

### NATIONAL RACING CIRCUIT PROPOSED

1911 Season Will See Many New Cars in the Contests for Speed Supremacy

CALIFORNIA TO START SEASON

Well Managed Series of Racing Meets Would Get Support of the Public

NEW YORK, Dec. 24.—The movement to form a national automobile racing circuit is gaining ground. Demands for a more centralized system of racing cars are being aired in all parts of the country. They come from manufacturers, speedway managers and the general motoring public. The past successful season on the speed courses has created such interest in the sport that even better racing is demanded next year. The national circuit plan would go a long way toward filling this demand.

After all, it is the manufacturers who make possible the race meets. They afford the excitement and thrills for thousands of motorists throughout the country. The more practical campaigns are made for by making the better will be the quality of sport shown the public. The national circuit plan would be of such benefit to manufacturers that better competition would be made possible.

For instance: It had been estimated that racing campaigns cost from \$50,000 to \$100,000 annually. Of course there are concerns which squeeze through at a lower figure, and those who step further into the province of six figures. Such a great expense keeps out many firms which are unwilling to draw upon the funds for legitimate advertising purposes in order to obtain publicity through the medium of the speed game. If the national circuit plan were to reduce these expenses would be almost out in half. A large item is the cost of making long jumps to different courses throughout the country. Such trips would be done away with under the circuit scheme, for the teams would move from track to track in easy stages.

The time for the circuit is ripe. Fred J. Wagner, who starts and conducts every race meet of importance in this country, says that the natives of California cannot get too much of the nine-minute pastime. They have a big motordrome, and others are in the course of construction or fully mapped out. Wagner is well qualified to feel the pulse of automobile racing. He says that the national circuit scheme is the best proposition for the sport that has ever been launched.

Such a circuit would take in west, south, east and north. The season could begin in California the first part of each year. The opening meet could be held at Los Angeles or the Portola road race could start the engines barking. Other events could be staged at San Francisco and Seattle. In all, the racing of the far coast could be booked so as to run to the end of April.

Then the drivers and their cars could swing into the middle west. At Indianapolis, on Memorial day, would be one of the biggest meets of the year. Some of the drivers say that it takes two or three weeks to adjust their carburetors after driving in California. The climate is such that the idea in the north is to adjust the carburetors before the start of the part. By ending the car coast campaign by the end of April the drivers would have plenty of time to prepare for the Indianapolis race.

Chicago, Cleveland and tracks in the vicinity could be booked after Indianapolis, and then the eastern invasion would be in order. New York and environs could be raced, followed by meets at Buffalo, Philadelphia would be in line, too. After the east had been raced out, the gasoline trail would lead south. Atlanta would be visited, the beaches, New Orleans and Texas. Then the trail could lead back to California. This is merely the idea in the rough. A schedule would have to be arranged so that motordromes like Atlanta, Indianapolis and Los Angeles would have more than one meeting a year. The idea appears to be a good one, promising benefit to all interested in motorcar racing.

The sport of motor racing is now on a good sound basis. Great progress was made this year. The meets were more uniformly conducted and all of the important ones under direct supervision of the A. A. A. However, there is still some room for improvement.

While many manufacturers are not ready to make announcements of their 1911 plans they have given out enough information so far to promise the greatest season in the annals of the sport. Nearly all of the cars already in the game will be on the tracks again, and it is certain that many new drivers will appear. Moreover, several concerns that entered competition on a small scale the past season will compete on a bigger basis next summer.

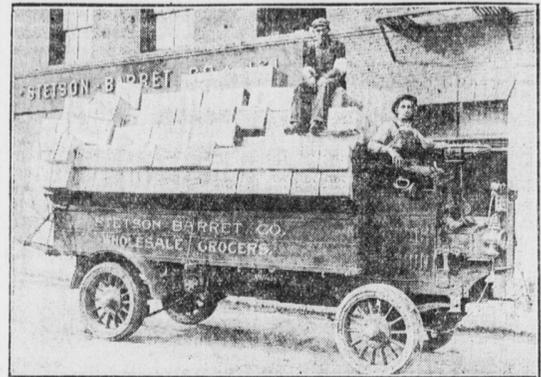
The entrance into the next game of the United Motors company is expected by many to rival the meteoric career of the Buick concern, whose cars became notorious under the skilled hands of Burman, Chevrolet and Lewis Strang. The Maxwells have made a good showing in class events for which they were eligible. Now it is reported on good authority that the Stoddard-Dayton make, a United Motors concern, will be represented by at least one powerful car on road and speedway next season.

