

SUNDAY MORNING, SEPTEMBER 11, 1910.

### PLAN SUGGESTED TO AVOID CLASH

**Dick Ferris Arranges Entertainment of Revelry by Night and Racing by Day**

**OFFERS LARGE CASH PRIZE**

**Asserts That Western Insurgency Imperils A. A. A. Because of Lack of Representation**

**Will the Santa Monica race be held on Thanksgiving day? Dick Ferris unequivocally says YES.**  
**The A. A. A. has given its sanction to the motordrome for that date. Who is going to win?**

BY W. G. L. TUCKER

The pivotal and crucial point in the automobile racing game is Los Angeles. With two big meets named for the same date—one sanctioned and the other unsanctioned—the power and the prestige of the big national association on one hand and the "do and dare" spirit of Southern California as evidenced by men who want what they want, even to breaking with the parent association, are at stake.

The contentions of both parties to the controversy is herewith impartially given to Herald readers. But there is a middle ground, which can be taken by both parties without discredit to either and work no hardship in either or both events.

Aside from a promised moral support, the Licensed Motor Car Dealers' association of Los Angeles is self-eliminated, for the entire management of the Santa Monica race has been given into the keeping of Mr. Ferris. There is none worthier or more capable of making it a success. If a sanction is asked for in the interests of Santa Monica, which is an entirely separate municipality, the A. A. A. cannot consistently withhold its sanction, and both entrants and drivers can consistently participate without being regarded as outlaws. As the contemplated races will be over in the forenoon, and those at the motordrome will not be scheduled to take place until the afternoon of the same day, the transition from one track to another will occupy but a short time and the public will have a full day of sport.

Neither the motordrome management nor Mr. Ferris has yet announced its program for events; yet it is possible to so arrange class races that there will be no conflict among any who desire to enter one or both meets.

**FAVORS MOTORDROME**

But inasmuch as the motordrome management many months ago, or after the spring races, announced its intention of applying for a sanction for races on Thanksgiving day, and it was an understood fact at that time that the Santa Monica race would be held in September, if both events must be held on November 24, and separation of territories will be recognized by the A. A. A., then the automobile

editor of The Herald unequivocally states that the motordrome is entitled to first consideration.

The Licensed Dealers' Automobile association is directly responsible for the impending conflict; as, had it acted squarely not only by its own members, but others who control licensed cars, and who decided to enter the Santa Monica race on the date originally decided on, the race would have been out of the way long before Thanksgiving. Such an innovation as an invitation meeting was so repugnant to the best principles of gentlemen sportsmanship that it was a foregone conclusion that it could not be pulled off without much acrimonious feeling entering into it.

None would have been a success as first scheduled, for the number of entries would have been so few in the respective classes as to be of little interest to the public. It was both sane and wise to let association bars down and allow an untrammelled race, and to give it into the keeping of a man who was not a member of the association, and who, therefore, no competition is best. If any make of car cannot stand up in competition with other cars it is no discredit; but if a race is so cut and dried as to preclude real comparison of cars, such false victories that may be obtained will eventually react against the victors.

**WILL ATTRACT BEST CARS**

In the absence of Walter Hempel, manager of the Motordrome contests, it is not possible to get a line on the proposed events over that course, but they will be of magnitude sufficient to attract the best cars in the country goes without saying, for the personnel of the entire Motordrome management is such that no toy races could be looked for. It must be remembered that the Motordrome has demonstrated the fact that it is one of the fastest and safest courses in the country, and the accommodations both at the track and in railroad facilities on the part of the Los Angeles-Pacific railway are such as to insure a good attendance of the public.

A little readjustment of rates is all that is necessary to make the Motordrome pay, and as the track has not only the official sanction for its Thanksgiving day races, but also those that will be given at Christmas, it is a certainty that hundreds of wealthy tourists will spend this winter in Los Angeles solely because there is so much to be offered in automobile sport.

In an interview Mr. Ferris, speaking of the Santa Monica race, says it is his personal desire to avoid a clash with other interests and when he consented to take over the management of the meet he was unaware of a decided date for the other events, but he recognized it was too late to pull off the Santa Monica race in September. His selection of Thanksgiving day was solely with the view that as it was a holiday the attendance would be the largest, and his efforts will be unhampered by the local association; that both licensed and unlicensed cars will be allowed to compete, and that neither influence nor coercion will cause him to deviate from the schedule of entertainment that he has laid out.

