

PHOENIX ENTRIES TO CLOSE FRIDAY

Outlook Good for Twenty Starters in the Great Endurance Run

MITCHELL AT HOLLENBECK

Phoenix Business Men to Look After Entertainment of Racing Guests

October 21 is the last day in which to get in entries for the Los Angeles-Phoenix race to be run November 5. As there are already twelve checks up with Referee Mitchell, that many starters are assured. But it is almost just as much a certainty that there will be five more entries. It would not be surprising if the actual number of starters would total twenty. It will be the first of the big races for the winter season; and is a contest of such a character that the greatest amount of credit will go to the car that wins, and to every car that competes; for the distance of 450 miles presents all kinds of road going, and the car that can stand the grueling race is certainly the car that can be depended on by any owner for almost any test that a private individual could put it.

Several of the entrants have already been over the course, and more are going this week. Joe Nikrent, who recently went over the road in a Knox says that the roads are in much better condition than last year, but that it would be suicide for a driver to start in the race, who had not previously been over the course. It is the unmarked roads beyond Mecca that are going to give the trouble. The matter of marking the roads all the way to Ehrenberg has already been taken up with the Southern California Automobile club, and it is possible that in the next few days a pathfinding car will be started out, that will place road signs. Not the big painted signs, however, but markers of wire similar to those used by surveyors with pieces of red flannel attached. These will be placed 50 feet beyond an intersecting road, so that drivers may know they are on the Phoenix road. The boys will have no time to read printed signs, and as on the desert a small object can be seen for a long distance, the wire stakes will answer all purposes.

Referee John Mitchell will be busy rounding up all the entries the first of the week, and on Saturday next, the day after the entries close, there will be a meeting of all entrants at the Hollenbeck hotel to pass finally on the rules and regulations governing the race.

George B. Bullard, president of the Maricopa County Automobile club of Phoenix, who has direct charge of all details of the Phoenix race, has the following to say as to the way the Los Angeles contingent will be taken care of on their arrival in Phoenix:

"Things are looking very favorably here for a splendid time in November, and Tuesday or Wednesday night, we intend to give a banquet which will be a cracker-jack, the plates costing \$5 to everybody excepting the automobile men, the fair commission and the supreme court, who will be guests. During the banquet, we expect to have a continuous vaudeville running by courtesy of numerous vaudeville acts, besides numerous speeches will be made. I have made arrangements to have free passes issued to the theaters for all automobile men and also probably will have arrangements made so that they may have the privilege of the plunges and baths at the Y. M. C. A. building. In other words, I am leaving no stone unturned on this occasion to make the Los Angeles-Phoenix race and the meet an unqualified success."

1911 MITCHELLS ARRIVE

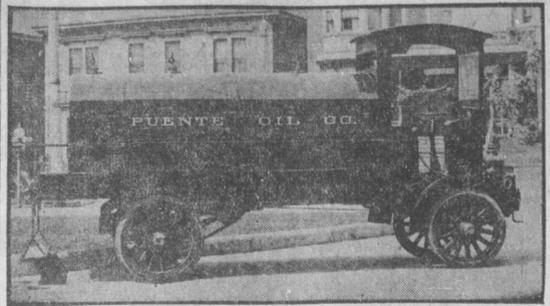
The Greer-Robbins company has received the first carload of 1911 Mitchell automobiles, and its store at the corner of Fifteenth and Main has been exceptionally busy during the past week. This first shipment consisted of one six-cylinder, 50-horse power, model S, seven-passenger touring car, with foredoor body; one 30-horse power, five-passenger touring car, with foredoor body; one 30-horse power, surrey type roadster, seating four, and one 30-horse power rumble seat roadster, seating three.

The 1911 Mitchells show but few radical changes, although they abound in improved and refined details throughout. These changes consist greatly in improved details in mechanical parts. The 30-horse power cars, which have four-cylinder motors 4-1/2 inches, have now type exhaust valve cages; all ignition wires are enclosed in fiber tubes with brass trimmings; the oiling system has been changed from the mechanical force feed oiler, as used on previous models, to a pump circulating system, with an extra oil reservoir in the crank case. This is a great advantage, as it will not only prove superior in the saving of oil, but eliminates the great likelihood of the motor smoking when given an excess of oil.

The radiators on all the 1911 Mitchells will be black enamel finish instead of brass, and a number of other parts formerly finished in brass are given the black enamel, which does away with the trouble of frequent polishing. One of the most noticeable features of the 1911 Mitchell is that all touring cars will be fitted with foredoor bodies, and the local agents are very enthusiastic over this feature, as they say the entire demand this year will be for this vestibule type, as it affords wonderful protection to the driver and the occupant seated beside him, eliminating the dust and wind, which are so disagreeable, especially in cold weather.

