycles and struggling for new championships and new records.

De Rozier Is Coming
De Rozier, present holder of the most of the world's records, will be here with the Indian string, while Arthur Mitchell, his most formidable rival, is already here prepared to make the fight of his life for the scalp which the N. S. U. manufacturers, for whom he rides, believe are necessary in establishing that name plate as the synonym of the fastest motorcycle in the world.

Jack Prince has been placed in charge of the track, and he is expected to permit of a 40-second clip, which, if made, will justify all the assertions made of it as the world's premier track.

Track Is a Novelty
The track will be a novelty, not only in the eyes of local race fans, but also in the eyes of the entire United States, having been constructed only after the most carefully studied plans had been worked out.

The track itself is almost a third of a mile in length, requiring but three and one-half circuits of the track to complete a mile, which fact in itself makes it the greatest saucer track in the world. In the accompanying illustration the lowest pitch to the track is shown at the point where the workmen are engaged in closing up the lane gap in the floor.

The "straightaway" is shown, yet the pitch will be seen to be almost 45 degrees. At the far end the pitch rapidly increases until it becomes so steep that one could not begin to ascend the floor of the track if he took all four to make the effort, and riders in making the circuit at this point will look to be riding on a perpendicular wall, lying parallel with the ground.

Marathon Course Planned
Inside of the completed portion of the track, as shown in the picture, a thirty-foot dirt track, packed hard as macadam, will be the greatest saucer track for motorcyclists, while inside of the Marathon track will be an immense arena, which will serve as a track for automobiles and other vehicles. This arena will be reached by means of a subway tunnel, which will cut completely underneath the track and emerge inside of the arena.

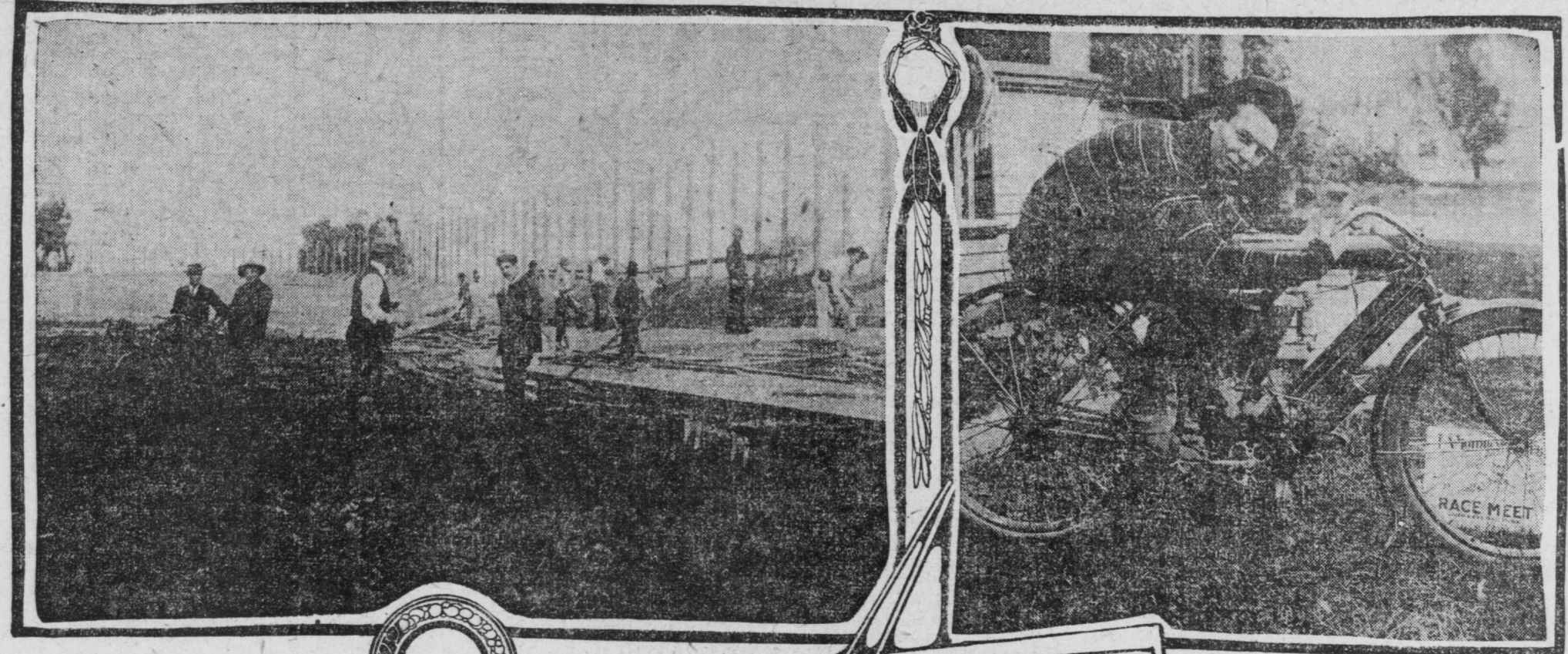
On the west side of the track, flush with the highest portion of the straightaway course, an immense grandstand, 300 feet long and thirty feet deep, is being constructed, and this grandstand will gradually be extended until it completely envelops the track, creating an immediate amphitheater capable of seating between 50,000 people.

