

# Big Machines Make Fast Time in Climb

## THROUGHS WITNESS RECORD RACING

Perfect Weather and Splendid Management Combine to Make Events Success

Sunny skies and a record breaking crowd cheering record breaking racing marked the second annual meet of the San Francisco motor club on the Nineteenth avenue boulevard course, yesterday afternoon. Harris Hanshue in his Apperson Jackrabbitt made the best time over the hilly course of a mile, covering the distance in 1:07, thus cutting five seconds from the time made last year by the White steamer.

Quite as serene as the weather was the dispatch with which the various class events were pulled off. There was no halt in the program, no halt in the excitement. Each car had its owners, of course, and this was one of the pleasing features of the meet. Women vied with men in expressing their approval and a good performance was always rewarded with cheers.

### HAS MARVELOUS ESCAPE

Not a single accident marred the pleasures of the day, unless it was when Hermann Kohl, on a Peugeot, a French motorcycle, was thrown from his machine as it was going a mile a minute. Kohl escaped marvelously, sustaining nothing but a bruised hand. He was passing a railroad track when his front wheel buckled, throwing him 50 feet into a ditch.

The accident happened down the course just as he was crossing the Sloat boulevard and was not witnessed by the crowd at the finishing point.

The tree for all was the big event of the day. Harris Hanshue in his Apperson, Charles Soules in his Stearns, Frank Murray in a Buick and Al Lougheed in the Corbin were expected to furnish some excitement, and they did not disappoint.

### INDIAN WINS RACE

A motorcycle driven by George Collins covered the distance in 57.2-5. Collins was on an Indian. When he came back to the post to receive the congratulations of his friend somebody remarked:

"Why, we couldn't see you as you went by."  
Collins was sweaty and begrimed with oil and answered as he rubbed the dust from his eyes:

"I couldn't see anything."  
Hert Oaks drove a Knox car belonging to the Reliance auto company, fully equipped, and four passengers over the course in 1:39.2-5. It as a stock car, with the glass front on and the lamps in their places. It was considered a remarkable performance.

The Mitchell won the first event for cars ranging from \$550 to \$1,250, making the distance in 1:13. The second event was a neck and neck affair so far as consideration of the time made is concerned. A Langford in a Corbin beat McDonald in a Winton Six by two seconds, the best time being 1:14.2-5.

Statistics interesting to both those owning and operating horse driven vehicles and motor cars have been compiled by a prominent eastern firm. The cost of stage bills of a well known physician of Boston, were summed up as follows: In 1906, driver's wages \$200 and driver's feed \$182 and horse's feed \$117.52, for a total for 1906 of \$509.52. For 1907, the blacksmith's bills amounted to \$150, driver's wages to \$350 and driver's board to \$75, with horse's feed amounting to \$129.54, giving a total of \$1,209.54.

In juxtaposition to this is placed the following statistics of a physician driving an electric: Cost of current per month \$4.11, cost of battery renewal per month \$4.88, cost of tire renewal per month \$4.40, and sundry repairs for a month amounted to \$2.92, giving a total average cost of \$56.38 in a single year.

This saving is partly due to the dispensing of a driver, as the physician can operate his own car, and does not need an attendant to sit in it while calling on a patient to keep the car from running away. To this may be added, if the owner wishes to keep his car at a public garage by the month, to have it taken care of at the expense of \$20 per month he would still save upward of \$300 a year on the cost of keeping a horse and a man.

The increasing popularity of the electric for use by professional men would seem to point to the fact that they are fast coming to realize the saving of time and expense, and always have the certainty of not overfatiguing the horse and being compelled to keep two, for day and night use.

Frank Murray at the wheel of the Buick "40" starting his winning run.



South Dakota, Utah, Washington and Wisconsin. In Massachusetts, Connecticut, Vermont and Pennsylvania non-residents are exempt from all fees for 10 days; in Rhode Island for 20 days. The registration fees, however, vary greatly. In Nebraska and South Dakota the fee is \$1; in Minnesota \$1.50; in Tennessee, Utah, Maine, Virginia, Washington, Wisconsin and Florida, \$2; in Oregon, Michigan and Maryland, \$2; in Ohio, North Carolina, Missouri and Iowa, \$5; in New Hampshire, \$10; all these being flat registration fees.

While it is quite common for original purchasers to compare prices of cars, it does not occur to the inexperienced buyer to obtain a comparison of the cost of extra parts of the automobile which he may select. Charles T. Jeffery of Thomas B. Jeffery & Co. says that he has recently made a comparison of the

prices of parts of various cars, and finds the cost of parts of the new Rambler are one-half to two-thirds lower than the parts of other cars.

It is part of the Rambler policy not to endeavor to make a buyer believe that a car that lasts for five or six years and perhaps may meet with an accident will never require an extra part. Every part of the new Rambler is made in the Rambler factory, and duplicate parts of every car ever manufactured are ready for shipment on 24 hours' notice.

Instead of having to wait for parts, as do the owners of cars assembled from many different factories, the new Rambler owner may procure any necessary part immediately and at a very reasonable cost.

American manufacturers of motors should be interested in the international exhibition of internal combustion motors is the opinion of Consul General John H. Snodgrass of Moscow. This event is being organized by the Imperial Russian technical society of St. Petersburg and will be held in that city covering a period of six weeks, beginning April 7, 1910.

The object of the exhibition is to enlighten the public concerning the present state of the manufacture of internal combustion motors and to explain the comparative qualities of all the usual types of motors. A special invitation is extended to American manufacturers, as the Russians are becoming interested in the progress made in the United States in the production of automobiles and are anxious to learn their relative value of excellence.

