

SUNDAY MORNING, MAY 23, 1909.

PAUL DERKUM ISSUES LETTER

THANKS HIS FRIENDS FOR THEIR GOOD WILL

FEELS DEEPLY PREVIOUS LACK OF RACERS

Promises to Take De Rosier's Measure the Moment That He Has the Machine That Will Let Him

Paul Derkum has issued a statement to his friends which explains itself and which shows how deeply he feels the many defeats he has suffered on the local Coliseum track, due to having an insufficient string of machines to ride.

The letter follows: To my friends in Los Angeles and elsewhere—I desire, through the public press, to express my earnest appreciation to all those friends who have been loyal to me and who have defended me during the many weeks that I have been racing at the local Coliseum saucer track.

I have felt as keenly as any friend of mine could feel that I have not been able to "deliver the goods" as I have wanted to and as they have wanted me to, but have tried from Sunday to Sunday to do the very best that was in my power with the machine I had to work with. This machine was never intended for a racing machine and should never have been put on the track against machines that had been built specially for racing. But the Reading Standard people were anxious to have me ride their machine and to ride it to success, offering me the best stock machine they had, while they hurried forward the construction of a real racer. The difference between a racing machine and a road machine lies more especially in the capacity of tanks for both gasoline and oil and in the manner of oiling the engine and the gears while the machine is at a high rate of speed. This difference was in part eliminated by the hurried construction of a new tank and the installation of a new oiling pump. But the machine itself was a last year's model and had had hard usage before the effort was made to convert it into a racer, and it has been my misfortune to either have the machine go back on me on more than one occasion, either because of an imperfect oiling system, or because of the breaking of loose no other machine at some important point as a result of its previous hard usage.

For this reason, the public generally has quite naturally grown to feel that the fault was mine and has not understood that I was the victim of an imperfect road machine, but partially converted into a racing machine.

I am still constantly working on this old machine and believe that I have located its every weakness and that hereafter it will be able to "deliver the goods" even though no other machine were available with which to "make good."

A new machine has arrived from the factory, however, and on the way and I hope that from now on there will be no excuse in the direction of imperfect machines. I am working hard every day to wear down these machines, in order to eliminate the natural stiffness, and hope to have them in perfect condition by Sunday. If this is so, I promise all my friends that they will be fully repaid for their loyalty and patience and for their courage in having defended me, as I firmly believe that I can defeat Jake De Rosier the day I have a machine that will stand up under as hard work as does his three or four different machines. If I do not defeat him this coming Sunday, then I will defeat him inside of a very few Sundays and when that time arrives I hope to give my friends the pleasure of seeing De Rosier trying to "take my measure" and having his hard work do it. Meanwhile, I again thank them all from the bottom of my heart for their confidence and well wishes. Sincerely, PAUL J. C. DERKUM.

BIRELEY AND YOUNG HAVE A GOOD WEEK OF SALES

Two Columbia roadsters total the results of that bustling new firm of Bireley and Young, who came into the local field a few weeks ago without great eclat, but who have been making good with their Columbia and Hershey cars from the first day that the shingle cracked on its sign anchorings. The purchasers of the two Columbias in question were the Pacific Vegetable company, and T. C. and C. L. Jacoby. Another large order has been placed by Bireley and Young for shipments of both the Columbia and the Hershey, as the order recently received has already been sold, or will be by the time the new shipments arrive.