The Cutting Forty company is building a monster speed craft in its Michigan factory. This car, new in the racing game this year, has made a strong showing throughout the middle west. Judging from the work of its stock machine, the special should be a worthy competitor of all comers. It is also rumored that the Chalmers, which was declared champion stock car of 1909, will re-enter the racing game next year. The National, Lozier, Chadwick, Benz, Fiat, Falcone, Stearns, Poppe, Hartford, McFarlan Six, Lancia, Chadwick, E-M-F, Great Western, Maxwell, Mercedes, Alco, Marmon, Velle and many others which have scored are now preparing for the coming year.

#### FIAT SALES MANAGER HERE

Harry Fosdick, sales manager for F. L. A. T., the concern that is producing American-made Fiat cars in its new plant at Poughkeepsie, N. Y., is now in Los Angeles. Mr. Fosdick was at the Los Angeles show, at the exhibit of the Pacific Coast Motor Car company, when the new 35-horsepower Fiat was shown for the first time on the coast. From Los Angeles Mr. Fosdick will go to San Francisco and from the latter city to Seattle, Portland, Salt Lake City, Denver, Kansas City, Dallas, Fort Worth, San Antonio, Austin, Galveston, New Orleans, Atlanta, Jacksonville, Savannah, Memphis, St. Louis, Cincinnati and Chicago. He is expected to arrive at Chicago for the show there the first week of February, and will be at the exhibit of the Fiat Automobile company, in the First Regiment armory. Mr. Fosdick will also be in Boston early in March when the Boston branch of the Fiat company will have an exhibit in the big annual New England show.

### Reliance Truck Loaded with 3-4 Carload Merchandise



#### COMMERCIAL TRUCK PULLS CARLOAD ON WET STREETS

A remarkable example of the power of the big commercial trucks to economize in time is instanced in this picture. A full three-quarter carload of matches, consigned to Stetson, Barrett & Co., were loaded on the truck and delivered to their destination in exactly two-fifths of the time that used to be required for a like delivery when the company was employing horse-drawn trucks. A noteworthy feature of this feat was the fact that on the day when the trip was made the slippery pavements were working havoc with truck horses, even when their loads were lightened, and between the Southern Pacific depot and Main street there were counted no less than eight horses which had fallen.

The Pioneer Commercial Auto company, which handles these as well as the Randolph commercial trucks, reports a greater demand than ever for its vehicles. As a result the company is enlarging its scope of action by the establishment of an all night force at the maintenance station, 237 East Market street, which is the largest in the west. The success of the service and the appreciation which merchants have expressed concerning it, have led Mr. Fuller, the general manager of the company, to a decision to make it a permanent feature. It enables users of the trucks to have all necessary adjustments made at night, so that the trucks are always ready for service during the working day.

#### HOWARD BOOKS ORDERS FOR 22 BUICKS IN ONE DAY

In the nick of time and after a record run of thirteen days from the factory, the beautiful new line of 1911 Buick cars arrived in Los Angeles today. They were unloaded in post haste under the supervision of Manager Frank Howard.

Practically all of the Howard Auto company's agents eagerly sought a first view of the cars they have so long waited for, and exclamations of satisfaction were heard on every side as each successive model was taken from the car.

Refinements of details and beauty of body lines characterize the 1911 Buick. From the gladabout, the distinctive little roadster, to the model 33, a luxurious car of the touring type, with fore doors, combining a degree of style, power and speed unequalled in its class. When the model 33 was unloaded Howard booked orders for no fewer than twenty-two of these \$1050 cars on the spot. This is the smallest of the four models of touring cars produced by the Buick Motor company this year, and promises to exceed the wonderful run of sales of the Buick white streak during 1910.

## Great Scenic Auto Show

Of Licensed Cars  
**Fiesta Park**  
Open Tomorrow and Daily  
From 10 A. M. to 11 P. M.  
To and Including New Year's Eve

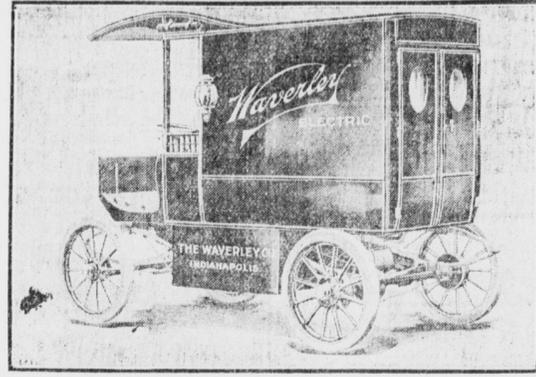
Many saw the opening last night and pronounced it the most beautiful show ever submitted to the public.

Admission 50 Cents  
Tickets at Automobile Club of Southern California, 754 South Hill, and Bartlett Music Store.

