

COLISEUM RACES ARE POSTPONED

DERKUM IS NOT CERTAIN OF SPEED OF MACHINE

LINGENFELDER READY FOR NEXT WEEK IF NECESSARY

All the Stars Are After De Rosier's Scalp, and the Frenchman Silently Chuckles to Himself

There will be no races at the Coliseum motorcycle track today, but, because of the postponement, the speed fans of the city will be doubly assured of a far more interesting program a week hence, because of the certainty of what will probably prove to be the most exciting match race ever held on the local saucer track.

It had been confidently hoped all the week until last Friday that the fast Merkle machine which has been shipped from the east especially for Derkum's use would arrive in time to be thoroughly tuned out, but this hope faded into ephemeral smoke as the end of the week drew near and the possibilities of the Merkle arriving and being paced in racing form grew less and less. It was Friday before Derkum received the machine that he believed anywhere the equal of the Indian machine ridden by De Rosier, and so the Coliseum management decided to allow him to have the call on the match race for a week from today and to not disappoint the public by attempting to hold any races today.

If Derkum does not come promptly to the front, however, and show a willingness to meet De Rosier at the tape in a dead in earnest struggle to defeat the Frenchman, then the management will quickly give up all hopes of making the match at this time, and will afford Eddie Lingenfelder, the spectacular speed maniac of Alhambra, a chance to realize his cherished hopes of having another battle royal with his old rival, De Rosier. Lingenfelder is here and is literally chafing at the bit for a chance at De Rosier. He brook into the racing game last spring at the Coliseum, and De Rosier left for the east the same day, without giving Lingenfelder an opportunity to test mettle with him. Lingenfelder later met De Rosier at the Indianapolis speedway and galloped home ahead of the Frenchman, incidentally winning the world's ten-mile championship. De Rosier turned the tables on Lingenfelder a week or two later at Springfield, Ill., but Lingenfelder de-

Motorcycle Rider Who Is Anxious to Get at De Rosier



Eddie Lingenfelder, the local rider, who stands ready to take Derkum's place in challenge race with De Rosier

clares that he was bunked out of the race. This is the status of affairs at present between these two remarkable riders, and Lingenfelder is praying that Derkum will reverse his decision to return to the motorcycle game in order to give him a chance to try conclusions with De Rosier. So, whichever way the three-cornered argument goes, there will be an exciting match next Sunday at the Coliseum that will pay any one to travel a long distance to see and which thousands of speed fans will unquestionably attend and shout their enthusiasm.

SELLING SEASON NOW WELL UNDER WAY

MORE ORDERS BOOKED THAN LAST YEAR

Those in Search of Cars Will Find Little Difficulty in Meeting Any Sized Purses in All Classes of Cars

The 1910 selling season is now well under way, and those in search of motor cars will have little difficulty in finding models to suit about all purses, except people who are looking for machines that would give them twice the value of their money. That there are many such people any dealer well knows.

"When are the prices of motor cars coming down to a reasonable figure?" is a question that men interested in the industry have hurled at them over and over. When they reply that the cars at the present time are being sold at a reasonable price they are laughed at, and often hear people say they are going to wait until the real low prices arrive.

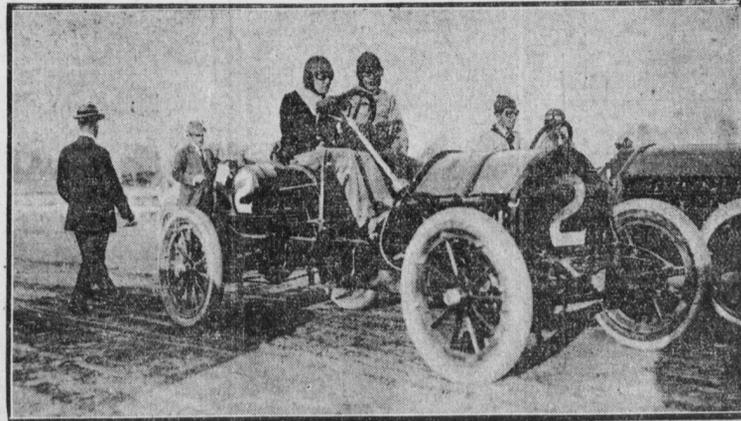
Many people have an idea that the prices asked for motor cars now are much in excess of their worth. They think that the maker gets about 100 per cent profit and the dealer as much more. As a matter of fact, the profit has not always been so very large, and there have been times when there were deficits in many factories.