HERE THEY ARE AGAIN

One Week Special AMBER STEM BRIARS 65 Cents

One Week Special A RATTING GOOD PIPE 25 Cents

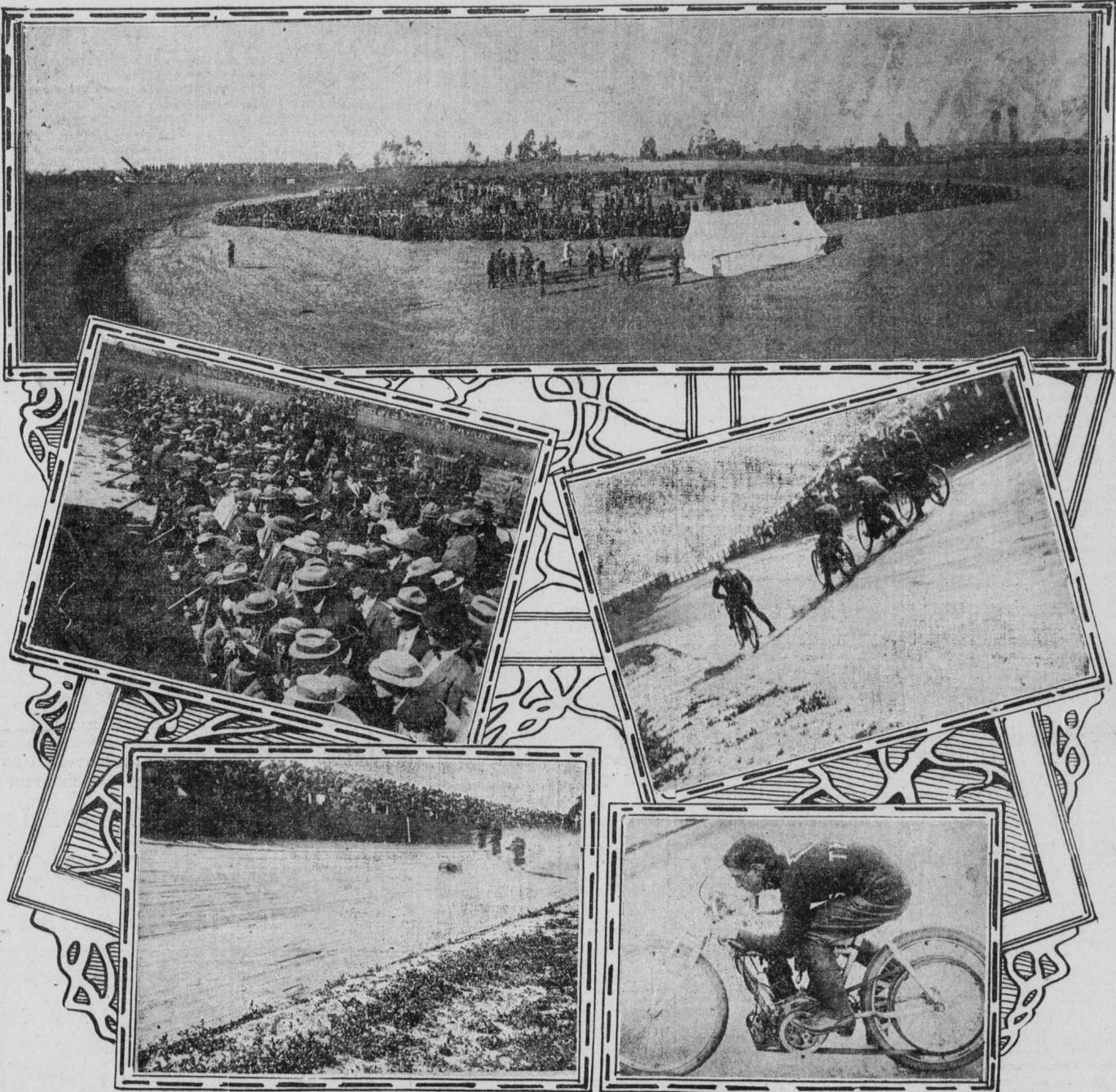
W. F. BALL, 110 North Spring Street

Headquarters for

The 1909 Harley-Davidson Motorcycle Has Arrived

LEE RICHARDSON AUTOMOBILE COMPANY

Motorcycle Races at Coliseum Will Be a Benefit to Piper and Henry, the Victims of a Spectacular Accident a Few Weeks Ago at the Saucer Track



A new world's record for twenty-five miles for motorcycles will undoubtedly be set up this afternoon at the Coliseum saucer track, and it is not beyond the bounds of possibility that the new record will be in the possession of some one else than Jake De Rosier, the redoubtable Frenchman who has annexed about everything in sight in the shape of world's records to be had from one to a hundred miles.

The occasion which will doubtless witness this new condition of affairs will be a twenty-five-mile match race between what are recognized as four of the five fastest motorcycle bends in the United States, if not in the world, all of them mounted on machines superior to anything yet raced at the local track.

Lingenfelder, for the first time, will be mounted on a seven horse power machine, having switched to the N. S. U. from the Thor, on account of the failure of the makers of the latter machine to provide him with a machine larger than a four horse power, or not is not known, but if only for the day it will doubtless serve as

the opportunity for which he has been looking to get on even chances with Jake De Rosier, as far as machines go. Mitchell and Derkum, too.

Mitchell and Derkum have also been working like demons the past week, going to the track daily, rounding their machines, respectively, the N. S. U. and the Reading Standard, into perfect form, and both are pronounced to be faster than ever. Derkum has for the moment thrown aside his old Reading Standard and devoted his entire time to the new racer that arrived a week ago, in order to work it out of its stiffness. Each day he has put the machine up against from ten to thirty and forty miles, pulling it out to its best capacity, the same as if he were contending against his old opponent, De Rosier, and the result is that he believes that he will be fit for the grueling work of Sunday.