**PLANS UNIQUE AFFAIR**

He proposes to make the affair unique. As he styles it, it will be an entertainment of "Roses, Revelry and Racing" held in the land of perpetual bloom, with revelry by night and racing by day. As the races will start at daylight, he proposes to have an all night session of fun, and all races will be over by midday. The big race event will be open to any style of car, freaks if any desire to enter, and that in addition to the \$1000 trophy the cash value to the winner will

### HIGHWAY PLANS TO BE DISCUSSED

**Good Roads Convention Will Seek to Obtain State and Federal Aid**

**FUNDS ARE MUCH NEEDED**

**Expert Discusses Best Methods of Improving Arteries of Travel**

At the third annual national goods roads convention, to be held in St. Louis September 28 to 30, there will be discussed the ways and means of providing the necessary funds for the general improvement of highways throughout the country. The consensus of opinion seems to be that in the construction of the main travel highways, of trunk lines, the expense of such work should be borne in part by federal appropriations and state appropriations. Up to the present time no federal appropriations have been made for roads construction, although a bureau is maintained which furnishes advice and tests road materials. This bureau has been of the greatest value in stimulating interest in the good roads movement throughout the Union.

"The best results in trunk lines heretofore," states George C. Diehl, chairman of the national convention committee, "have been obtained through large state appropriations, in the form of state aid to counties and towns. It has been suggested that the extension of the state aid system to several states in various parts of the country, and the appointment of a state highway commission in every state, which will systematically and economically expend highway moneys, will result, in the near future, in a large federal appropriation for such federal appropriations will not be partitioned and sent to the several states unless such states have the organization, and also demonstrate the ability to wisely and usefully expend such national moneys.

**GET GOOD ROADS**

"The most satisfactory state highway laws have been those centralizing state highway commissions which exercise control and authority over all highways; exclusive, of course, of cities and incorporated villages.

"In some instances it has been found advantageous to divide the roads into three classes, which may briefly be described as state, county and town highways.

"The state highways include all of the main trunk lines, connecting the different centers of population of the several counties. It is estimated that the trunk lines comprise about 4 per cent of the total mileage, and that these should be constructed solely at the expense of the state; or, under federal government control, under the joint expense of the state and the nation.

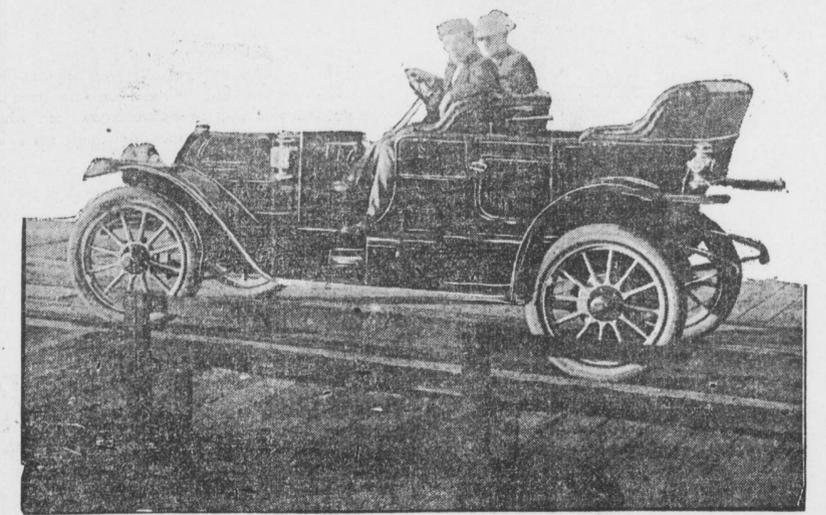
"The second class of highways, called county roads, should be those arteries of travel which divide the main market roads of each county, which will form a properly divided and connecting system of county highways, taking into consideration the value for the purpose of common traffic and travel. Such highways should be constructed at the joint expense of state and county, and should be borne by county and town to be based upon population and total valuation of the total mileage. It is estimated that such highways would comprise about 40 per cent of the total mileage. Both of these classes of highways would, of necessity and by reason of the great amount of travel that they would be called upon to sustain, be of an extensive and durable type. The roads should be wide, with low grades, but properly surfaced with some durable dustless material.

"The remaining roads, constituting about 90 per cent of the total, might be classed as town roads, and the expense of their repair and maintenance should be borne jointly by the township and state, and all work should be under the control of the state highway commission.

"There is now expended throughout the United States about \$80,000,000 annually in repair and maintenance of dirt or lateral roads. Much of this money is wasted by reason of the road being expended in temporary and unnecessary work. When such work is under the control of a state highway commission, the requirement could be made compulsory, and only one-fourth of this amount of money—which is amply sufficient—need be expended for temporary work, smoothing of the road surface, and keeping the ditches free from obstruction. The balance of the fund could then be used in work of a permanent character, such as the construction of culverts, bridges and sluices, reducing steep grades, and placing upon the roads—after being properly dragged—suitable road material.