That these crowds will gather in time is the confident expectation of the managers, who have already had the advance taste of the intense enthusiasm which fast motorcycling will excite, once the public has been educated to the thrilling qualities of the sport.

Public Demands Danger
At Clifton, N. J., where one of the present largest motorcycle tracks is located, the throngs constantly grow larger as one meets follows another, and motorcycle enthusiasts say that this kind of racing is destined to become the most popular of all the speed contests now before the public. Where a horse race over a mile course may be run around in one minute and forty seconds, the motorcycle will go just twice as far in less time than this, while the element of danger—so much sought after by this fast-traveling age—is said to be doubled and quadrupled. An instance of this fact was proved at a recent meet at Clifton, N. J., where, when the average attendance was around 10,000 a day, but where, once one of the riders was thrown to his death, the attendance was double in one day and merely increased from that time on.

The riders in these hair-raising races are heavily helmeted about the head

Motorcycling Will Be Given Tremendous Impetus with Opening
of World's Greatest Saucer Track in This City March 14



JACK PRINCE
Bossing finishing touches on world's
best saucer track

with massive metal caps which are designed to protect the breaking of the skull underneath in the case of a bad spill, while a few well distributed pads about the remainder of the person are moderate protection against the score or more somersaults a rider is expected to turn in the event his wheel gets from under him and he is projected through a few hundred yards of space at the rate of ninety miles an hour.

Rules of Racing
The riders are started with a running getaway and are timed from the time they cross the tape. They start at the lowest portion of the saucer, where the pitch is but about eighteen inches in ten or twelve feet, but, once under good headway, they pull up into a steeper portion of the saucer and inside the pole line. The first machine to get away must stay on the outside of this pole line but inside another line, three feet higher up, so long as he is in the lead. In the case the man who gets away wants to pass him the second man has to go around him from above by swinging wide of the three-foot running track. The new leader then drops into the three-foot track, and may be disqualified for fouling in the event he gets outside of it. By this rule the danger of collision is reduced to a minimum. Not more than three men will probably be allowed to race on the track during any one event. In case of there being more entries than three, then the field will be divided into qualifying classes, and enough heats be run off to allow each rider to qualify or be defeated. A final will then be run to decide a race.

First of Many Tracks
The track is being built as part of a syndicate scheme, involving a number of motorcycle manufacturers, who seek by this means to bring the possibilities of motorcycles as space annihilators more prominently before the public. Jack Prince has been placed in charge of these general plans, and the ability he has shown in figuring out the dimensions of this track and in distributing the amount of so as to get the greatest amount of speed out of a circle will undoubtedly serve to some day cover him with no little glory, as the work now being done is of a pioneer character in saucer track construction.

