

RACING TO HAVE A SINGLE HEAD

CONTEST BOARD OF A. A. A. TO HAVE CONTROL

EVERY KIND OF AUTO RACING IS INCLUDED

Classifications and Formulae to Be Furnished All Promoters and Associations, and Events Will Be Scrutinized

A meeting of the A. A. A. contest board and its advisory committee was held Monday. This is the body which will in future have control of automobile contests, including track events other than international, in this country.

The A. A. A. contest board is constituted as follows: F. B. Hower (chairman), Frank G. Webb and A. L. Murray. An additional member of this committee is to be appointed.

The advisory committee, through which the Manufacturers' Contest association co-operates with the contest board, is made up of E. P. Chalfant of the A. L. A. M., Alfred Reeves of the A. M. C. M. A. and E. R. Hollander of the Importers' salon.

Howard E. Coffin is chairman of the organization committee of the Manufacturers' Contest association.

The following were present at the meeting Monday: F. B. Hower, A. L. Murray, Frank G. Webb, E. P. Chalfant and E. R. Hollander.

Uniformity is Purpose. The purpose of the new arrangement is to advance uniform and rational conditions in contests, at the same time vesting control in a body having national club affiliations, and to insure that adequate care be taken in granting sanctions for contests and that the same be carried on fairly and efficiently.

The different districts of the United States and its possessions will be represented by an association member of the contest board, his duties being to keep the board advised of contest matters in his district.

The Glidden tour is not affected by the terms of the agreement between the manufacturers and the A. A. A.

No sanction will be granted for a long distance road reliability contest within a month of the duration of the Glidden tour.

A uniform entry blank for application for sanction for contests has been adopted. All entry blanks will be uniform for corresponding events.

Every entry blank must contain the words "Under the sanction and rules of the American Automobile Association."

The new schedule of sanction fees is as follows: Road race, where a stand is erected, \$300; Track meeting, including 24-hour event, 250; Hill climb, 100; Endurance contest, 100; Road and beach speed trials, 100.

All clubs affiliated with the A. A. A. are entitled to a 50 per cent reduction from these rates.

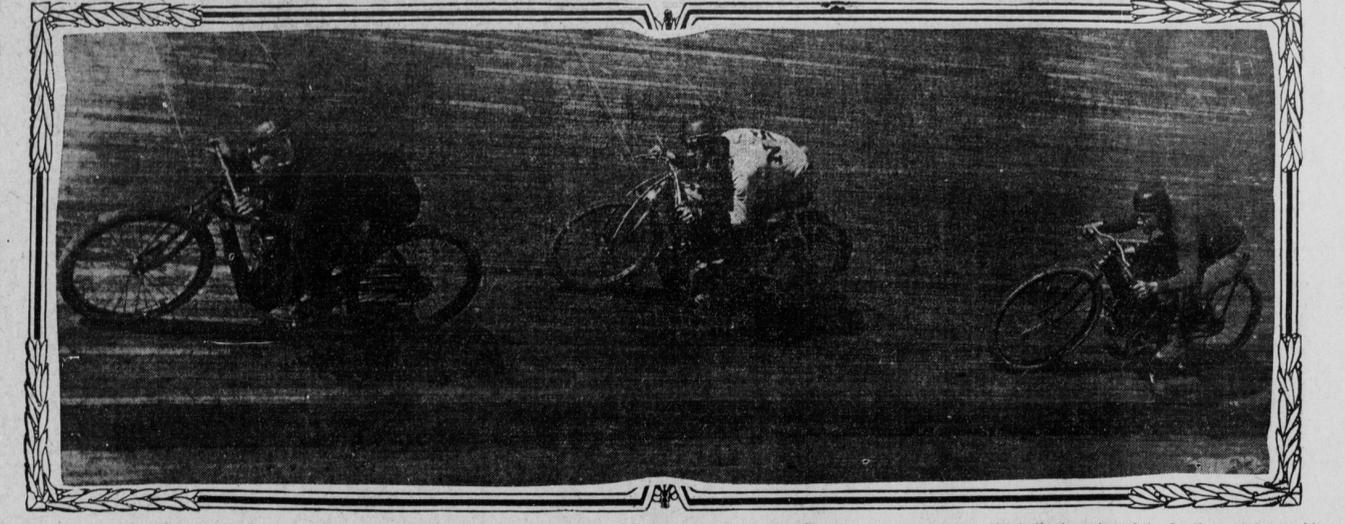
An special meeting of the contest board was held Tuesday at the Engineers' club, to complete numerous unfinished details carried over from the previous day.