Howard H. Piper and Charles C. Henry will be the beneficiaries of the meet tomorrow, these being the two

young men who a few weeks ago were believed to have been fatally injured by an accident in which Elbert Earhart was thrown from his machine while traveling at the rate of over a mile a minute. Both of these men are fully recovered in health, and the Coliseum management is giving the two men a benefit to help defray the expenses of their confinement in the hospital.

Another Professional Event Lingenfelder, De Rosier, Derkum and Mitchell will meet in still another professional event, in an eight-mile race, and if the boys who are after De Rosier's scalp fail to get it in the long twenty-five-mile race, they will thus have a second opportunity to get it in this last named event.

A race that will attract considerable attention will be the match race between Seymour and Balke, the two amateur daredevils who lived things up to the fever point last Sunday in a match race in which Seymour decisively defeated Balke, both of these

Graves, the heretofore undefeated local amateur. The Balke-Seymour match will be a three-heat event, of different distances and with different kinds of starts, and the younger generation among motorcycle riders is expected out in force to cheer their particular favorites on to victory.

Henry Guest of Honor Henry will be a guest of honor at the track and, in company with Earhart, will be driven about the arena by Bill Ruess in a Pope-Hartford car, to be introduced to the crowds in the different grandstands and to receive their congratulations.

The card as a whole is pronounced the best one yet presented at the Coliseum, and, with the question of machines more definitely settled, the entire program should prove the most interesting yet witnessed.

TRACY MAKES TIRE TEST OF INTEREST

Racing Driver Preparing for Cobe Race by Looking to the Staying Qualities of Tires and Rims

Joe Tracy, automobile engineer, designer and racing driver, made eight laps of the 1908 Vanderbilt race course last Sunday in a 90-horsepower machine, maintaining an average speed of 60 miles an hour and reaching a maximum speed on the motor parkway of 92 miles an hour. His work was preparatory to the Cobe trophy races of the Chicago Automobile club in June. It was tires and rims that Tracy was proving out, however, and not the car.

A new demountable rim developed by the Diamond Rubber company, and the Diamond grip tire for racing and anti-skidding work generally, were put through the mill of every test that Tracy's experience could suggest, even to running one tire purposely flat for

ten miles at 60 miles an hour. The tire casing was not materially injured and the rim was not affected. In the entire eight laps no change of tires was necessary. On the entire set not more than a score of the steel studs were loosened. The demountable rims were also tried out by purposely making tire changes, the car being brought to a halt while at full speed. It took just 30 seconds to take off the tire and rim complete and place fresh ones on the wheel. No tool of any kind is necessary with this rim, and Tracy pronounced it the fastest he had ever seen.

The net result of the trials will be to make the Diamond tire concern a more active factor than ever in the large 1909 racing events beginning with the Cobe trophy stock chassis race, for which a considerable number of entrants have reserved Diamond equipment.

REACHES CHICAGO ON WALK ACROSS COUNTRY

CHICAGO, May 22.—Jack Williams, a reporter of Philadelphia, has reached Chicago on his way from Philadelphia to Seattle, a distance of 3800 miles, which he has started to cover on foot.

Williams walked from Laporte, Ind., yesterday, 51 miles, and is three days ahead of his schedule.

HONK HONK TO PICNIC GROUNDS

RUBBER MEN START ON A PERILOUS TRIP

MILKY WAY MAY TURN TO AN AMBER HUE

Zodiacal Phenomena in the Longitude of Catalina May Be Looked for Up to Midnight Tonight

Honk! Honk! The "rubber men's picnic" is on. Any unusual explosions of a violent nature or the manifestations of any peculiar phenomena in the heavens need cause no alarm on the part of self-respecting citizens that may occur up to midnight tonight. By that time if the earth continues to rotate normally and no untoward catastrophes of tidal wave proportions occur, it is safe to breathe easy and to hope that the worst is over. By that hour the rubber men and their guests will have returned to their respective couches in a more or less battered condition, or will be safely stowed away somewhere beyond the power to do any harm.

At 5 o'clock last night some 300 of the rubber men, or, to be more specific, rubber tire dealers and allied business associates, together with a large number of invited guests, pulled out of the city for San Pedro, where they took the boat Catalina. This morning, if they did not sink en route, they will sight-se locally and around noon will depart for Pebble Beach, where the afternoon will be spent in sports of all kinds.

