

Winton Car Takes Honors: Auto Used During Strike Everitts Coming: Mitchell Ranger Starts: Motorcycling

EVERITT MOTOR CAR WOULD ARRIVE

Will Be on Exhibition at the Salesroom of the H. O. Harrison Company

Latest Design of Popular Priced Car Has Caused Sensation in Los Angeles

Word has been received from H. O. Harrison at Los Angeles that the Everitt car, so long looked for, will be in the city tomorrow morning, and will be on exhibition at the salesrooms. This car, with several others, has been one of the attractions at the Los Angeles show, and its arrival here will be of keen interest to motorists, who have been anxious to see the car so well spoken of in the east.

The H. O. Harrison company, distributors of the Peerless cars, reports the following sales and deliveries made during the last week:

A six cylinder Peerless pony tonneau, finished in a beautiful shade of royal blue, to J. H. Spring of Fruitvale; a six cylinder, 50 horsepower Peerless pony tonneau to Walter Heymann of this city; a 30 horsepower, close coupled Peerless to Albert Galatin Jr., and a "50" seven passenger touring car and a limousine to J. C. Paris of the following sales and delivery of a standard six cylinder seven passenger Peerless touring car.

"Discarding all considerations of motor efficiency, finish and so forth, there are a few things to consider in the purchase of an automobile, and these are: safety, economy, and reliability."

Calvin C. Elib, vice president of the Peerless automobile company, local representative of the Chalmers motor company. "Those are the elements of safety. In using an automobile the most important consideration is whether or not it is safe. The elements of safety are the first things I always point out in talking to a prospective customer. And all other things being equal, one should certainly use that car in which the elements of safety have been most satisfactorily worked out."

These elements are, briefly, a strong frame, strong connection, strong wheels well fastened to the axle and big and strong brakes. Not only do I believe that the record of the Chalmers car proves it superior to other makes in motor efficiency and general dependability, but that no car has such provisions for the safety of passengers.

Note the frame of channel section heat treated steel, which is made than in any other car of the same weight and power. The steering mechanism is the best strong steering for a 60 horsepower car. The wheels are of extra strength and the rear wheels are, in addition to the usual flanges and bolts, bolted to the brake drums. The brakes are really in a class by themselves. The foot controlled transmission brake is strong enough and sufficient for all ordinary uses. But in addition to this there is an emergency brake on the rear axle with stronger and wider bands than on any car of the same power. But such extra power and extra safety features that it is a rare thing to see a Chalmers driver use the emergency brake for the purpose of stopping his car.

In my opinion these elements of safety have done as much as victories in road and track races, endurance contests and hill climbs to give Chalmers cars their reputation for absolute dependability."

R. W. McIntosh of this city, who is making a trip to the southern part of the state, writes that he is enjoying the trip immensely. McIntosh says that he has had some pretty rough and muddy pieces in the roads between here and Los Angeles, especially in the hills and canyons, but as his Franklin is simply a wonder, and in behaving perfectly, these inconveniences of poor roads do not detract from the pleasures of the trip materially.

Ivan de Jongh, manager of the standard motor car company, which handles the Ford and Velle cars, has received a copy of a letter sent to the Ford motor company, which explains itself. It is from Leeds rapid transit livery in Leeds, N. D., and reads: "I purchased one of your Ford cars last September and drove it between September 15 and December 1, 5,000 miles, in the livery business, with a total expense of \$6 for repairs, and a total delay of 25 minutes' time on the road. As a consequence, all the heavier cars, formerly used in this business in this locality, are for sale."