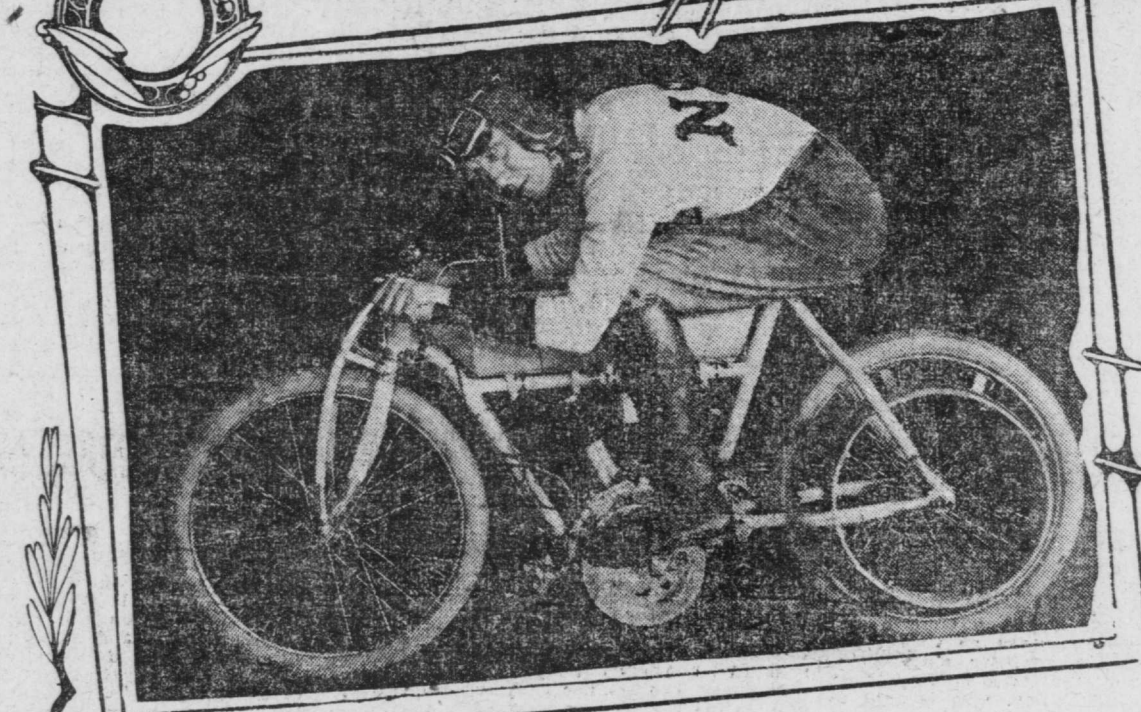
Prince does not calculate by ordinary civil engineering methods, but uses his own native wit in arriving at his conclusions, which, when worked out, will probably prove far superior to those used by men of geometric principles.

How Prince Works
Given a certain amount of space in which to work out a track, he figures the greatest amount of racing distance he can get out of his ground, much as a tailor would cut his cloth in economizing fabrics. By this method he determines whether his ground will permit of a three, four or five lap course. In the present case, the track, he could only make a three and a half lap track, although he had the better part of ten acres in which to work. He has decided, however, to make it a three and a half lap track, as possible so that his greatest curve at the ends might be just as little of a curve as possible, without making square corner turns.

He did this by really describing three different circles at either end, one overlapping the other in part, but creating a sort of composite, though wider than any one circle would be. Then he harmonized his curves from circle to circle until he had a species of a straightaway even at the turns.

