

AUTOMOBILES

WORLD'S RECORD MADE BY NIKRENT

Driver of Knox Giant Sends Car
74 Miles in a Single
Hour

FAST RACES AT MOTORDROME

Five Thousand People Are Pres-
ent to Enjoy Contests
of Speed

SATURDAY'S RACES

Pursuit race, five miles—Knox Giant, Doerr-Brown company, Joe Nikrent driver, won. Time, 3:59.
Stock cars, 251-300 cubic inches piston displacement—Bulck, Howard, Auto company, L. Nikrent, driver, won. Time, 4:31.4.
Five mile free-for-all—Knox Giant, Doerr-Brown company, J. Nikrent, driver, on. Time, 3:55.3.
Five miles, stock cars, 161-250 cubic inches piston displacement—Oakland, Hawley, King & Co., George Bobst, driver, won. Time, 4:41.
Two-hour Derby championship:
Results of first hour—Knox Giant, Doerr-Brown company, J. Nikrent, driver, seventy-four miles; Franklin, Ralph Hamlin, Bruno Seibel, driver, sixty-eight miles; Cutting, Clark-Car, driver, sixty miles; George Clarke, driver, sixty-one miles; Parry, Horrine-Brooks company, Bechtel, driver, fifty-eight miles.

With a new world's record established for one hour's racing on a mile track, the first day of the great series of races carded for the Motordrome closed before an appreciative audience of 5000 people, and that great Los Angeles driver, Joe Nikrent, received unstinted applause.

Five big racing events were pulled off Saturday, and though there were no accidents, the time made by the speedy cars and the close competition of the contenders were enough to furnish many thrills as mile after mile of the great board pie pan were covered.

Promptly at 2:30 Official Starter F. J. Wagner called for the three starters in the first event, a pursuit race, with the distance five miles. The Buick dropped out before the first mile was completed because of mechanical trouble, and it was then a contest from wire to wire between the Cutting driven by George Clarke and the Knox Giant driven by Joe Nikrent; the Knox winning by less than twenty feet in the fast time of 3:59. The time of the second car was but one fifth of a second slower.

The second race was for five miles and the starters were Duro, Buick, Parry and Cutting No. 2. All of these small cars did better than sixty miles an hour, and the finish was so close that but 1-100 of a second separated the first and second cars. It was a stirring race and had the public on its feet most of the time. The event was won by the Buick in 4:31.80 with the Cutting second in 4:31.81, and the Duro third in 4:32.

The third race was to have been a free-for-all for twenty-five miles, but as there were but two starters the distance was shortened to five miles, the contenders being the Cutting driven by George Clarke and the Knox Giant driven by J. Nikrent, the Knox winning in 3:55.03 and the time of the Cutting was 4:01.02.

The fourth event for cars of 161-250 cubic inches piston displacement had

also but two starters—the Oakland and the Staver-Chicago. The Oakland won in 4:41 and the time of the second car was 5:08.

The fifth and last race of the day was the big event. It was the Motordrome Endurance Derby championship and carries the Los Angeles-Pacific challenge trophy. It is a two-hour race for cars of less than 200 cubic inches piston displacement and there were ten entries but only six starters—the Franklin, Duro, Buick, Parry, Cutting and Knox Giant. But one hour of the race was finished Saturday and the other hour will make the big event for today, for the entire list of cars are eligible to contend, though but four cars finished the hour yesterday. The Buick was withdrawn in the first quarter of a mile and the Los Angeles built car, the Duro, broke its cam shaft in the twenty-third mile and retired. The race then settled down to a contest between the Franklin and Knox for the larger cars and the Parry and Cutting for the smaller ones. There were many sensational miles and the last five minutes saw a clip that resulted in a new world's record being made by the Knox. The distances covered at the end of the hour were: Knox Giant, 74 miles; Franklin, 68 miles; Cutting, 61 miles and the Parry, 55 miles. Today when the fight is renewed a faster time will doubtless be recorded and 80 miles an hour can be looked for.

Aside from mechanical troubles, none of the cars yesterday was injured, and there was not a tire change in any of the contests.

The appearance of the Knox Giant, owned by Barney Oldfield, but entered by the Doerr-Brown company, created much enthusiasm, for this is the car that Barney used so successfully on eastern tracks.

Ted Tetzlaff gave two exhibition miles in the Lozier car that won the two events at Santa Monica Thursday, and was heartily cheered.