Impartiality the Watchword. The joint work of the contest board and its advisory committee is pledged to be very thorough and impartial. The new body assumes no responsibility for occurrences of the past, but in so far as it may be practical it will, when granting future sanction, be on the lookout for occurrences of the past, but in so far as it may be practical it will, when granting future sanction, be on the lookout for occurrences of the past, but in so far as it may be practical it will, when granting future sanction, be on the lookout for occurrences of the past.

The joint committee decided unanimously to keep the press fully informed upon all contest matters of interest, and the friendship and co-operation of the press will be encouraged.

The agreement between the A. A. A. and the M. C. A. was accepted and ratified by the former association at a meeting of its executive committee held at its offices in New York city on Wednesday evening, February 24.

THIS IS THE WAY THE MOTORCYCLE FIENDS WILL LOOK NEXT SUNDAY WHEN THE CRACK RIDERS OF THE NATION START FOR WORLD'S RECORDS



From left to right the riders are: Paul Derkum, champion professional of the Pacific coast, on his speedy new Reading Standard; Arthur Mitchell, champion of the Southern states, on his rakish though powerful looking N. S. U. racer, and George Kreamer, the immensely popular globe racer, who was seriously hurt last week.

ROAD RACE IS NEXT BIG CARD

DEALERS WILL CONSIDER A COURSE TUESDAY

NOTHING OFFICIAL HAS AS YET BEEN DONE

Number of Routes Proposed and Committee May Be Appointed to Take Official and Not Individual Action

Despite the fact that much talk has been indulged in in connection with the selection of a course over which to run the annual road race of the Automobile Dealers' association of Southern California, nothing definite, much less official, has been decided upon.

This has not been the case, literally, however, and because of this fact it is doubtful whether the race itself will inspire that enthusiasm and be productive of that keen rivalry that should exist if all members are made to feel that they have had an equal part in the selection of the course and that will exist if individual members of the association will treat the organization as a body of men composed of an entire trade and conducted in the interest of the entire trade.

At the meeting Tuesday night a number of proposed courses will be suggested, and it is likely that the entire matter will be placed in the hands of a regularly appointed committee for final selection, and perhaps their decision be made subject to the approval of the entire association, or at least to the executive committee.

One of these courses is the one favored by Ralph C. Hamlin, local agent of the Franklin, who has interested himself purely because of the love of the sport to be got out of automobile racing and not from any motives of free advertising, and another course is the one advanced by W. K. Cowan, local agent of the Rambler.

These courses are known as the Santa Monica and the Downey-Whittier courses, respectively. Mr. Hamlin has been over the Santa Monica course very carefully with a view to giving an intelligent idea of its virtues to the association Tuesday night, and he is loud in his praises of that course.

Mr. Cowan was first advised of the Downey-Whittier course by his sales manager, L. George Thompson, who while formerly connected with The Herald, always advocated that course as against all others. Mr. Cowan has looked carefully into this proposed course and thinks so well of it that he will advocate its adoption as the one to be selected. As explained by Mr. Thompson, the course looks to have many advantages not possessed by other proposed courses and is not opposed, on the other hand, of many obstacles raised against them.

CHANSOR & LYON IN THEIR NEW PLACE

HANDSOME QUARTERS ARE ON SOUTH MAIN STREET

Occupy the Equivalent of Four Store Rooms, Being a Double Store, and Two Floors Being Entirely Occupied

By tomorrow morning the immense stock of the Chanslor & Lyon Motor Supply company will have been almost entirely moved from its old quarters to its new and very commodious building, almost directly opposite from the stand where they have done business so long.

The work of moving the immense stock was not undertaken until after the close of business hours last night, when the entire force of the company was put to work, each man in charge of the details of his particular department, and a vast portion of the stock was transferred to the new location and installed in an orderly manner before work was discontinued for the night.

The new location of this very popular firm is in the new building erected expressly for Chanslor & Lyon, at Nos. 945 and 947 South Main street. This is a two-story structure, so that the concern actually has four complete store rooms in which to carry on its growing business.