It is on the rear wheels that automobile tires must stand the hardest test. The service given on the rear is usually the best evidence of a tire's work and worth. Dr. G. H. Sheldon of Kansas City has written the following letter to the Diamond rubber company, a copy of which is forwarded to C. E. Mathewson, head of the company in this city. From the Diamond tires on his Franklin six cylinder car, Doctor Sheldon secured 15,000 and 14,000 miles' service. He says: "The right rear went 12,000 miles on a pavement. Then after a long drive in mud, rocks, and with chains on the rubber was torn from the fabric in places and the tire was retreaded. I drove the retreaded tire 3,000 miles, hit a sharp rock, had a blowout and then threw the tire away. The left rear went 14,000 miles. The fabric was exposed in many places. While running at 45 miles an hour a pointed stone cut a hole in the tire. I then put a new one on."

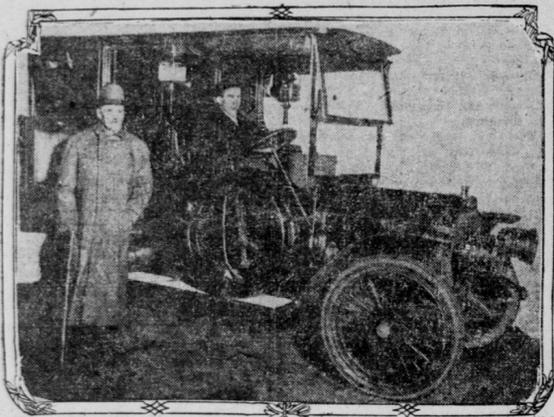
Tracy Holmes of the Corbin automobile agency has received word from Los Angeles to the effect that a very interesting experiment was tried out last week at Los Angeles with the Corbin car on the six lap saucer track that is used for motor cycle racing. The test was made to find what speed an automobile was capable of doing on so small a track as six laps to the mile. After the test of one mile the timers showed that Corbin had covered the mile in the remarkable time of 57 seconds.

The new Motorcycling saucer track that is now in course of construction at Los Angeles, is built along the same lines as the motor cycle track, being banked about 20 degrees all around and as round as a dollar and is a mile in circumference. This new track will be dedicated on April 2, when the Corbin car, which has been selected by the management, will make an attempt to cover all the world stock car records from the one mile to the 100 miles.

In the recent 200 mile mud plug the Corbin car made a perfect score and thereby lived up to its reputation as a car that can always make good.

A. C. Leonard, manager of the W. D. Newerf company, agents for the Good-year tires, has received word from the Goodyear tire rubber company that 44 of the most prominent automobile manufacturers have voted for Goodyear tires for their 1910 outfit.

"Fighting Bob" Enjoys His Studebaker Limousine Car



"Fighting Bob" Evans entering his Studebaker limousine in New York City.

MOTORCYCLISTS BEGIN TOURING WINTON IS THE FIRST CAR SOLD

Many Interesting Trips Taken Over the Good Roads of Alameda County

A few of the Curtiss motorcycle riders of Oakland rode their motorcycles over to Pleasanton on Sunday. There were a number of women in the party. Miss Tallman rode with one of the gentlemen, but Mrs. Karlslake, who is one of the most enthusiastic riders in the state, rode a twin cylinder machine alone and experienced no difficulty in keeping up with the fastest of the men riders, nor in making hills which are encountered on this route.

George Johnson made his initial trip on a twin cylinder and is now a strong enthusiast for the delights of motorcycling. Among those who made the run were: J. H. McBride, G. H. Bradnor, Miss Tallman, A. H. Mangels, George Johnson, P. L. Peterson, Miss Henry, William Jones and Mr. and Mrs. Karlslake.

One of the Curtiss riders of the south reached here Monday, having ridden up from Mohave. He reports rather poor roads over a considerable part of this trip, but met with no serious trouble, and his machine acted splendidly.

N. Toombs, a resident of Alameda, who is at present employed in Gilroy, rode up from that city recently and induced a friend to purchase a new Curtiss machine and rode back again the next day. While Toombs was out showing his friend, H. P. Atkinson of Gilroy, what fun it is to ride a motorcycle one of the Oakland police arrested Toombs for riding with the muffler open. Expense, \$10.