This method of procedure has been worked out in Prince's mind as the result of long years of experience, and its correctness will doubtless be proved when the records begin to fall. The track, as a matter of fact, is exactly one foot and a half longer than a mile, which Prince deemed advisable to make in order that no new world records, when made, could possibly be challenged successfully after an engineer's measurements have been made and properly certified.

Strang Goes to Buick
Lewis Strang, winner of the Savannah Brarcliff and Lowell road races and a noted track race driver, today announced that he had gone with the Buick company and in the future would pilot special racing and stock Buick events in America. Bob Burman, the crack racer, long identified with the Buick, and Strang will compose the team. The pair is considered a great combination, Strang the conservative and cautious, and Burman the daring and fearless.



ARTHUR MITCHELL, CHAMPION SOUTHERN PROFESSIONAL

CRACK RIDERS
BEGIN COMING

ARTHUR MITCHELL IS HERE
WITH N. S. U.

Mitchell Has a Good Record and
Looks to Be a Coming Champion,
in Bulldog Tenacity
Will Win

Arthur Mitchell, whose picture is shown herewith, one of the world's motorcycle cracks, representing the racing team of the N. S. U., has arrived in Los Angeles and will be a conspicuous figure at the great motorcycle meet which will begin at the new saucer track March 14.

Mitchell is the one contender that De Rozier, the world's crack, fears, unless it be Paul J. Derkum, the local boy, who has cleaned up all Pacific coast records in the professional class, and who will match his prowess against the other cracks who will be here when the meet opens. Mitchell is said to be a wonder as a motorcycle driver and comes to Los Angeles under commission from the N. S. U. agency of New York city to capture as many of the world's records as possible from the big bevy of records which are expected to drop with the new track's opening.

Mitchell an Old Bike Man
Mitchell is an old bicycle racer of the professional class of other days, when he successfully met such good men as Tom Cooper on the cinder tracks and lowered their colors. He first began the racing game in the spring of 1895, when he was but 15 years of age, racing summers and going to school during the winters.

Four years ago he began to turn to motorcycling as a larger field of possibilities and was soon making a name for himself, cleaning up all racers in the southern portion of the United States, his home being in New Orleans, where most of his racing has been done.

With the Game to Stay
Last spring he cast his lot exclusively with motorcycling and soon attracted the attention of the N. S. U. people. He began by riding the Indian machine, continuing with that name plate until last October, when he went with the company which he now represents. He has met De Rozier before, but never decisively and never with the kind of machines which he will straddle on the Los Angeles saucer. These machines include a six, a four and a three horse power N. S. U. and Mitchell flatly says that De Rozier must be able to negotiate ninety miles an hour and coming if he expects to retain his present marks.

Mitchell orients himself on being a square rider, asking for neither the best nor the worst of it, only an even break. He may be expected to ride clean, but has all the appearance of a bulldog and the grit of a man who knows no fear.

RAMBLER MAKES
A SALES RECORD

SELLS 160 CARS AT THE
CHICAGO SHOW

Chicago Tribune Authority for Story
Which Tells Some Interesting
Facts—Rambler Plant Is
Being Enlarged

The Chicago Tribune, Chicago's most influential newspaper, stated in its comments on the automobile show that "Thomas B. Jeffery & Co. was credited by the management of this year's show with having sold the largest number of machines at the exhibition. With an average of \$1900 a car, this company had sold 160 cars up to two hours before the closing time."

This was at least 10 per cent of the total sales made at the show. That statement explains better than anything we could say how successful from the Rambler viewpoint the show was. Some curious individual, probably a newspaper man, who canvassed the exhibitors to determine what the sales were, reported that the total averaged up seven machines to each exhibitor. This comparison makes the Rambler sales the more significant.

Following the record breaking sale of Rambler cars at the Chicago automobile show comes the announcement of plans by Thomas B. Jeffery & Co. who contemplate large additions to their plant at Kenosha, Wis. The new factory will be two stories high, 250x250 feet in dimensions, and the offices will be located on the second floor.

