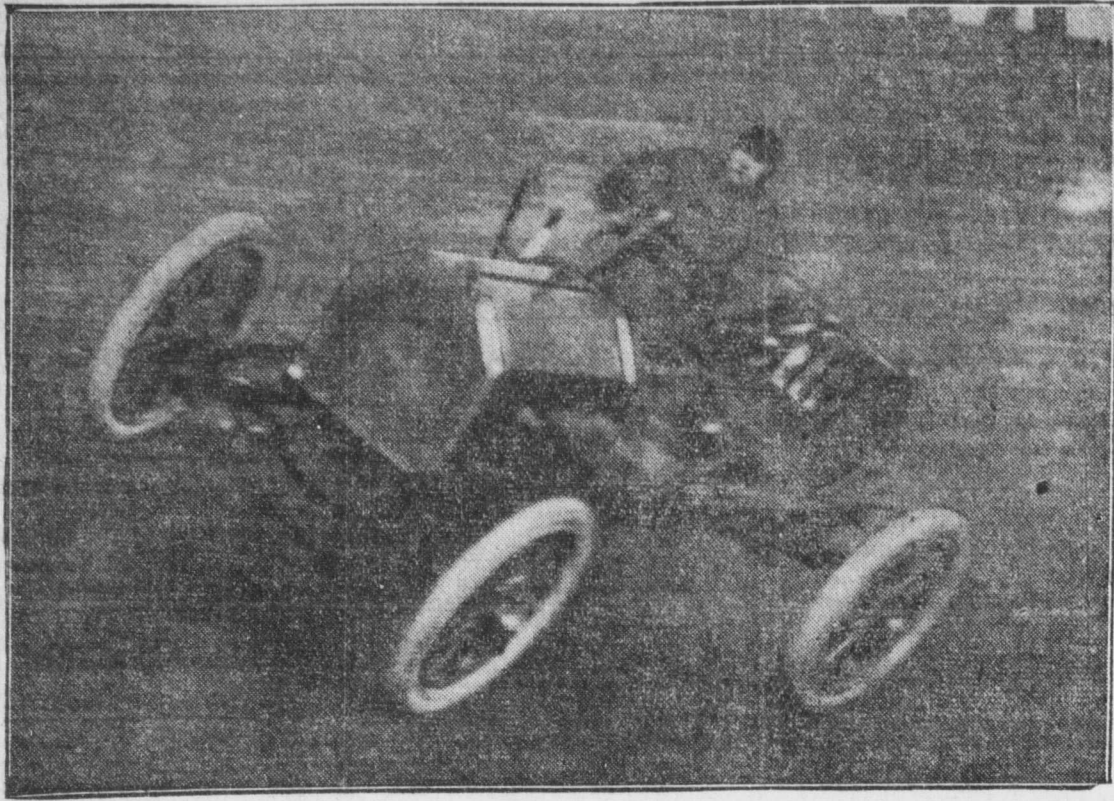


Moline Photographed While Speeding on the Great Coliseum Saucer Track



This little car, with Harold Stone driving, was making the first world's record on a saucer track when stopped by the police Sunday afternoon on account of the danger, evidenced by the tearing up of the track.

WORK ON AUTO TRACK RUSHED

BIG MOTORDROME PROMISES SPEED

FASTEST CARS IN COUNTRY ARE SCHEDULED TO APPEAR

Studebaker E-M-F First Machine
Shown on New Course, Circling
Inclosure with Six Passen-
gers on Board

BY D. W. SEMPLE

The Herald this morning gives to the public the photographs taken yesterday of the new motordrome being constructed at Playa del Rey by Jack S. Prince, one of the most scientific constructors and designers of motorcycle and automobile tracks in the world.

An army of men is now at work on the track and with the contract let last week the contractors are hustling the work with the utmost energy. The railway line is crowding lumber from ships to the track, huge piles of it being now upon the ground, while the circle is about half staked and begins to assume the outlook of what is to be the greatest and fastest automobile racing track in existence.