"The maintenance of all classes of roads should be systematically and carefully done, under what might be termed a patrol system, wherein a certain mileage of road is turned over to a patrolman who passes over it every day, or as often as may be necessary, and repairs all of the minor defects. On the more expensive roads, patrolmen would probably be required every five or ten miles. On town roads a patrolman could cover a much greater territory, which thoroughfares would require—especially the dirt roads—proper dragging or 'hooning' after every rain. It is especially important that all of these patrolmen, whether town, county or state, be retained year after year, as their knowledge of practical road work and their value to the community increases with the length of their service. In this way, throughout the country, we would soon have a body of trained men, familiar with road materials and methods of operating under the skilled and experienced advice of state or federal officials, with the result that our roads would, not only in extent but in superior quality, soon equal, and doubtless in times surpass, the famous roads of other lands."

### Apperson 'Baby Jack' on Mt. Washington Cable Incline; Bill Curtis at Wheel; Fergie Ferguson, Passenger



#### DEMONSTRATE WORK OF COMMERCIAL MOTOR CARS

**L. A. Water Department Asks for Test of Autos**

The prettiest demonstration of commercial motor car work was pulled off in Los Angeles and vicinity within the past week.

The Los Angeles water department made the request, and three commercial cars of one-ton capacity lined up for the test, each loaded with one ton of pig lead as load. The distance traveled was 31.4 miles, and the start was made at the entrance of Elysian park. The route lay through the park, out by Verdugo canyon, through Crescenta and Sunland, and back via Pasadena. The time consumed was two hours and fifty minutes by the Franklin, with the Autocar finishing a close second—not a foot's difference. Unfortunately the third car had trouble. It was by all odds the best testing ground. Every condition of road was met, and the average gasoline consumption for the distance was three and one-fourth gallons.

An inspector of the water department was on each car. As a result of the trial the contract has been awarded to the Autocar company, represented locally by M. S. Bulkeley.

#### THOMAS MOTOR CAR CO. NEWEST AUTO AGENCY

**A. M. Young to Be President and General Manager**

The newest automobile incorporated agency is that of the Thomas Motor Car company. This well known make of motor cars has for a long time been represented by the Wilson & Bufling company.

By the new articles the president and general manager of the company will be A. M. Young, long identified with the Columbia cars, who is now in charge of the new company.

The quarters of the new company will remain at 824 South Olive street.

Mr. Young in his new position will take the place of the late J. H. Young, who is now in charge of the 1910 Columbia cars, as he gave his personal guarantee as well as that of the company he formerly represented, Mr. Young states that the new company will be conducted on a larger scale than heretofore, and that he will devote most of his time in promoting the interests of the Thomas-Flyer Co. in the business world, and may good luck go with him in his new work.

#### MODEL FIRST CADILLAC BODIES IN WAX, LIFE SIZE

**Experts Work Plastic Material Into Pleasing Shapes**

How does an automobile company work out the artistic, graceful lines of the bodies of its cars?

This question is answered in a novel way at the Cadillac plant. The bodies are first molded in wax, so that the builders know the effect of every curve, every swell, before the design is accepted and the order given to go ahead with the building of the bodies. Moreover, the model is life size. A rough framework of wood is built on a chassis. Then the wax modeler goes to work. From the plastic brown wax he creates a body—perhaps with a blue print to guide him, perhaps with merely some verbal suggestions born of embryonic ideas.

Finally, when the design is approved, plaster casts are made, faithful to the last small detail. From these are made steel dies, and then the real work of the body building is ready to proceed. For these dies are used to shape the sheet metal panels which constitute the body of the car.

Thus nothing is left to guesswork. The eye is not called upon to construct a curve where a curve is needed—perhaps a curve such as a wood worker could never achieve. No line is impossible; no graceful sweep has to be abandoned because a wood or metal worker cannot attain it.

#### BRUSH AGENT OFFER PRIZES FOR ECONOMY

**Run from Los Angeles to Santa Barbara Will Be Made the Test**

In order to convert the numerous reports of Brush economy into incontrovertible data that will at once be instructive as well as a matter of public interest and benefit, two trophies, one for fuel and the other for general economy, have been offered by Y. H. del Valle, Southern California distributor for the Brush.

"It was my original intention," says the donor of these trophies, "to have nothing but Brush cars compete, but as others have made the claim lately that their cars are as economical as the Brush, I want to make it worth their while to prove it, and will therefore allow any real automobile to compete, and that there may be no question as to what is a real automobile, or what is not, cars licensed under the Selden patent are eligible. This distinction is made necessary for the reason that as anything on four wheels propelled by an engine lays claim to the name automobile, there are some such things built so flimsy and light that while they in no way fulfill the requirements of an automobile, still they are in competition for the fuel trophy alone have an unfair advantage over the ordinary normal stock machine; that is, if they could be made to hold together long enough to cover the course on their own power.