Program

Selections by band. Overture, Jargstorff and Davies, songs and sketch, entitled "Why Mother Left Home," introducing the famous bloodhounds; Tom Mack, Pathetic ballad, "Schoolers Crossing the Bars"; Jessie Brown, female impersonator in song and dance (no bouquets allowed); mandolin solo; quartet, Alpine male quartet, E. T. Williamson, C. G. Runyon, E. G. Coffin, W. A. Grannell; E. Z. Mark, monologue; Glen Edmonds, Salome dance; A. McDevitt, song; Fred Fabst, acrobat and Roman rings; Capt. Jargstorff, Bill Davies, James Garvey and Tom Mack, rubber men's quartet (Fabst, Josh); Wild Bill Ruess, a bunch of blue sky; boxing match, four rounds for purse of—etc., etc., prize, Josh; baseball, four innings, captain to select players, T. C. Hamlin, W. D. Newerf, umpire, Pop Bill, prizes for winning team, \$22.50 in merchandise. First race obstacle, first prize silver flask, second prize cigars, 200 yards, first prize harbor work, second prize, third prize; old man's race, 100 yards, first prize merchandise order \$3, second prize collar order, this prize hat ordered; tug of war, Capt. George Miller, Pomona, Capt. Charles Dundas, Riverside, first prize cigars from Allison & Co., second prize 250 cigarettes, fifty yards swimming, first prize pocket knife, second prize 125 cigarettes; smallest fish, first prize pocket feeder.

Prizes given—2 shirts, 1 month's harbor work, 100 cigars, 1 pocket feeder, 3000 cigarettes, 15 hat, 1 silver flask, 1 box cigars, 1 pocket knife, 100 El Belmont select cigars, 250 La Marquette cigarettes, merchandise order \$3, box of Charles the Great, Perfecto Finos Havana cigars, 1 box of 1 dozen collars and 100 cigars.

AUTO MAGAZINE THE NAME OF NEW PAPER

Started at Oakland, and Will Endeavor to Cover Large Field, Including Hawaii and Tropics

With the publication of the Auto Magazine, a periodical devoted to motoring stories and car information, Oakland has become the home of what is said to be the only publication of its sort in the United States. The business men of Oakland are enthusiastic over the Auto Magazine, and the publicity it is giving their city. The first issue appeared in April and was an instantaneous success, as the stories were eagerly read. The May issue is now off the press with an art cover portraying Mercury, joyous with spring, riding on the hood of a fast flying car. The fiction is illustrated throughout and is snappy and interesting. The magazine covers 128 pages, many of which are devoted to automobile items and illuminated with dozens of pictures. The Auto Magazine is edited by Howard B. Horner.

Horner has built up a reputation as an automobile writer for Puck, Life, Judge and other publications, and has had several years' experience with automobiles.

The June issue of the Auto Magazine will be the "tropical" number, with a "tropical" cover in colors, and stories ranging in character and plot from Florida to New Guinea, while all of the fictional and car illustrations will be run in tint. The Hawaiian islands will be especially featured, as the proprietor of the magazine has large plantation interests there.

HOWARD MOTOR CO. IN NEW CHADWICK HOME

New quarters have been selected by the Howard Motor Car company, whose advent in the local field was announced last week, these new quarters being located at the corner of Twelfth and Main streets. The announcement of the coming of this popular eastern car into the local field has awakened no little interest, and there is little doubt that within a very short time any number of this nameplate will be seen on the streets of Los Angeles.

LONG TRIP BEGUN BY TOURIST PARTY

Will Go to San Francisco by Inland Route and Will Tour Oregon and Idaho Before Returning

Mr. and Mrs. J. A. McCune of National City, Cal., passed through the city this week, starting on a four months' tour through the northern states.

The car used is a 40-horsepower, four-cylinder, Tourist, with tonneau removed, and in place is carried a complete camping outfit of tent, bedding, cooking utensils, supplies and extra clothing. The travelers are starting on a purely pleasure trip and will stop wherever night overtakes them, preferring the camp life to that of hotels. They expect to travel north through the inland route to San Francisco, where they will visit for several days, then tour north to Fort Bragg, Cal., which will be their second stop to visit relatives. From this point they

DORRIS HAS GOOD WEEK IN NEW GARAGE HOME

The removal of the Dorris Motor Car company to its new garage on South Olive street was celebrated the past week by the sale of two cars to local purchasers, while a number of other sales are reported on the tapis for the immediate future. The sales this week were to Dr. J. W. Trueworthy and to James Hill. The machine sold to the latter will be used in connection with work on the Owens river project.