Few can estimate what this means to Los Angeles. It will bring to this city the largest automobiles manufactured in Europe and America, driven by the fastest drivers on earth, and men and cars who would never have been seen here in Los Angeles. Instead of Atlanta and Indianapolis, because the drivers and owners of fast cars all like to run in this city on account of the perfect carburetion of the atmosphere in this climate. In other words, an automobile run anywhere else in the country brought to Los Angeles will make seconds to the mile faster time under equal conditions than elsewhere, and with an automobile on a board track such as this motordrome is to be the speed will be absolutely terrific, with less danger to car and driver than on any other track.

Accidents Impossible

It will be impossible for a car to go through a fence because there will be no fence for the car to go through. If the old complaint of broken steering knuckles comes up and the car becomes unmanageable it can only run off on the dirt track at the pole line, or should it take a fancy to hike for the top of the track it will be against a smooth surfaced, heavy fence to skid off and come on the incline and fall to make a wreck of itself as rude and unruly cars have been doing in times past on other tracks.

The contractors have signed to have the track itself completed within the next twenty-five days, and ready for practice work of the automobiles, while another thirty days will be necessary to complete the enormous amphitheater which will back to the sun.

The little E-M-F Thirty was the first automobile to appear on the motordrome circle yesterday afternoon. It belonged to Mr. Blackmore and was driven by E. S. Lord of the Lord Motor Car company, and proved itself one of the easiest riding cars in this section, carrying its load of six passengers with the most perfect ease.

CYLINDER WASH RECOMMENDED

Too much cannot be said upon the importance of thoroughly washing out the insides of the cylinders with kerosene. The quality of oil is a factor in the amount of carbonization that takes place. There is no oil, no matter how good, but that will carbonize somewhat. The cylinders should be treated to a bath of kerosene certainly once a week, and if time permits it is advisable to flush them out twice a week.

MOTOR RACES POSTPONED

There are to be no motorcycle races at the Coliseum as was intended, owing to the fact that a new machine en route for Rider Graves, who came mighty near being beaten by young Seymour last Sunday afternoon, cannot arrive here until the first of next week. The races therefore will be postponed for one week later.

DIAMOND TIRES BOOSTED

An unsolicited testimonial for Diamond tires was received this morning by the Diamond Rubber company from F. O. Baum of Willows, who writes in that up to date he has received 11,000 miles each from his two Diamond front tires on his Locomobile and that they look good for 2000 or 3000 miles more. Not a puncture has been made in them as yet.

LIKES MOUNTAIN TREAD

A. R. Mires, Modesto agent for the E-M-F car, writes that after covering some 20,000 miles over all kinds of roads and trying several makes of tires he finds the Diamond Mountain tread to give more mileage and better satisfaction than any other tire he used.

DISCUSSES STEAM AS MOTIVE POWER FOR AUTOMOBILES

ON no subject connected with motoring is there more ignorance and prejudice than in relation of steam as a motive power of automobiles. I suppose that the proportion of gasoline cars to steam in use throughout the world is in the ratio of 100 to 1. To most people this state of affairs is significant and precludes any investigation of the merits of steamers. Entirely too few independent souls care to belong to so pronounced a minority. The result is that all sorts of mistaken notions exist as to the discomfort and danger of operating steam cars.

A remarkably successful business man of New York, of a practical turn of mind, much interested in automobiles, and presumably well informed, in speaking of the relative merits of gasoline, steam and electricity, said that steam in the beginning seemed likely to prevail, but the excessive heat and consequent discomfort of passengers had eliminated this power from competition and left the gasoline car supreme. However true this may have been in the past it is absolutely impossible for passengers in later types of steam machines to observe any difference in this respect to gasoline cars. This mistaken notion, however, is very common.

