

SOUTH STRONG FOR INTERCITY ROAD CONTEST

Los Angeles Motorists Eager to Hold Race From Home Town to San Francisco

Project for Annual Event to Supplant Phoenix Match Meets With Approval

By LEON J. PINKSON

Will San Francisco come to the front and support the project for a road race between this city and Los Angeles?

This question is now being freely asked in motoring circles between this city and the orange belt metropolis, and if the local enthusiasts come out in favor of the run it is most certain that one of the best and most interesting automobile contests ever recorded in motor car history will take place.

The Los Angeles boosters, ever alert to bring their section of the country into the limelight, are working hard on the intercity race project and are anxious to receive the co-operation of San Francisco in order to make the event a national classic and one that would rival in point of interest even the Vanderbilt and Grand Prize events.

The southernners point with pride at the success of the recent desert races from Los Angeles to San Diego to Phoenix, and firmly believe that an event of the same character between San Francisco and Los Angeles would be a far greater success.

The tentative plans for the intercity run provide that the race be started from the southern city about June or July of the coming year and end in San Francisco. It is then suggested that the race be repeated in 1914, with Los Angeles as the finish, and a third race be run in 1915 from the south and to finish in the world's fair grounds.

Some idea of the interest that would be displayed in an intercity contest may be secured from the reception given Charles Souders, the recent record breaking driver, when he clipped 40 minutes off the Los Angeles-San Francisco record in the 1912 Cadillac car in which he finished in the south and to finish in the Phoenix desert race.

When Souders reached Bakersfield the whole town turned out to greet him. The streets were lined with people and the police, instead of arresting the Cadillac man for fast driving, were giving their attention to keeping the roads clear so he could go faster.

At Fresno it was the same story. The chief of police there sent an automobile load of police out on the road to meet Souders and keep the road clear through town. It was the same story in every town. The people were with the speeding autist, and helped him in every way.

Don Lee, California Cadillac distributor, who has been advocating a race between Los Angeles and San Francisco for the last few years, is more than ever in favor of the contest, and says he will enter at least two cars in the race whenever a date is agreed upon. He says the southernners are anxious to call the contest the Panama-Pacific road race.

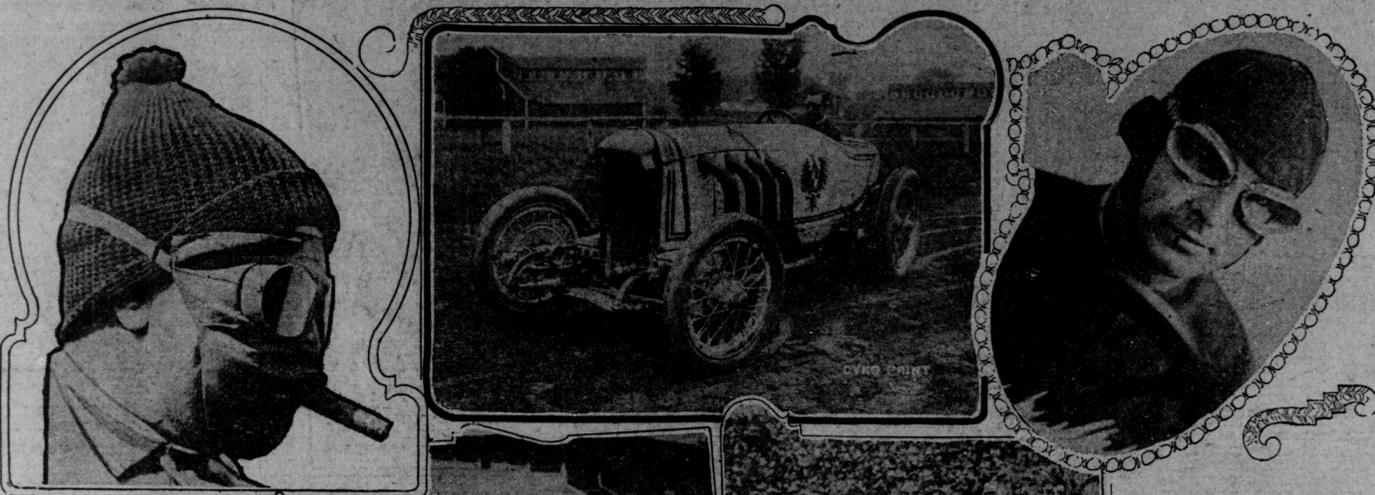
Discussing the race, Lee says: "Such an event would be without doubt the greatest automobile race in the history of the motor car. It would attract worldwide attention to California and would also be a good thing for the dealers. The cars would go through our territory and not across a barren desert, as they do in the Phoenix race. The people up the valley would be strong for such a race, and it would be an easy matter to raise a purse of \$20,000 in the valley towns. Los Angeles will donate liberally, and I am sure San Francisco would also be generous. It would be easy to obtain permission to race over the roads."

NEW MANAGER FOR PATHFINDER COMPANY
Barry Cool, formerly of Los Angeles, who has just been appointed manager of the northern California branch of the Pathfinder Motor Car company, with headquarters in San Francisco, has assumed his duties and is most enthusiastic over the prospects for the coming season in this vicinity. Cool was formerly manager of the Hudson agency in Los Angeles and was also associated with the Cadillac and Lozier people. He is anxiously awaiting the arrival of the first of the 1913 Pathfinder models and will then begin an active sales campaign.