In Washington, D. C., the police department has a reputation of responding to calls for assistance, the average time being 4 1/2 minutes. In a city of the size of Washington this has been accomplished by means of an air cooled Franklin patrol automobile. The patrol car, after being in service 36 days, has responded to 246 calls from patrol boxes and made 113 miscellaneous runs for a total distance of 467 miles. An extra chauffeur now provides a 24 hour service with the car. The latter is equipped with pneumatic tires.

Major Sylvester, superintendent of the Washington police, has found that the expense of running the Franklin patrol car is less than the expense of operating a horse drawn vehicle.

A steadily increasing telegraph business has made necessary the installation of a complete telegraph office in the plant of the Chalmers motor company. Both Western Union and Postal special wires now run directly to the factory, with a corps of operators for each service. The extent of the plant has also made necessary the organization of a special telegraph messenger corps.

NOTES OF THE AUTO
The advance in the construction of motor cars is illustrated in the case of castings, which are no longer used as a substitute for forgings merely because casting methods are lower in the point of first cost. Castings as they are used in automobiles today are reduced to the level about as follows. Gray iron for cylinders, pistons, crank cases, flywheels and gear cases; aluminum for crank cases, gear cases and control housings; steel castings for brackets, brake drums, clutch members, etc.

The man who buys an automobile puts bread into the mouths of the children of the men who work in the mines, build the materials and build the machine tools as well as those who make the automobiles, and in this way, according to competent estimates, \$500,000,000 in round number changes hands per year.

The average value of the American built export car is now practically the same as the average value of imported machines. Of the 1,545 bought abroad last year 923 came from France, 118 from Italy, 127 from Germany and 101 from England. The American cars exported went to all the corners of the earth—to Africa, East India and to Australia, as well as to Canada, Europe and South America. Exports to the United Kingdom were valued at \$2,000,000, to Canada at \$2,400,000, to France at \$346,000, to Mexico \$49,000, to South America at \$240,000, to British Australasia at \$303,000 and to Africa at \$49,000.

To prove that many thousands of people not necessarily owners of automobiles are interested in the good roads problem the following interesting figures regarding the use of the self-driven car in the city of New York have been compiled by General John T. Cutting of New York, who says: "There are approximately in daily use in Greater New York 30,000 private owned automobiles. Figures on a gross population of 4,000,000 people this means approximately one automobile to every 133 inhabitants. In addition there are 900 taxicabs in daily use during the summer season and 1,200 during the winter season.

"Now these 30,000 private cars carry on an average five persons a day, which means a gross aggregate of 150,000 passengers. The taxicab people say their vehicles in New York average 16 calls a day, carrying two persons to each call, which means 30,000 passengers, or a gross total of 180,000 people a day transported by automobiles in New York city."

MITCHELL RANGER HEAD OF THE REO STARTS ONCE AGAIN FACTORY IS VISITOR

Will Now Take Up the Work of the Pathfinder for the Next Glidden Tour

With Frank X. Zirbles, America's most famous road driver, at its wheel the Mitchell Ranger, which recently acted as pace maker in the national highway tour from New York to Atlanta, after having a few months before successfully carried war dispatches from Major Leonard Wood, U. S. A., in New York, to Major General Weston, U. S. A., in command at the Presidio, San Francisco, in the first continental war message mission started from Cincinnati at noon Wednesday to cover the 1214 route of the Glidden tour, which begins here about the middle of June and winds up about three weeks later in Chicago.