Immediately after the close of the show the Rambler people started a night plant in the factory, and the output of the plant for the coming year has been correspondingly increased.

Eight years ago the Rambler occupied a portion of what was once the old Sterling bicycle factory at Kenosha. In each year large additions have been made to this factory, until now it occupies an area approximating six hundred thousand square feet. With the additions about to be made and with the improvements in equipment it will be without question the largest and most completely equipped in existence.

In the case of a nail puncture in the outer cover, the hole made by the nail should be covered by sticking a bit of prepared canvas to the inside of the casing to prevent grit and water from working in between the inner tube and the cover.

REMOVING THE
SPEED LIMITS

TREND OF SENTIMENT IN THAT
DIRECTION

Old Country Laws Are Ahead of America
In Solving This Very Much
Mooted Question Once
for All

NEW YORK, Feb. 27.—"If the speed limit is to be removed, as outlined in the new automobile legislation," says Charles Thaddeus Terry, chairman of the legislative board of the American Automobile association, "motorists and arresting officers must both be impressed with the necessity of enforcing all 'reckless driving' laws or we will not get the best results from the new manner of governing the speed of automobiles."

"If police officers and others engaged in the enforcement of the law should permit any undue speeding, simply because the speed limit has been removed, there would immediately be a reaction against the motorist."

"That we are absolutely on the right track in relation to the abolishment of the speed clause may be seen from new legislation in Europe, particularly in England, where they are supposed to be a number of years in advance of us in the public control of motor cars."

"Parliament in England is now considering a bill which is believed to be thoroughly up to date. In this bill, first clause relates to the abolition of the speed limit; the increasing of the fine for the first offense and also for the second offense; the driver is to be licensed only upon the production of a certificate of competency from a qualified authority; and driving motor vehicles without the owner's consent is to be an offense. Another good point in the proposed new law, and one which we may find it possible to introduce here later, makes it the duty of the local authorities to put up warning notices at dangerous corners. This work, which is very expensive, must be done by the American Automobile association and its affiliated state associations and clubs."

WOODEN SIGNS TAKING
THE PLACE OF ENAMEL
Small Boys Too Festive with Their
Rocks, According to Association Officers

Powell Evans, chairman of the American Automobile association's touring information board, is completing arrangements for the manufacture of about 10,000 wooden road signs, which are to be erected during the coming touring season throughout the districts where roads have not been properly posted.

The touring information board has decided, after considerable deliberation, to use wood signs instead of such as have been erected in the past few years. It is found that the small boy has discovered he can get a great deal of amusement by throwing sticks at the enamel signs, which chip off wherever struck. The new form of wooden sign, which is under consideration by the board, appears to be absolutely indestructible. It will be bound with metal and tested by a process which makes it not only fireproof but water and weatherproof.

Mr. Evans says that more than 10,000 new signs will be erected by the A. A. A. as soon as they can be prepared and distributed to the centers of touring where they are most needed.

PAUL J. DERKUM,
Champion Pacific Coast Professional

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STEARNS RACE
LOOKS GLOOMY

LOCOMOBILE'S PROPOSAL IS
TURNED DOWN

INSIST LEAVITT AGREED TO A
SHORTER RACE

Latter Says He Was on a Sickbed
When Race Talk Was Sprung
and That High Fever
Was Raging

There is so much disparity between the positions taken by the local agencies of the Locomobile and Stearns cars that it is quite likely the race proposed in these columns last week, to be run between these cars, will fail to materialize, but with honors apparently resting with the Locomobile people.

Ralph J. Leavitt, head of the Los Angeles Motor Car company, the local agent for the Locomobile, proposed last week that the Stearns race be offered a wager of \$5000 or upward to race the Stearns car for 500 miles over any kind of a road or track that the Stearns agency should select, and he was to be held under the auspices of the dealers' association, at a time when Leavitt should become stronger from the effects of his recent illness.