A mezzanine floor has been added as a balcony to the main floor, reaching across the entire width of the two stores, this floor to be used as an extensive system of offices by the concern in carrying out its larger policy of "going for business."

This is but one of three stores conducted by the company, the other two being located at San Francisco and Seattle, respectively.

The local concern will continue its

PUT UP OR SHUT UP IS LEAVITT'S DEFINITION

CERTIFIED CHECK PLACED WITH HOLDER

Five Thousand Dollars of Real Money Up That Says Locomobile Can Beat the Stearns 500 Miles

It has resolved itself into a case of "put up or shut up" in the last chapter written in the Locomobile-Stearns argument which has been waging for the past three weeks.

Ralph J. Leavitt, manager of the Los Angeles Motor Car company, the local agents of the Locomobile, having cut away from all talk which might look to be an exchange of "conversation money" bets, has deposited a \$5000 certified check to back up his proposition to the Stearns people to meet him in a 500-mile race for \$500, over any course the Stearns shall name, the cars to be driven by drivers other than professional and the race to be run under the supervision of the dealers' association.

This check was placed nominally in the hands of J. L. Eicholz, a representative automobile editor of this city, the past week and has been by Eicholz deposited in bank subject to his call in the event that the Stearns people desire to cover it.

The Stearns people put a proposition up to Mr. Leavitt at the time he was suffering from typhoid—or rather from a serious relapse from that dread ailment—and he told them that when he was well he would give them all the race they wanted.

His proposition for a 500-mile race and for \$5000 is his idea of "all the race they want," Leavitt declaring that the Stearns people do not dare to go into it, and when the grinding operation is completed it may be drawn out with the waste by means of the string.

OAKLAND'S DESIGNER COINS NEW PHRASE

Man Who Designed First Successful Cadillac Had Reference to His More Recently Born Baby, the Oakland

E. M. Murphy, president of the Oakland Motor Car company of Pontiac, Mich., coined a new expression when he stated, "It is next thing to a balloon going up a hill."

He had reference to the Oakland "40" and its ability to climb all hills, and in this regard this model has even surpassed the expectations of the designer, A. P. Brush, one of the eminent motor car men in the country. As is well known, Mr. Brush designed the first successful single-cylinder Cadillac and is now vice president and chief engineer of the Oakland Motor Car company.

The skeptics were a good deal surprised last year when the two-cylinder Oakland ran a perfect score in the Glidden tour. The wise ones all shook their heads and probably thought it the next thing to foolishness on the part of the company in entering this model, but these same wise ones had to take it all back when the car came through the strenuous trip with a perfect score. It was the only \$1200 car making a perfect run.

To prevent any emery or other abrasive material from falling into the cylinder while grinding in the valves it is a good plan to tie a length of strong string to a small piece of waste and force the latter into the cylinder. If any of the mixture should happen to fall on the valve the waste catches it, and when the grinding operation is completed it may be drawn out with the waste by means of the string.

HAYNES' FIRST AUTO HAS PLACE OF HONOR

Coming Automobile Carnival in New York Will See Auto Before Going to Washington

Once more the historic Haynes car, the first car ever constructed for actual sale, is to come into the limelight.

The coming automobile carnival in New York, to open on April 5, is to have a division in the parade for antique vehicles, and heading the procession will be the Haynes, with Elwood Haynes, the original builder, at its head in the first car constructed by him for sale.

This Haynes car runs today and runs readily. It will be recalled that in New York last year Mr. Haynes was arrested for speeding while making a test run in Broadway in the ancient vehicle. The incident at the time attracted universal attention, inasmuch as, in spite of the age of the vehicle, Mr. Haynes was taken to court to answer to the charge of speeding. At the present time the original car is scheduled for a comfortable berth in the Smithsonian institution at Washington, where it will be treasured as a real relic, and as the pioneer in the field of motor driven vehicles.

George Boland of the Auburn factory, who spent several months in Los Angeles in the interest of the Auburn car, greeted the Los Angeles visitors at the Chicago show recently.

Mr. Boland said the entire 1909 output of the Auburn factory, both two and four-cylinder cars, has been contracted for, and a thousand more of the four-cylinder cars could have been sold at the Chicago show.