The exhibition is divided into the following sections: Motors for agricultural purposes; motors for farmers and for small industries; motors for locomotion, navigation, railways, tramways, aviation, motor cars and so forth; details and accessories for motors; and technical literature, drawings, specifications and diagrams.

Germany is proud of the record in the motor car industry of 1909. From statistics, which have lately been compiled, all former records have been broken. The exports, according to government reports of motor cars, accessories, parts and motorcycles reaching a total value of \$7,870,850, while similar products, valued at \$2,688,500 were imported into that country. It may be seen that Germany sold \$5,182,350 more of goods than it bought. This country was the largest buyer.

The best proof that American automobiles are supplanting European cars, even in Europe, is found in the purchase of American made machines by members of royalty. The most recent evidence of this kind is the purchase of a Chalmers "40" touring car by a Russian grand duke. The following is an extract from the letter received by the Chalmers motor company from their Moscow representatives, the T. I. Hagen company:

"We require a 40 horsepower touring car with extra elegant outfit for a member of the imperial family. The grand duke, to whom we showed your car, was very pleased with the same."

"The car is to be shipped to Hamburg at our disposal, as the grand duke can not tell if he will want it in St. Petersburg or at his estates at the Black Sea."

The states that do not exact "admission fees" and that now exempt residents from paying an additional registration fee, provided such motor users have complied with the law in their home states, are New York, California, Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, North Carolina, Ohio, Oregon,

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## "All the World Loves a Winner"

# BUICK 40

won class event in Nineteenth avenue hill climb yesterday, sustaining its victorious record. Only four cars made better time than the Buick 40. These were cars of double the price and horsepower.

# BUICKS

have won more important stock car hill-climbing, speed and endurance contests than all other cars combined.

# BUICKS

hold more world's stock car records than the combined products of the earth.

IT'S THE BUICK HABIT.  
Duplicates of the victorious

# BUICK

fully equipped.

**\$1900** f. o. b. San Francisco. Immediate deliveries.

We use Michelin tires.  
**HOWARD AUTO CO.**  
523-533 Golden Gate Ave.

# REMARKABLE PERFORMANCE

of a

# FORD

In annual hill climb. Ford Car, costing \$990 f. o. b. San Francisco, fully equipped, made remarkable time.

You can buy 3 Fords for the price of any one of the many cars defeated by this car yesterday.

The contest was a severe one and the performance of the Ford demonstrated the hill climbing and durable quality of the Ford.

Duplicate of the Ford now on exhibition ready for delivery.

**Standard Motor Car Co.**  
SAN FRANCISCO LOS ANGELES

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# FISK TIRES

YEARS ago, at the beginning of its business, the Fisk Rubber Company laid down a policy which has since been steadfastly adhered to. That policy was to tell the truth about its products.

WE might claim to operate the largest automobile tire manufactory in the world—but we do not. We might maintain that we produce more automobile tires than any other concern—but we do not. We might publish broadcast the fact that the Fisk Removable Rim is used on more cars than any other make—but it is not. We might mislead the public into believing that the temporary and oftentimes gratuitous tire equipment of cars at automobile shows is a reflection of a permanent choice—but it is not.

WE Do Claim, and we can prove our statement, to make the Best tire on the market today, barring none. We know the Fisk Removable Rim is the safest, quickest and best obtainable, and the only rim which works equal well in muddy and freezing conditions. Years of high-class manufacturing experience, a knowledge of the materials that go into our products, and comparison with the wearing qualities of other makes, are some of the reasons why we know in stating these facts we tell the truth.

FISK Quality Tires are made in four styles—Bolted-on, Clincher, Q. D. Clincher and Dunlop. We have established branches in the principal cities, where the motorist may find at all times a full stock of different sizes and styles and an intelligent repair department in charge of experts.

THE cup-winning Knox in the hill climb was equipped with Fisk Bolted-on tires and removable rims. These tires were paid for in cash. We do not equip car for publicity. This means they are used for their value and safety.

**THE FISK RUBBER CO.**  
418 Golden Gate Ave., San Francisco  
Factory at Chicopee Falls, Mass.

# CRAWFORD

Was the only car in the Free-for-All class in the hill climb yesterday that was run fully equipped as it came from the factory.  
Is not this the way you want your car demonstrated?  
Do you have your car shown to you without a seat to sit on or a body to hold?  
We will show you the same time we made and better any day in the week in the "CRAWFORD" you buy.

# CRAWFORDS

ARE READY FOR YOU NOW.  
The "CRAWFORD" has responded to all demands made upon it this season, and it is the leader of all cars in its class.  
In the 1,200 mile "MUNSEY ENDURANCE RUN" at Washington, D. C., the car held its own. It also made a perfect score in the San Francisco to Oakland "MUD PLUG" run.  
The "CRAWFORD" carried four passengers up Mount Hamilton on the HIGH SPEED in 1:24 from San Jose and showed 55 miles per hour on the road.  
We entered the "CRAWFORD" in the same condition as you buy it and will guarantee to show you the same speed with any car we sell you.  
It takes the Haight-street hills at all times on HIGH SPEED. The motor does not overheat nor does it get out of order—it runs silently—is easy to handle—rides easy—refined in appearance—light in weight and strongly made.  
The "CRAWFORD" has been making good for the past seven years, and we guarantee it to be the best car on the market for the price.

**\$1500** F. O. B. SAN FRANCISCO  
IMMEDIATE DELIVERY if you call TOMORROW.  
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# APPERSON

"Jackrabbitt"  
The

# CHAMPION

Wins Class and Free for All  
Fastest Time of the Day on the Nineteenth Avenue Hill Climbing Contest.  
Demonstrations on Application

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Makes the fastest time in the class for cars costing \$850 to \$1,250.

# TIME 1:15

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You now know what every Mitchell owner knows.  
Quality and ability offered at a price in range of all.

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