Today's program of events is particularly strong, for there are from four to eleven sure starters in each race. The first event will be five miles for 451-500 cars and the entries are the Knox 40, Buick 40, Cutting and Knox Giant.

The second race for five miles for 301-450 cars will see as starters the Franklin, two Buicks, Knox, Duro and Cutting.

The third event is a pursuit race, limited to ten miles, and will be contested by the Oakland, Ford and Staver-Chicago.

The five-mile free-for-all handicap promises to be a sizzler, for there are five entries, with an equitable handicap it should be a compact bunch of cars for the entire distance.

The final event will be the second of the two-hour race, the time will be some radical changes in the positions when finished.

The efficient handling of all the contests and the prompt announcement of the time made were generally favorably commented on yesterday. The timing is being done by the Warner Instrument company under the supervision of W. H. Halliwell.

The races yesterday were so successful that there is every indication of a big attendance today, and the railroad facilities and train service will be frequent and ample.

It was a big disappointment to the public that Barney Oldfield was not allowed to race at the Motordrome, but as he is under expulsion by the American Automobile association and his application for reinstatement cannot be heard by the contest board until in December it was impossible for him to be allowed to race at the Motordrome, which is a sanctioned meet, and his racing as an outlaw would have put the track in bad standing with the A. A. A., and no registered driver would have been allowed to race on the course.

Barney is so much under the ban that he cannot be on the track as a spectator inside the lines of the control; and the races Saturday could not be started until Oldfield had been requested by the officials to retire from the track.

ABBOTT IS OFFICIALLY RELEASED TO LOCAL CLUB

CHICAGO, Nov. 26.—President Chivington of the American Association of Professional Baseball clubs, announced today that the following releases have been promulgated since October 12:

By Kansas City—John Cocash, O. Woodruff, to Seattle.
By Toledo—Fred Abbott, to Los Angeles; Fred Lamline, Clarence Miller and E. T. Anderson to Portland, Northwestern league.

AUTOMOBILE SHOW PLANS ARE NEAR COMPLETION

Space All Taken by Exhibitors,
and Big Auditorium Be-
ing Decorated

Every preliminary arrangement has been made for the automobile show of the Los Angeles Motor Dealers' association to be held the week of December 12-17 at the Shrine auditorium, and all that now remains is to have the immense hall decorated for the reception of the 1911 models and the placing of the cars on their various thrones.

At a meeting of the show committee held at the Lankershim hotel Friday contracts were closed for the decorating, lighting, music and other amusement features. All matters pertaining to the show were taken up and discussed, and when the committee adjourned the members were enthusiastic over the coming show, and all felt that it would be one of the greatest successes of the show season on the coast.

It has been definitely decided that the decorative scheme will be that of a garden effect with thousands of colored lights in the greenery to add to the picturesque effect at night. An immense amount of Alabama smilax will be used with thousands of natural flowers which will be changed daily. Hundreds of palms will be employed in the scheme and immense ferns will hang from the ceiling in large floral baskets.

The Shrine auditorium is already well lighted; to increase the magnificence of the electric display several thousand more globes will be put in.

Twenty thousand square feet of space have been sold, leaving only 900 more square feet for motor cars and 300 for accessory dealers.

The show will be a success, that only a few of the remaining accessory firms will get representation at this big exhibit.

All space on the main floor was taken two weeks ago, and what remains while in the balcony, is very desirable.

The show will be open in the afternoon and evening. The opening will be at 8 o'clock Monday, December 12, and will continue throughout the week, with a number of big special days. Large delegations of motor dealers and motor enthusiasts will come in from the small towns if the weather is good, a majority of whom will drive in. Last year there were many large motoring parties from as far away as San Diego and Santa Barbara.

Much interest is being shown in the show throughout Southern California, and many letters of inquiry have been received from all quarters for full details.

The musical program for the week will be one of the most elaborate ever

offered for an automobile show anywhere. In addition to a full band there will be an orchestra and a number of high-class soloists.

EUROPE RAISES DEMAND FOR TIRES OF AMERICA

Diamond Tire Manager Says Bet-
ter Construction Responsible

The declaration made generally by American motorists who toured in Europe the past summer that much greater mileage was given by American made tires than by tire equipment of foreign manufacture has called attention to the rapidly growing popularity of American tires throughout Europe.

Keith H. Goode, manager of the Diamond tire distributing establishment in Paris, says that the building of American tires to meet road conditions in this country is largely responsible for the success American tires have achieved in Europe. The American tire invasion, he claims, is being felt in every part of the continent.