R. L. Forsyth, the local agent, is entirely sold out of the four-cylinder model, but will receive a shipment this week and will have two cars for immediate delivery. This is the first time this season he has been able to make delivery on this car. A shipment of new two-cylinder Auburns arrived yesterday. Manager Forsyth was also entirely cleaned out of this popular model. A deal was closed Friday with Ed D. Silent for one of the hand cars.

A. R. Brown has been added to the local Auburn sales forces.

WHITE GETS CHESTY OVER TAFT DELIVERY

SAID HE'S TREATED SAME AS COMMON HERD

Making a Car for a President a Mere Passing Incident in Affairs of the Managers of That Factory

The White company a few days ago shipped to Washington the seven-passenger touring car recently purchased by President-elect Taft for his personal use.

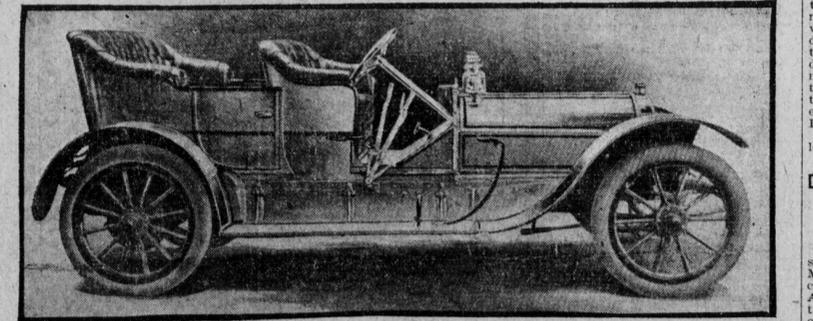
"I suppose that car has a lot of special features," "Yes," replied Robin H. White, who was escorting the visitor, "the special features which are found in every White car. In other words, when we are making a car for the president of the United States there is no way in which we can make it better than the car which you or anyone else can purchase from us."

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Classy Looking Matheson, the Agency of Which Was Captured by P. A. Renton



LAST week the first shipment of Matheson cars, the agency of which has recently been captured by P. A. Renton, arrived in this city, and everything that Mr. Renton has said of this handsome car looks to be more than justified. Certain it is that no car with more pleasing lines nor more striking evidences of durability has been shown in this city, and Mr. Renton is to be congratulated on having being located at San Francisco and Seattle, respectively.

AUBURN CARS REPORTED GOING LIKE HOT CAKES

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DENVER TO MEXICO IS LATEST RACE PROPOSED

Fully a score of entries have been secured for the Denver to the City of Mexico endurance run, and hope are coming in regularly. Manager George Wahlgren, donor of the handsome trophy, has decided, at the suggestion of F. Ed Spooner, to name the contest the Flag to Flag race, and from the same source came the suggestion of a trophy to consist of a mountain of silver and gold from the countries represented in the race.

New Location New Goods New Prices

THIS IS WHAT

Chanslor & Lyon

HAVE IN THEIR NEW STORE AT 945 and 947 S. Main Street

The LARGEST Tire and Accessory House Automobile Top Mfrs.

on the Pacific Coast. Incidentally, Largeness Means Capacity, Capacity Means Facility

WE HAVE BETTER FACILITIES THAN EVER BEFORE TO TAKE CARE OF YOUR WANTS ON THE FOLLOWING LINES FOR WHICH WE ARE COAST AGENTS:

- Hartford Tires, Bosch Magnets, Schebler Carburetors, Schebler Magnets, Rushmore Lamps, Woodworth Treads, Hartford Shock Absorbers, Jones' Speedometers, Harris' Oils and Greases, Barrett Jacks, Exide Batteries, Shaler Valves, Radium Batteries, Klaxon Horns, Western Universal Wind Shields

AND EVERYTHING ELSE THE MOTORIST WANTS

If Purchased From Us Quality Is Assured.

LOS ANGELES SAN FRANCISCO SEATTLE

The 1909 Harley-Davidson Motorcycle Has Arrived 4 TO 7 H. P.—PRICES, \$225.00 TO \$340.00 LEE RICHARDSON AUTOMOBILE COMPANY Agents wanted. 1126 So. Main St., Los Angeles, Cal.