The course selected for the fuel trophy is Santa Barbara and return—its by no means the easiest to be found, for there is the long grind on the Casitas pass, which you cannot possibly avoid, to say nothing of the Newhall grade, which you must take if you choose the inland route.

A. L. Farrar, representative of J. A. Folger & Co. of San Francisco and Kansas City, who is at present high man over the course, with an average of 31 1/2 miles to the gallon, made in a Brush roadster, says there is no choice as to routes for either economy or comfort. Mr. Farrar covers this territory every month. His familiarity with these roads will therefore undoubtedly be an advantage in his favor.

Sworn affidavits will hereafter be found on file at the Brush headquarters, 1212 South Grand avenue, to corroborate the statement of economy that is reported.

The rules and conditions governing in the general economy trophy may be obtained at the same office. The predominant feature of this trophy is the minimum distance of 8000 miles, or in other words, at the time the competition closes, no car will be eligible that has not run at least 8000 miles.

#### STUDEBAKER BROS. OPEN BRANCH IN LOS ANGELES

**To Carry Full Line of E-M-F and Flanders Cars**

A branch of Studebaker Brothers company of California has been opened in this city and will carry a full line of Studebaker 40, Studebaker electric, E-M-F 30 and Flanders 20 cars.

This branch will look after the wholesale automobile trade only in Southern California, Arizona and Mexico. The retail trade in Los Angeles and Pasadena will continue in the hands of the Lord Motor Car company, whose success with this popular line is recognized everywhere.

The establishing of a branch in this city is in line with the general policy of the Studebaker company to put every agent in the best possible position to take care of the trade in a manner that will insure service and satisfaction, and we believe the progressive policy of this company will be fully appreciated, and the importance of the territory has not been overlooked in any way in outlining their selling policy.

In addition to the salesroom at 1242-1244 South Flower street, they will begin building at once a large warehouse, which will be located on the railroad tracks, and a large stock of all types of cars will be carried here.

Nothing has been overlooked to insure proper care of all the agents, and they are going to see that every agent of an E-M-F 30, Flanders 20 or Studebaker 40 car will receive the most careful attention. People appreciate that cars are easily sold, but few manufacturers have up to the present time, realized the importance of taking care of the cars when in the hands of the owners. By the company's policy in placing the factory at its agents' very doors.

A bunch of Los Angeles racing drivers in the auto game are opening the eyes of the wise ones back east. Al Livingston, Bert Dingley and Hal Stone will all be heard from in the Vanderbilt cup race.

### DRIVES APPERSON UP CABLE INCLINE

**Bill Curtis Makes the Baby Jack Climb 45 Per Cent Grade on Mt. Washington**

**STUNT IS RECORD BREAKER**

**Fergie Ferguson an Ascent Passenger on First but Declines Second Trip**

One of the most daring stunts that has ever been pulled off with a motor car was done last week by Bill Curtis of Leon T. Shettler's sales force. Without any preliminary preparation he took a new Baby Jack and drove it over the Mount Washington cable incline right of way.

Curtis was not familiar with the grade, but said that if it was possible for a car to go over it he would drive the Jack Rabbit up the hill. When he got to the bottom of the grade and watched one of the cable cars go up he was not so sure that it could be done, but after a climb on foot up to the steepest part he decided to take a try at it.

By the time he was ready to start quite a crowd had gathered both at the top and the bottom. Word had been carried up to the summit by passengers on the railway, and the tennis enthusiasts stopped their play to watch the Apperson make the ascent. Every little bungalow that hung on the steep hillside had its quota of spectators.

Slipping the transmission into low gear, Curtis made a start. He had only one passenger. All others had respectfully declined with thanks his invitation for a novel ride up the mountain side.

Fergie Ferguson, Hanshue's mechanic, was the only one who would ride. As Curtis neared the steepest part, which is said to be 45 per cent by the engineer in charge of the railway, Ferguson moved to the running board as a place affording less danger.

"Without any seeming effort the Baby Jack mounted higher and higher up the hill. When the steep part was reached the motor settled down to a steady hum without a break and with evidence of plenty of reserve power.

Topping the crest of the 45 per cent section the car picked up speed and Curtis had slipped into the high gear and was taking the long stretch at twenty miles an hour.

With a flourish second, he hit the last steep part at the upper terminus with a rush that carried him into the crowd gathered at the top to watch him. To satisfy the skeptical he made the trip a second time, but says that twice is a plenty. Ferguson says never again for him.

Brakes set tight enough to lock wheels will still let a car slide down the right of way on the boards that cover it. A break in transmission or axle would have meant a wreck, for if a machine gets away on the grade it would mean disaster.

Now that Mount Washington has been conquered with a motor car the other stunt hills about the city will be put on the shelf and the motor fans will be elated this last piece of daring with the Apperson.

## REO and Apperson

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