"One feature of American tire construction appealing strongly to the European automobile users is the higher and thicker side wall as compared with the side wall of foreign makes," says Mr. Goode. "For instance, in much nearer the bead of the casing, largely for the purpose of resisting strain and wear occasioned by ruts. This problem has never been worked out in Europe, probably because the more uniformly good roads never made so apparent this desirable feature as have American roads."

"Early in the tire-making industry America undoubtedly obtained some good ideas from the foreign tire manufacturers, but it appears the latter have now been surpassed and must incorporate in their product the advanced American methods or fall behind the American product in their own markets."

PUBLIC KNOWS MUCH OF AUTO CONSTRUCTION

"The future of the motor car as an adjunct to modern life is a question which is puzzling the public, and many arguments pro and con are being advanced by friend and foe of the automobile," said V. A. Longaker, president of the American Motor Car company of Indianapolis, in a recent talk about the motor car industry.

"It must be admitted that the motor car has evolved into a necessity. It is utilized by the lawyer, banker, merchant, salesman, doctor and in practically every other line of human endeavor."

"It is granted that vast sums of money are spent by the manufacturer in producing the motor car, but this does not prove that such expenditure is economic waste."

"The automobile is being extensively

Barney Oldfield the "Speed King" at Present Outlawed by the A. A. A.



OLDFIELD WILL ENTER AN INDEPENDENT TRACK MEET AT ASCOT PARK ON DECEMBER 10 AND 11. HE IS IN FAVOR OF A PACIFIC COAST ORGANIZATION TO CONTROL AUTOMOBILE RACING IN CALIFORNIA, OREGON AND WASHINGTON.

advertised and exploited. In the past the tendency of motor car advertising has been merely to shout the name of the machine in the people's ears until they were interested enough to buy. A new era is here, however. The features of construction and reliability are being exploited in such a manner

that the public can understand why the car has a distinct value. Details of construction are explained and economy of upkeep is proved by actual tests. Such argument is convincing and is bound to make the motor car one of the most productive economic factors in modern life."

OLDFIELD TO RACE AT ASCOT PARK

Two-Day Meeting Arranged for
Early in December by
Speed King

Dirt track racing will be revived in Los Angeles on December 10 and 11, when Barney Oldfield, world's speed king, will be seen in action for the first time this winter in Los Angeles.

The Pacific Coast Motor Racing association, a new factor in the auto racing sport, has secured a lease on Ascot track and will transform it into the fastest dirt course in the world.

Oldfield will not only enter his three fast stock machines, but will also send his great 200-horsepower Benz racer against all the short distance dirt track records.

Ever since the speed king arrived on the Pacific coast the auto fans have been anxious to know whether Barney would remain in retirement during the winter or take part in meets that were not sanctioned by the controlling body in auto racing.

The announcement that Barney will ride on December 10 and 11 will be received with a lot of interest by the admirers of the premier daredevil racing king. Barney has always made good in Los Angeles and he will be watched with greater interest than ever this year.

Oldfield, in speaking of the Ascot track plans, had the following to say: "I am glad that plans have been made to revive the sport at Ascot, as I sincerely believe that it is the most interesting kind of racing. And then the track is within a few minutes' ride of the city and it costs but 5 cents to get there."

"Dirt track racing this past summer drew more people than the great speedway meets at Indianapolis and Atlanta. At St. Paul, Minn., on September 10, over 70,000 spectators were present when I established a new world's circular dirt track mark. At Springfield, Ill., 60,000 people attended the auto races. And in fact wherever I raced this year the crowds were limited only by the capacity of the grounds."

FIAT

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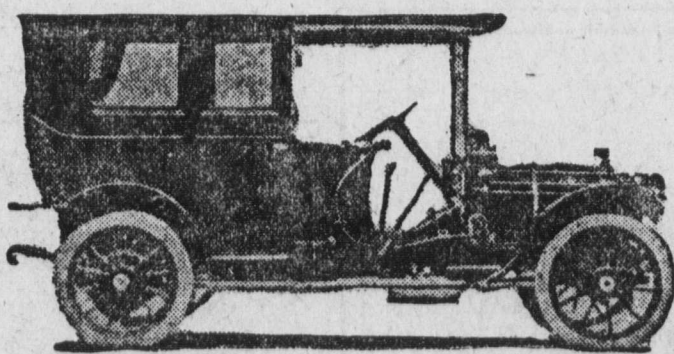
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