Auspices  
Licensed Motor Car Dealers' Association  
of Los Angeles

See the  
**SEELEY IGNITION SYSTEM**  
DEMONSTRATION  
At the Auto Show

### Waverley Electric Delivery Exhibited at Private Show



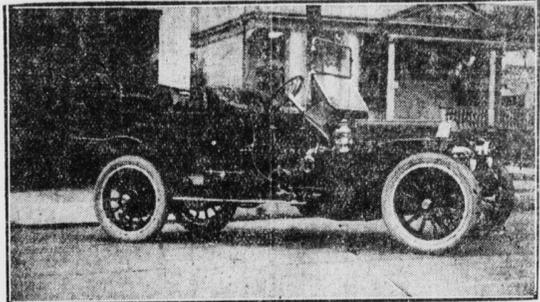
#### WAVERLEY COMPANY MAKES NEW COMPANY FOR DELIVERY

"The shaft drive has practically put the chain drive out of use on high grade pleasure cars—then why not apply it to the light delivery wagon?" "This question has been discussed for some time in our factory," said W. C. Johnson, assistant manager of the Waverley company, "but only recently have we found time to thresh it out to a solution. The Waverley high efficiency shaft drive was in the third year of actual use in the hands of owners; it had been proved by five years of road test and had received the endorsement of the greatest engineers and gear experts in the country.

"Waverley model 83 promises to revolutionize the delivery business of department stores, dry goods stores, milliners, grocers, laundries, and all that class of dealers which has many quick deliveries to make every day in the week and every week in the year. "The speed, lightness, handiness and dependability of this electric make delivering the goods the simplest and easiest of all problems of re-merchandising.

"Either solid or pneumatic tires may be used on this car. There is sufficient battery power and motor energy to carry the loaded wagon at a speed of ten, twelve or fifteen miles an hour for a distance of from fifty to seventy-five miles on one charge. "The capacity of the car is sufficient for any class of merchandise that in shipping to another city would ordinarily go by express, and this car compared with other delivery wagons and trucks is express compared with freight."

### Late Model 6-Cylinder Knox Displayed at Auto Show



#### SELLS LOCOMOBILE TO SAN DIEGO SUPERVISORS

The Los Angeles Motor Car company is selling a number of the new model Locomobiles in the southern district. Sales Manager R. C. Peyton has within the past week delivered two cars in San Diego. One is a touring car to the board of supervisors, the other a 6-cylinder torpedo to Capt. A. T. Halantine. Mr. Peyton drove both of the cars down, and says that the coast road is not in very good shape, but that the inland route is exceptionally good. "The Locomobile is a justly popular car, and has a long string of race and endurance records back of it."

#### BUYS 'JACKRABBIT' RACER

Porter C. Thebe, general manager of the Sugar Pine & Lumber company, one of the largest lumber companies in the world, operating out of Madera, has just purchased the Apperson Jack-rabbit which won the 1909 Santa Monica road race at an average of sixty-four and one-half miles an hour. Mr. Thebe has a sixty-mile climb that he has to make several times a week from Madera up to the mountains, and wanted something to get up there in a hurry with.

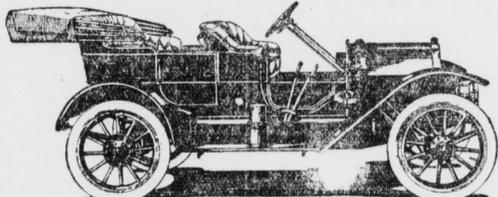
The car will be equipped for him as a racing roadster and was guaranteed to Mr. Thebe to be capable of a speed of eighty miles an hour. Mr. Shettler and Mr. Ryus sold this car to him without his ever having seen a Jack-rabbit or even a picture of one.

#### HOWARD VISITS BUICK FACTORY

The Howard Automobile club has received a communication from Charles S. Howard, president of that company, who is now visit-

## The Oakland

33



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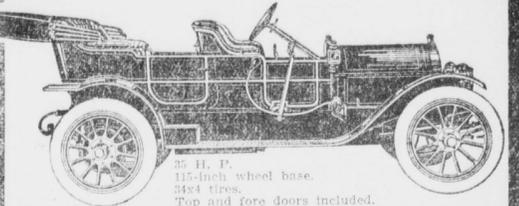
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Only Oscillating Fronts on the Market.

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## See Our Exhibit at the Big Scenic Auto Show Fiesta Park Christmas Week



\$1625 Has Owned Twenty Cars-- Mitchell Best of Them All

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Mr. W. A. Evans, Agent for The Waverley Electrics extends to you and your friends a most cordial invitation to a private exhibit of Waverley Electrics to be held in his Salesroom, December 26th until January 1st, 1911, from 10 a. m. to 10 p. m.

The Waverley will not be represented in either automobile show this year.

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