Another misapprehension quite as destitute of foundation is the notion of danger from fire and explosion. The doctrine of our ultimate punishment by fire has been so long and ably drilled into us by generations of preachers

consumption, in my 20,000 miles of travel, including four trips from Philadelphia to eastern Maine, the mileage to a gallon of gasoline has varied from seven to fourteen miles, the average being very near ten miles.

Fuel Efficiency

As to fuel efficiency much, probably, more than in any other type of car, depends on the relation of the fire to the needs of the water. Any failure of the fire is indicated by undue consumption of water. This adjustment is effected through a thermostat and can be easily accomplished in five minutes. The manufacturers recommend this every two weeks and make the necessary change free of charge. Despite this obvious necessity, drivers will often run their cars a whole season under a lack of steaming efficiency forces them to the repair shop, only to find the fire at 200 degrees instead of the proper temperature of 330 degrees. Indeed, mysterious drops in steaming power have often been traced to the carelessness of a loose locknut on the adjustment screw—a defect easily remedied in a moment.

To balance these admitted objections to steam cars there are many incontestable advantages. The steam car has no magnets, no batteries, in short no electric connections, including the troublesome spark plugs; it has no carburetor, no clutch and no flywheel. Instead of four or six cylinders it never has more than two, and

CAMERA RECORDS REMARKABLE DRIVE

HAROLD STONE PROVES NERVE ON SAUCER TRACK

Speed at Which Car Was Sent Exceeds Previous Performances for Similar Race Course

One of the most remarkable photographs ever seen is that of the Moline automobile caught by a Herald staff photographer at the Coliseum track Sunday afternoon, when Harold Stone was sending the car around the oval at the rate of a mile a minute, the first car in the world to make a race on a slender track, three and a half laps to the mile. Stone was compelled to stop by the police, as he was tearing up the boards behind him, with a rain of chips flying into the parking space. The artist caught the car on the north sharp turn, and it will be observed that the spokes of the wheels cannot be seen. When the Hon. William Pickens had the picture of Lewis Strang taken in a southern city on a twelve-lap track Lewis looked fine in the supposedly dangerous position, but there really was not the slightest possibility of his being hurt, as the car was securely tied with ropes through the track and then painted out with the completion of the photograph for the engraver.

The Moline, therefore, holds the first world's record on a motorcycle track and demonstrated the most daring nerve on the part of its driver, for there was not a moment that the car with its pilot might not have gone through the track or climbed the grandstands on the turns.

tion. As a matter of fact they exact about the same sort of supervision that the heating of the human heart and the winking of the eye require from a man.

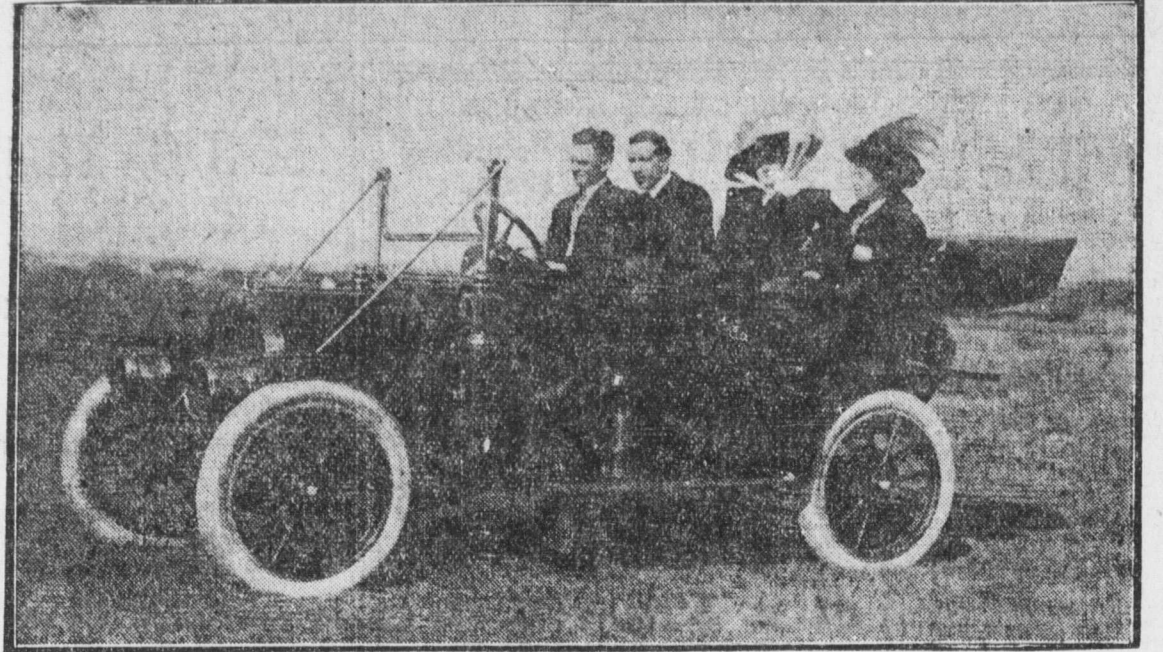
It is very difficult to explain the working of the steam car in terms intelligible to the internal combustion engine expert. To him two cylinders have long been obsolete. A single speed means nothing, first speeds, which is equally true and possible, indicates a tendency to jocosity.