To this proposal, when called to the attention of Manager Gordon of the Stearns agency, the "nothing stirring" answer was made.

Gordon's Conditions
Gordon asserts that Leavitt promised, at the time of the auto show, to meet the Stearns in a 100-mile race, at Ascot park, for a wager of \$1000, and he insisted that Leavitt come to the race, in his agreement. He likewise flatly refused to race the Locomobile for 500 miles, to put up a wager of \$5000, or anything more than \$1000, refused to permit the dealers' association to supervise the race; insists that Soules, the Stearns driver, be allowed to race his car, and asks that Leavitt, in a "race" that will attract spectators before whom he may defeat the Locomobile in an afternoon's racing, and not a "New York to Los Angeles" race, as Gordon stated, however, that when Leavitt, with the Locomobile, keeps the promise which he says was made at the time of the auto show, and race him for 100 miles for \$1000, he will "consider" the proposal for a 500-mile race for \$5000 or upward. He charges Leavitt with having some factor in the race behind him, and asserts that he has none of the Stearns money to wager, but merely his own.

Leavitt Denies Agreement
Leavitt, when told of the Stearns answer, asserted that at the time of the auto show he had promised to race the race proposal from the Stearns agency while he was flat on his back, suffering from a relapse from typhoid fever, which had followed his premature effort to leave the hospital. He was under the care of a nurse in his home and had a fever ranging around 101 degrees. His nurse had communicated the Stearns proposal to him, and he had condition, and he had instructed her to say that he was in no condition to talk a race then, but that when he was well again he would be willing to give the Stearns people all the racing they wanted. This was the only time he ever agreed to enter into any kind of a race, he says, and that the Stearns were telephoned to the Locomobile booth at the auto show.

Leavitt further asserts that the Stearns people were told at that time by W. J. Orr, a factory machinist who was in attendance at the show booth, that they need not go beyond the machine show at the auto show, and that they get a \$1000 bet, as he would back the Locomobile with his own money for the amount named, but that Orr's proffer was not taken up by the Stearns people. Since his return to the Los Angeles Motor Car company's office Leavitt says that he has heard the race talk made by the Stearns people, and that his proposal of a week ago was an idea of giving them "all the race they wanted."

Wants a Test, Not a Race
"I am not talking race just for the sake of having a race," said Leavitt yesterday. "The Stearns people have had a good deal to say about running their car against the Locomobile, and I have made them a proposition that I believe is reasonable and fair. I want to see if they can run 500 miles under racing speed, and that they are merely looking for a short race, and not a real test of the speed or endurance qualities of the two cars in actual competition. That is the only reason I have said anything—to give them a chance to prove that they have a car as fast as the Locomobile for speed and endurance. I am wagering my own money when I talk \$5000—not any company's money. If the Stearns want my money, then I want \$5000, then I want to see if they can run 500 miles, but that but not with any company money, but that of a few Locomobile owners in this city who are willing to back their own judgment with their own money."

Will Drive His Own Car
"The Stearns people are in the racing game; I'm in the automobile business. I'll agree to drive my own car the entire distance, to show that it does not take a professional to run the Locomobile 500 miles. I put a \$5000 car into a race of this kind I want to wager as much money as I risk if I am going to bet. A car may go through a fence or meet with an accident that would destroy it, and I won't take any such risk for \$1000."

"If they have the car they claim they have they have a splendid chance to prove it in 500 miles. We can start and finish the race in daylight at Ascot park, if they want to race there, and I can't see why they should want to meet with an accident that would destroy it, and I won't take any such risk for \$1000."

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And there the matter stands.

The 1909 Harley-Davidson Motorcycle Has Arrived
4 TO 7 H. P.—PRICES, \$225.00 TO \$340.00
LEE RICHARDSON AUTOMOBILE COMPANY
Agents wanted. 1128 So. Main St., Los Angeles, Cal.