The buyer seldom takes into consideration the fact that thousands of dollars are represented in molds, dies, patents, etc., for these were essential at the start, and many of them have been replaced in recent years. The years of costly experiments to make the motors perfect left little margin for the investors in many plants.

In recent years the cars have been growing larger, stronger, speedier, more beautiful, and yet the prices have not been advanced to any great extent. At the same time there have been put on the market a number of cars at low and moderate prices that would have cost twice as much a few years ago. These machines are not hastily thrown together, either, but they are built on the best modern lines and will give splendid service.

Cause of Discord
She—They do not live happily together?
He—No. It's the eternal struggle between religion and society. He is as straight-backed as she is straight-front.—Puck.

Cadillac Racer That Turned Turtle Throwing Driver and Mechanician



Young, nervy driver, William H. Carlson, at wheel of racing Cadillac, which broke wheels and crew escaped serious injury

Seventy 1910 Cadillac Thirties Delivered Since October 15

Los Angeles Is a Cadillac Town and Why Shouldn't It Be?

Three hundred 1909 Thirties were sold in this territory last season and to our knowledge there is not one dissatisfied owner. The Cadillac has never failed to make good. The Cadillac factory has always held fast to high and honorable ideals. We urge our owners to avail themselves of the opportunity we offer of always having their cars in perfect adjustment. If every Cadillac does not give 365 days of service each year it is not the fault of the Lee Motor Car company or the Cadillac factory.

We feel a personal interest in every Cadillac that runs. Every Cadillac owner will tell you he has the sweetest running motor made. Every Cadillac owner boasts of the economy and upkeep and operation. Seventeen miles and more to a gallon of gasoline is an old story with us.

The 1909 Cadillac Thirty was the undisputed sensation of the year. The 1910 car is larger throughout; it has a 4 1/2 x 4 1/2 motor, 110-inch wheel base, 34x4 wheels and a large, roomy tonneau. For style and finish the Cadillac cannot be surpassed at double the price.

AND THEN THERE IS ALWAYS THAT UNEQUALED CADILLAC CONSTRUCTION. The wonderful showing of the 1909 Cadillac is the best recommendation for the improved 1910 model. Magneto, five lamps, tools, generator, tire irons and robe rail.

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Main 8440

BUICK RECOVERS LOST TIRES AT SAN BERDOO

CAR TOOK CHANCES AND HER GOODYEARS STOOD TEST

Made Two Trips to Phoenix, and Made Race Track Event, and Same Tires Are Still Being Used on Her

An interesting story has crept out in connection with the victory of the Buick in the Los Angeles-Phoenix motor car race, which goes to show what the exercise of intelligent ingenuity based upon a reliable article will do.

The Buick was equipped with Goodyear detachable tires and Goodyear universal rims. At certain difficult places in the desert, where tires inflated to the ordinary pressure experienced difficulty in forcing their way through the sand, the Nickrent boys deflated their tires to fifteen pounds pressure, and were thus enabled, through the flat surface presented, to drive their car much faster than their competitors using heavily inflated tires.

Of course, this was directly contrary to the accepted rules for tire inflation, and was really cruel and inhuman treatment of tires, but the Goodyear tires fully justified the confidence placed in them, and went the entire distance to Phoenix without rim-cutting or any other tire trouble whatever. The stunt could not have been performed with ordinary clincher tires. Furthermore this same set of tires, which had made the Los Angeles-Phoenix trip twice, were used on the Buick in the fifty-mile race at Phoenix, still showing no trouble. To call the whole a remarkable performance is a conservative statement.

Harris Oil Wins, Too
The Sunset, winner of the fifty-mile event yesterday, was running smoother and faster the latter miles of the trips around the track than she was in the first stretches, showing perfect lubrication of her machinery, and when she stopped was as cool and comfortable as though she had just come from the garage. The Corbin, too, winner of the five-mile handicap, and the second car in the ten-mile race, used Harris oils, and it is to be observed that there is little trouble; not a stop was made by these two cars for oil troubles. Drivers like Harris, for the reason that they are never worried over what their lubricating oil is going to do.