A vaporizer is unknown to his system of nomenclature, and a pilot light means a smugly sooty, yellow light. As practically 90 per cent of the road troubles of gas cars are occasioned by faulty ignition, about the same proportion of involuntary stops in steam cars result from clogging of the vaporizer or pilot light. When these defects occur they are usually remedied by substituting a new one. By careful straining of fuel, cars are often run 5000 miles without experiencing this difficulty. Defects in the water-line rarely occur, if scrupulous cleanliness is maintained in and around the water tank. Indeed, care to no part of the car gives greater returns in comfort and immunity from trouble than that devoted to the water supply. If the directions of the maker are carefully followed troubles with pipes and ball checks will be practically unknown.

Stuffing boxes of pumps and valve stems occasion absolutely no trouble if the directions for their treatment are followed. Save for an occasional tightening, packing properly done will last for months.

It is universally admitted that the steam car is easier on tires, and for this reason much more economical. The

First Machine on Motordrome Circle Now Under Construction at Playa del Rey



At the wheel of the E-M-F "30" E. S. Lord of the Lord Motor Car company; at his side J. W. Blackmore, and in the tonneau Mrs. Alpin and Mrs. Dwight.

PICKENS AND OLDFIELD CAUSE STIR IN GOTHAM

Telegram Purporting to Offer Big Prize for Race Declared to Be "Phony" When Called

Says William (Senator) J. Morgan in the New York Evening Globe:

"Whenever the Hon. Bill Pickens and Barney Oldfield get near New York or within hailing distance, something usually happens. The waters commence to agitate when the noted pair appear near the pool of motordrome—and the waters are not always clear, either."

"Just before the last appearance of Pickens—the last three letters of whose name ought to be 'ing'—a telegram was received from Atlanta offering five thousand dollars in cash for a race between the two fastest cars in the world, which are now in New York; the big Fiat in which Felice Nazzaro made world's records in London, and the big Benz on which August Hemery, the peppery Frenchman, made great time on the Brookland track and in London. Of course, as Barney Oldfield has done most to bring the Benz into prominence in this country—with the exception of Bruce-Brown's work in Florida last winter—it was naturally expected that he would have the call on the Benz motor."