A. C. Robbins, who has just returned from a visit through the automobile centers of the east, says that the six-cylinder Mitchell is in great demand throughout the entire country; as this car is the lowest priced six-cylinder machine on the market, it is naturally investigated by a great many who favor the six-cylinder car, but have previously purchased four-cylinder machines on account of the exceedingly high cost of the former. Mr. Greer claims that those who have never had an opportunity of learning for themselves the advantage of the six-cylinder motor, cannot realize the difference between the four and the six, but that a demonstration soon shows that the six-cylinder motor is a great deal more than a theory, the steady pulling power of the six-cylinder motor is very gratifying to the driver, for under the most strenuous tests to which a motor can be placed the six-cylinder motor will absolutely pull its limit at

Grabowsky Tank Car Sold Local Oil Firm by Hawley, King & Co.



OLDFIELD TO RACE AT MOTORDROME

The Speed King Signs Contract to Drive in Los Angeles Nov. 26 and 27

The speed king signed contract to appear on November 26 and 27. Barney and Kercher will not compete in Santa Monica road race.

Manager Walter Hempel received a contract from Barney Oldfield yesterday agreeing to race with his 200-horsepower Benz and six-cylinder Knox at the opening meet November 26 and 27. Ben Kercher and his 100-horsepower Darracq have also entered. Both drivers agreed in writing not to compete in any other event in California, previous to the Motordrome races. The attendance of these noted drivers practically assures the success of Hempel's meet.

Oldfield has swept the boards this season and Barney has regained practically all his old records and established many new marks. He has been particularly active in and near New York and through the New England states and for several weeks during midsummer, he raced as often as three days a week.

Manager Hempel promises the entries of many more noted eastern drivers and added to the local cars who have promised to compete, Hempel expects at least twenty entries. Entry blanks for the Motordrome races will be mailed this week.

all times without the least sign of vibration. This is especially advantageous in working through crowded streets on high gear, as much slower speed can be had with the six than with the four-cylinder car.

The Greer-Robbins company has ordered 250 1911 Mitchells, and so far does not anticipate any difficulty in disposing of them all, and already has three additional carloads on the way from the factory, and it has given shipping instructions for thirty machines during the month of October. The company now has a number of orders waiting to be filled with the first arrivals.

OIL TANK CAR DELIVERED TO PROMINENT OIL COMPANY

Hawley, King & Co., distributors of Grabowsky trucks, recently delivered a big 1000-gallon tank car to the Puente Oil company of this city. As an excellent example of the diversified uses to which commercial cars are being put, this innovation in the retail oil field must attract notice. The tank car is built along graceful lines and is constructed with a self-measuring gauge so that no unsightly cans are in evidence, and there is no dripping along the street, which is so common with this class of vehicles usually.

The car has a powerful motor, which will pull it loaded up the hardest grades, and fifteen miles an hour is easy. It is understood that the local distributors have orders for several similar cars, to be used in country trade in supplying garages with oil and gasoline where only small quantities are purchased. Regular routes will be established, and it will be possible for motorists to secure gas in any small town.

MOTOR GOSSIP

Two model Fourteen Buicks were entered in the 520-mile San Francisco to Lake Tahoe endurance run. Both cars finished with absolutely perfect scores. This trip included the run over the summit of the Sierra Nevada mountains at the elevation of 7000 feet through the worst mountain passes in California. Both cars made the entire trip without a single adjustment.

This record made by such small, low-priced cars was the sensation of the run. Mrs. Raama Halmes and Mrs. Clara M. Gilbert, both of this city, purchased Halladay cars last week.

Doerr-Brown company made the following deliveries of Knox cars last week: Lester L. Robinson, forty-horse raceabout; William G. McLaughlin, forty-horsepower torpedo; C. V. Wreden, sixty-horsepower torpedo, and A. Brownstein, forty-horsepower tonnetette.

S. F. Land, who is using a Schacht general purpose car, on a recent trip to San Diego, through the southern counties, covered a distance of 611 miles at an average cost of 1 cent a mile for gasoline and oil. The run of 135 miles to San Diego was made in nine hours, and the return, via the inside route, 133 miles, in twelve and one-half hours. The car has been run a total of 4200 miles for business and pleasure, and no troubles to report.