COLUMBIA STANDARD ALWAYS MAINTAINED

14 YEARS OF MERITORIOUS EMINENCE BEHIND CAR

Exceptionally Easy Riding, Built of Best Materials and Workmanship, with Fine Lines and Luxuriously Finished

The great diversity of climate, elevation and road conditions which are at once the charm and the difficulty of automobiling in California are all efficiently provided for in the Columbia car. It is built with the maximum of power in proportion to weight, and has the necessary strength to climb the most difficult hills, to withstand the strain of rough mountain roads or the hard grind of sandy byways.

For fourteen years the Columbia car has maintained a standard so high that it may be justly said to have become a standard for cars of the finest and most luxurious type. The material used in its construction is the best, the workmanship is above criticism, and the finish second to none. The Columbia is built for those who want the best and are well aware that in the end the best is literally the cheapest. An initial low cost often proves but a small item when the upkeep bills come in. The Columbia is not an experiment, but the result of fourteen years of constant endeavor to improve.

The Columbia is an exceptionally easy riding car, due to the extra long spring extension. It is made in many styles of body, giving a seating capacity of two, three, four, five, six or seven passengers.

Features of the Columbia are the position of the foot throttle, which, operating on the large carburetor, is so placed that a steady movement is assured at all times by allowing the foot to rest on the floor; the use of a governor, which prevents the engine from racing when the clutch is thrown out; the double carburetor, which effects a saving in gasoline consumption and entails less adjustment in the carburetors, each one being designed to fulfill its special duty; the "make and break" system of ignition, for which this car is famous, and an additional ignition system, entirely independent of the other.

WRESTLING VICTOR WILL MEET CHAMPION GOTCH

NEW YORK, Nov. 20.—The winner of the Con O'Kelly-Pat Connolly wrestling match, which is scheduled for next Monday night in this city, will be matched with Frank Gotch for the world's championship. A proposition to meet the winner of next Monday's contest was put before Gotch and he agreed to take a match if sufficient financial inducements were offered. It is expected that the contest will be held at Madison Square garden.

Absolute, Undeniable, Warranted

FACTS About the THOMAS 6-70 FLYER



Positively, the THOMAS 6-70 FLYER will give you many, many more times the pleasure and comfort than is possible with less power and shorter wheel base.

It may be run slower and steadier on the level. You will accomplish a much greater distance in a day's run because of the maintenance of the same speed, in spite of the bad roads and steep hills.

It is always comfortable. You avoid the necessity of running fast and the frequent necessity of slowing down to change gears.

You may ride over the worst roads and hills with a delightful gently bounding sensation, seldom if ever found in any other car.

You have never known the real delights of motoring until you have toured in a six-seventy THOMAS FLYER.

If you motor, why not the car that is sure to afford you the most pleasure? That is what you have a car for.

IMMEDIATE DELIVERY
1 6-70 touring car fully equipped; price f. o. b. Los Angeles \$6200
1 4-60 touring car fully equipped; price f. o. b. Los Angeles \$5000

If you want one of the new Model "M" Flyers with the six-cylinder 40 H. P. long stroke vibrationless motor, DON'T DELAY. We are selling them faster than we can get them. We offer for delivery in Los Angeles on December 10 one of these cars with flyabout body. Speak quick.
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THE Royal Tourist

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THE ROYAL TOURIST requires no trained expert to show its superior running qualities. Any user can drive it as smoothly, quietly and safely as an experienced chauffeur.

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We will be pleased to demonstrate the car's running qualities.

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WINNER OF THE Los Angeles-Phoenix Race

We have had calls for the Champion of Race Winners this season when we did not have even a Demonstrator in the House.

NOW WE HAVE ALL MODELS ON HAND, and those who want the smartest motor car that ever came down the pike—giving the greatest value for the money—a car which makes good, and then some, in competition with other cars costing three times as much, can have a demonstration and make their selections at once.

All cars look good ON PAPER, but that's not the way to select. A beautifully illustrated catalogue does not win races. OUR CARS DO.

We won the Phoenix race—that showed endurance.

We hold the World's fifty-mile and one hundred-mile track record. Seventy-two miles per hour average is the world's record; we hold this, too.

The Buick has the most consistent winning average of any car. If this doesn't convince we'll show you with YOUR car—the one you will buy.

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