"The Atlanta telegram was sent by a Mr. Clapp, who is connected with the Atlanta Automobile club, was signed Edward E. Clapp, as manager of the Atlanta Auto Speedway, and was as follows: 'The Atlanta Automobile Speedway offers a purse of five thousand dollars for series of races between the new Hemery Benz and Strang Fiat. Races to be run on Atlanta Automobile Speedway the latter part of February.' Mr. Clapp adds: 'The Atlanta Speedway holds all American track records from one to two hundred miles.' He might have

will not promote any automobile racing in Florida this winter, the field is open. If the beach is in good shape the world's record of 28.1-5 for the mile and 58.4-5 for the two mile on the Ormond-Daytona beach may be broken, but I doubt it."

DOG OWNS REAL ESTATE VALUE OF WHICH IS \$5000

City Bonds Held in Trust for Life. Residuary Legatee Won't Reveal Name—Taxes Are Sworn Off

NEW YORK, Jan. 31.—There is a taxpayer on the city rolls who has a tail and barks like a dog. Yesterday his taxes were sworn off for him, because his holdings consist of \$5000 in city bonds, which are exempt from taxation.

There is a very good reason for the tail and also for the bark. The owner of the \$5000 worth of city bonds is a dog. He did not appear in person to bark his taxes off. Instead a very perturbed man appeared at the tax department and went through the formalities.

"What assets have you?" asked President Lawson Purdy.

"Five thousand dollars' worth of city bonds, held in trust for a dog during his lifetime," said the man.

"Then the dog is the real owner; that's a good newspaper story," said Mr. Purdy.

Thereupon the man became greatly excited and begged Mr. Purdy not to reveal his name. Mr. Purdy consented.

"What's the name of the residuary legatee?" asked some one.

"He wishes to remain unknown."

There are reasons for believing that the dog's name is Mr. Towser.

Seasonable Tips

These platonic friendships don't call for anything much in the way of Christmas presents.

The ice money you didn't save would have come in handy to buy coal with. It takes a motherly soul to bring up a rubber plant properly.

Stovepipe jokes are out of date, but the radiator furnishes just as good material.

It takes genuine nerve to ask a sales-lady to show you something cheaper.

Anybody who would be able to find an address in the directory would be able to find your CLASSIFIED ad.

LAYS RACE SUICIDE TO HIGH COST OF LIVING

Also Lecturer Attributes Woman's Invasion of Industrial World to Problem of Existence

PHILADELPHIA, Jan. 31.—Race suicide and woman's invasion of the business world were attributed to the increased cost of living by Frank J. Ware of New York university, who spoke last night on the labor movement at the evening school of the University of Pennsylvania.

"The women and girls who now swarm in channels of commercial and business activity," he said, "are there because the father's or husband's salary has failed to increase with the cost of living. Rather than lower their standard of living they work. Race suicide is another explanation of how the middle class family has met the increased demands on its resources. Every additional child means additional expense, therefore the number is limited, and the average middle class family has now three children instead of eight, ten or twelve, as formerly." The speaker attributed the high cost of living to trust control of commodities, and he quoted figures to prove that the cost of necessities has increased 50 per cent in thirteen years.

HURLS HIS SHOES AT A "CAT," FINDS BABY

Mysterious Arrival of Infant Puzzles Man Who Mistakes it for Feline

HARTFORD, Conn., Jan. 31.—Henry S. Stearns, hearing the cries of what he supposed to be a cat in the bushes near his windows early this morning, hurled old shoes and things at the animal. When the cries did not cease, but grew weaker and weaker, Mr. Stearns investigated and found a baby exposed to the cold rain. "The child was dressed in hospital clothing marked 'Maternity.' It was taken into the Stearns home, cared for and later sent to the Charity hospital, where it is not expected to live."

Putting in the Stakes Around Proposed Course Which Will Form a Circle in World's Greatest Motordrome



Scene at the new motordrome. The stake gang locating the circle which, when completed, will be the most perfect mile track in the world for automobile racing.

that it requires only the suggestion that we are sitting in a room of fire to fire the imagination with deadly terror, against which logical facts have little weight. Add to this the fact that passengers are in close proximity to hot steam at a thousand pounds pressure and the real danger to life and limb from the impact of the car against a telegraph pole at a sixty-mile-an-hour clip, is as nothing compared with this other imaginary danger. And yet this objection may be dismissed with the conclusive refutation that insurance companies after scientific investigation, have made the rate of risk of the two types exactly identical.