PARRY

Many a man will miss his moment

Model 37 \$1500

and invest his good money in the wrong car. We advise purchasers to bank on a concern of established reputation and experience, such as the Parry Auto Company. We want to impress you with facts about this car, as its long (116 inch) wheel-base, its big (36 horse-power) motor. Look into its simple and logical construction.

Parry Idea—A Safe Choice

A year ago Parry cars were bought because of their construction, their beauty and generous size. Peoplesaid \$1500 had never before brought such value. Their judgment has been confirmed by a series of wonderful performances.

Question of Expense

Those regardless of price should get another car, but the longest and most powerful machine for \$1500 is the Parry. The overhead valve motor consumes the least fuel. The balance and fit of parts makes upkeep low.

A few excellent sub-agency propositions open for Southern California. Write us at once for particulars, etc.

After studying the Parry get a ride from

Horine-Brooks Motor Car Co.

1130-32 So. Olive Street Agents & Distributors, S. Cal.

"In the Long Run a Parry"

Eight Models \$900 to \$1850

"We Deliver the Goods"

If your hauling is a matter of straight tonnage that costs you over 8 cents a ton a mile, you are losing money. If you are delivering light packages and are running two or more delivery rigs that cost you over \$15 a month each, you are losing money.

We Can Show You

How to cut that drayage and cartage expense account to one third or less—simply use Buffalo delivery wagons or trucks, gasoline or electric, we have all sizes and all models, bodies to suit. Write, phone or call for estimator. Home Exchange 10473. Main 4933.

Buffalo Motor Truck Co.

STORM COATS For Auto Use

Hercules Waterproof Shawl Duck Corduroy Khaki Fustian Cloth Rubber Oiled Duck

The WM. H. HOEGEE CO., Inc.

GREATEST SPORTING GOODS HOUSE ON THE PACIFIC COAST. Home 10987, Main 6447. 138-142 SOUTH MAIN

Sensational Aviation Meet

SATURDAY AND SUNDAY, OCTOBER 22-23

Preparatory Meet for the

Great Transcontinental Contest

for

A Prize of \$50,000

Under Auspices of the

AERO CLUB OF CALIFORNIA

Admission, Including Any Seat, 50c. 2:30 P. M.

Los Angeles Motordrome

Take Los Angeles-Pacific Cars at Hill Street Station or Along Hill and Sixteenth

Locomobile

THE BEST BUILT CAR IN AMERICA

We can make delivery on 1911 fore door 30 h. p. Locomobiles in either touring cars or roadsters.

For twelve years the Locomobile has been built in its own factory from the ground up. Each year they have endeavored to produce the best car possible, believing that the only way to develop the perfect automobile was to build every part of it, and that the

Assembled Car Did Not in Any Way Represent the Highest Manufacturing Ideals

By building a complete car they have made a better Locomobile each year.

The New 6-Cylinder "48" Locomobile

is the natural evolution of a big 7-passenger car from the 5-passenger Locomobile, which has proved itself and enjoys a wide popularity among those who best understand automobile construction.

The Locomobile "SIX" is undoubtedly the most luxurious car on the American market; without the bulky appearance which most 7-passenger cars present. The motor is so compactly designed that the hood is very little longer than a four-cylinder, and greatly enhances the grace and beauty of the car. Due to its excellence of design there is absolutely no vibration.

Our 6-Cylinder Demonstrator Will Be Shipped This Week, So We Ask That You Phone Immediately and Make Appointment to Try This Superb Car

Los Angeles Motor Car Company

Pico, at Hill Street

Phones—24664, Main 2514. C. M. COTTON, Manager.

The Magical SCHACHT

3 CARS IN 1

First a smart, fast, trappy roadster—Powerful, enduring. A moment's work transforms it, thus—

into a roomy, 5-passenger family car. Or, if you want the practical, the same moment can produce this:

A capacious, light delivery car.

For the 3 Cars in 1 \$950

F. O. B. Los Angeles

The 1911 Friction Driven **PETRELS** Are Here

Williams Auto Co.

1349-51 South Main Street. Phone 21369 for Demonstration.

Firestone Greatest mileage tire on the market. All sizes and types. FIRESTONE TIRE & RUBBER CO. S. Olive St. (Near Pico)

M Exclusive features of the M. M. "4"—Reserve gasolines tank; self raising stand; firm engine, two oiling systems; either V or flat belts; quick detachable rear guard; adjustable pulleys; roller bearing engine; free engine clutch; gasolines strainer. Coast distributor, LINCOLN HOLLAND, 1024 S. Main street.

It's as easy to secure a bargain in a used automobile, through want advertising, as it used to be—and still is—to secure a horse and carriage.