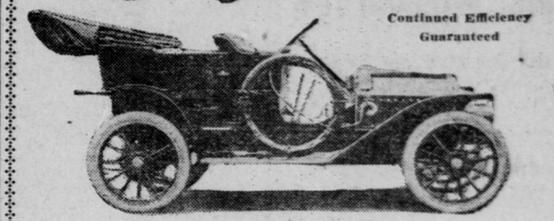
The early start of the pathfinding automobile over the Glidden tour route that traverses 10 states, nearly half of them below the Mason and Dixon line and much of the itinerary over territory never before invaded by the big annual touring "cavalcade," in response to a demand from motorists as well as the big manufacturers for data on the course selected. That the sixth Glidden tour will be a supreme test for the mechanism of the best cars made in the country is the verdict of the technical automobile men who laid out the touring route. That the car will go from the Queen City to Chicago via Texas is the firm conviction of the designer of the Mitchell Ranger. The widest variety of road conditions is expected in Kentucky, Tennessee, Arkansas, Texas, Oklahoma, Kansas, Missouri, Iowa and Illinois. Advance information gathered by driver Zirbles is that floods, ice, snow and deep mud may be encountered at intervals along the entire route, with a possibility of enforced detours in the Mississippi river valley on account of inundations.

"Whatever the obstacles encountered," says Zirbles, "the Mitchell Ranger will surmount them."

The detailed specifications of the little E-M-F car recently seen in Chicago are most interesting. Here are some of the features: Four cylinders cast separate, one and a half inch bore by one and a half inch stroke. Horse power estimated at about one-half. Cooling water, thermo syphon. Ignition, current supplied by batteries, single unit, non-vibrating coil, high tension distributor. Lubrication, splash system. Carburetor, flood feed type. Clutch, cone, metal to metal. Transmission, sliding gear, progressive type, two speeds, forward and reverse. Drive, direct shaft drive in housing to level gear on rear axle, one universal joint. Axles, live rear axle running on anti-friction bearings, front axle tubular. Brakes, direct on wheels; internal expanding metal rings. Steering gear, worm and gear type. Frame, angle steel. Wheels, wood, artillery type. Wheel base, 44 inches. Tread, 24 inches. Tires, 15 by 1 1/2 inches. Springs, semi-elliptic front, rear full elliptic. Control, spark and throttle levers on steering wheel; clutch operated by a foot pedal; brake operated by hand lever. Finish of body, pure white with blue striping. Weight, 155 pounds. Price, \$5,000.

Word comes from abroad that there may be an international race in France, even though the Automobile Club of France abandoned its proposed grand prix event because it did not secure the number of entries it had stipulated must be made. The report is that the officials of the Automobile Club of France has given permission to a syndicate of sportsmen to organize an international event. It is said the contest will be restricted to machines of not more than 80 horsepower, and that \$20,000 will be offered in prizes. The race is run until probably be over the Dieppe circuit.

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Recent rains in Stanislaus county have left the roads in the best condition they have been in years according to Archie Scott, prominent mining man of La Grange, Cal. In a letter dated Modesto to the local Studebaker branch, Scott, who uses his Studebaker touring car in that county, continues to say the fine, sandy loam of the roads there drains easily and leaves them free from chulk holes and hard as cement streets. One of the most delightful trips for motorists in that part of the state is the drive to Knights ferry via Oakdale. The big diverting dam at La Grange, the largest in the world, is also the Mecca of many motorists.

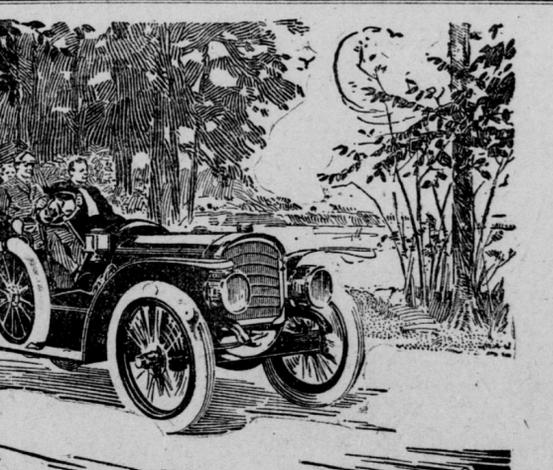
Scott says many eastern tourists at their motor cars are visitors daily to the points of interest of Stanislaus. The valley route seems to be the favorite for San Francisco-Los Angeles runs.



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