The time required "to get up" steam is a fundamental handicap, and with-out any consideration of prejudice, with many people, precludes any consideration of other advantages. What-ever these may be, there is no way to escape the five or ten minutes that must always be devoted to this process. It is quite true that individual users of both types of steam machines have avoided this delay by burning their pilot lights day and night, thus keeping the car in constant readiness for emergencies. The cost for fuel to do this is about 25 cents per week. Still this is not a practice likely to be general, although it is attended with no more danger than leaving a gas light burning in a room.

The delay and discomfort consequent upon taking water is a perfectly reasonable objection, and yet even here, the average person entertains erroneous impressions. In the type of steam cars which employs a condenser test cars have been run over 500 miles on a single tank of water. Any car in good condition will easily average 100 miles, and so will make an ordinary day's run without any attention at all to the water tank. With the open exhaust, taking water occurs on an average every forty miles. In the condenser type of steam car which has been run 20,000 miles in four years, a run of over a hundred miles is often made on a single tank of water. As to fuel

yet these two are the equal of eight in other types of car. Moreover the crank is very short and has only two (ball) bearings. Power is transmitted through a single shaft, with universal joint at the rear, and direct to the rear axle. In the other type of steam car the transmission is even simpler. The engine is bolted to the rear axle, direct, and a steam pipe from the boiler carries the steam to the rear axle. This method lies in the fact that the engine cannot be run without moving the car unless the rear wheel is jacked up. The former type of transmission entails a change gear on the rear axle which permits running the engine idle. In these cars there are neither torsion bars, nor, aside from the springs, distance rods.

For operation in crowded city traffic nothing has ever been devised to equal the steam car. Here, theory, experience and practice are in full accord. In the steam car the throttle alone meets the requirements of traffic conditions; the gasoline car, to match this, has to use the throttle, the spark control, the gear shifting lever and the clutch. Any steam car may be throttled down to two miles an hour, and a dead stop entails no annoying consequences. The engine cannot be stalled and therefore can be accelerated at any time. For hill work no mechanical device has yet equalled steam machines in speed and power. This has been proved over and over in hill climbing contests. But what is of infinitely more value to the tourist is the knowledge that, when an unusual emergency requires a stop on the steepest hill, the journey can be resumed in a quiet, easy manner, without doing violence to delicate mechanism and without the slightest increase in noise. In these days when every effort of designing engineers is directed to silencing the noise of motors, this advantage is of incalculable value, especially if one has to deal with a frightened horse or two.

Little Attention Needed

The necessity of watching the steam and air pressure gauges is often urged as a distraction of the driver's atten-

steady nature of the power makes this a type of car for the beginner.

Temporary loss of power in gas engines results, often on hills, from one or more cylinders "missing" from using too much throttle. This is naturally a matter unknown to steam machines. The steam car is furthermore smokeless and odorless.

With the increasing vogue and consequent desirability of the steam car, frequent desertions from the ranks of steam advocates are noticed, but new recruits just about balance the losses. It is safe to assert, however, that many enthusiasts, who have tested the power and reliability of steam cars in the exacting emergencies which occur during long tours to remote and inaccessible regions, will continue faithful to the end.—Frederick L. Smith in Motor Print.

INVESTIGATE ENGINE KNOCKS

It is a hard matter to convince many users of automobiles that any piece of machinery, no matter how carefully made or how well designed, will, in time, wear, and this wear must be taken up.

The right policy to employ in regard to connecting rods and main engine bearings is that a stitch in time saves nine. Therefore at the first suspicion of a knock or pound investigate the trouble and make the proper adjustments.

FROM LIGHT TO DARK

Patience—Why did she change the color of her hair to black, do you suppose?

Patience—Because she liked darkness better than light, I guess.—Yonkers Statesman.

BEGAN AWAY DOWN

"You say you are a railroad man?"

"Yes, sir."

"And that you began at the bottom?"

"Yes, sir; I worked first in the subway."—Yonkers Statesman.

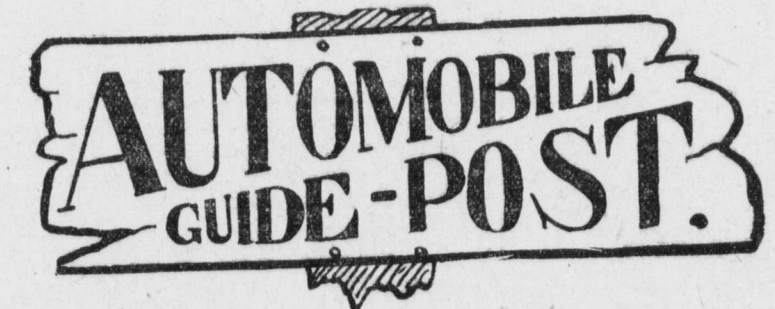
added, also, all world's records for a two-mile track, as it has no competition.

Row Causes Change

"Now comes Asa G. Candler, president of the Atlanta Speedway, who denies the authority of the sender of the telegram to offer anything. It will be remembered that the former manager of the track was E. M. Durant, who had a run-in with Mr. Pickens at the first meet in Atlanta and gave Mr. Candler the option of ejecting Mr. Pickens from the track or causing him (Durant) to leave. Durant left. This may explain the change in managers, and it also may explain a connection between the telegram, Mr. Pickens and Mr. Clapp. This has been overlooked in the discussion of the more or less 'phony' telegram. In the mean time the owners of the respective automobile racing races, like Barkis, are willing to take in the Georgia cash and will get their respective drivers and machines to do each other, on the slightest provocation—providing, however, the man who owns the Atlanta track puts up the money in bags or bottles, so that they can see it. This, it appears, he does not want to do; possibly figuring that the date named is too early for a good 'gate'—and in this he is right.

"Strang wants a thousand dollars sure money for expenses, and he wants to know the location of the three thousand, after the other man gets his one thousand, when he drives the races—which is reasonable. The match would easily draw the money in suitable weather, as the Atlanta track is both fast and reasonably safe. "Such a race, however, between the two fastest machines in the world should be held on a practically straightaway course. The Florida beach is at least 400 yards faster in the mile than any track, be it Atlanta or Indianapolis."

"Some one should be found with enough of racing philanthropy to get up a series of races on the Ormond-Daytona beach; but as the writer has already definitely announced that he



American	American Motor Car Agency, 1210-1212 South Olive
American-Simplex	Bekins-Corey Motor Car Co., Pico and Flower
Atlas	Bekins-Corey Motor Car Co., Pico and Flower
California	California Automobile Co., Tenth and Main
Dorris	Bosbyshell-Carpenter Co., 1226-1228 South Olive
Durocar	Durocar Manufacturing Co., 929 South Los Angeles
Empire	Munns Auto Co., 1351 South Main
Ford	Standard Automobile Co., Twelfth and Olive
Great Western	H. O. Vogel, 1130-1132 South Olive
Halladay-Isotta	Motor Car Import Co., 810 South Olive
Paterson	Pico Carriage Co., Pico and Main
Petrel	Williams Automobile Co., 1806 South Main
Rambler	W. K. Cowan, 1140-1142 South Hope
Sterling	A. N. Jung Motor Car Co., 1213 South Main
Tourist	California Automobile Co., Tenth and Main
Velie	Standard Automobile Co., Twelfth and Olive
Continental	Angelus Motor Car Co., 1242-1244 South Flower
Rider-Lewis	Angelus Motor Car Co., 1242-1244 South Flower