GRAMM TRUCK AS BRAZILIAN OMNIBUS
The lack of railroads in some of the South American countries promises to open an entirely new field for motor trucks. Where steam and electric railroads have not penetrated and local and interurban transportation is proving a serious problem, the motor truck fills a long felt want. The Gramm Motor Truck company of Lima, O., recently shipped a two ton truck, which is to be used as a 20 passenger omnibus, to Brazil, where a firm of Americans has undertaken to establish a transportation service.

Motorcycles Replace Horses—Farmers near St. Joseph, Mo., who recently lost their horses to epidemic are replacing them with motorcycles.

Motorists of Southern California Eager to Have Northern Enthusiasts Support Plan for Los Angeles-San Francisco Road Race During 1913



Barney Oldfield as he will appear at the wheel of his Christie in today's meet at Tanforan.

OLDFIELD TO RACE TODAY AT TANFORAN

Court Refuses to Restrain Pilot; Exciting Speed Program Promised

Barney Oldfield won a decisive victory over Bob Burman in the superior court yesterday when Judge J. M. Sewell refused to restrain the veteran driver from holding his exhibition meet at Tanforan today. The row between the two racing pilots drifted into court in Friday when E. A. Moross, manager for Bob Burman, applied for an injunction to prevent Oldfield from holding his speed carnival, alleging that the latter had failed to live up to a contract made in Texas in 1910 to retire from the racing game and from using certain makes of racing cars.

The hearing of the petition yesterday morning resulted in the judge denying an injunction and in sarcastically commenting that there appeared to be little merit in the suit. Oldfield, who was certain of a victory, did not stop in making his final arrangements for today's exhibition, which promises to be a lively and exciting meet. Oldfield will endeavor to set some new dirt track records with his 300 horsepower front drive Christie car, which he says is the fastest machine in the world today.

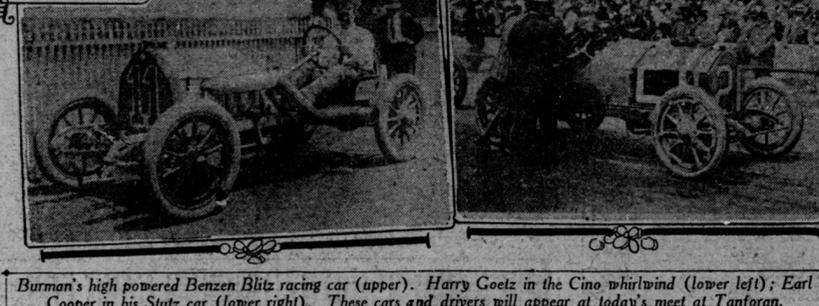
The Christie presents a weird, uncanny appearance and shoots in and out of the short turns of a dirt track like some mad beast of the manager's escaping from its keeper. On the San Jose track, muddy and dangerous, Oldfield, on last Tuesday, lowered the world's record for the mile distance. The car is so powerful and the explosions of the engine so terrific, it can not be cooled sufficiently to travel more than two miles.

Oldfield's part of the program will overshadow the other six events so far as speed and the spectacular are concerned, but the competitive events are filled with many noted drivers and fast cars. Earl Cooper, the sensational Stutz pilot, who won two of the big races at San Jose Tuesday, has his car tuned faster than before and declares he will show the way home in three of the races. Fred Malone with the big Benz, Harry Goetz with his Cino Whirlwind, Gaston Maurice in his Renault, Edwards in the R. C. H. Schmitz in the Buick, and King in the Maxwell are some of the entrants in the six events.

P. J. Walker, official A. A. representative, will referee the meet. John Hammar-Smith and William Klinsner will be chief timers, and Frank Carroll will wield the starter's flag. W. L. Hughton, Ed Bringer, Chester Weaver and Sid Starr are scheduled as the judges. James Coffroth, Tom Jones, H. O. Harrison and Don Lee are the other timers. The first race will be called at 2:30 p. m.

Arrangements have been made for special trains and electric cars to Tanforan. The program will be as follows: Event No. 1—Five miles, open to nonstock cars 200 inches and under. R. C. H., driven by A. J. Edwards; Buick, driven by J. W. Schmidt; Maxwell, driven by W. L. Hughton. Event No. 2—Five miles, nonstock, open to cars 450 cubic inches displacement and under. Prince Henry Benz, driven by Fred Malone; Cino, driven by Harry Goetz; Stutz, driven by Earl Cooper; Buick, J. W. Schmidt. Event No. 3—One mile against Tanforan track record. Barney Oldfield, driving 300 horsepower Christie; Gaston Maurice, driving Edward Male's Renault "Select Kid." Event No. 4—Five miles, free for all nonstock. Earl Cooper, driving Stutz; Harry Goetz, driving Cino Whirlwind; Prince Henry Benz, driven by Fred Malone; Buick, driven by J. W. Schmidt. Event No. 5—Two mile exhibition against world's circular track record of 1:35.5 made by Oldfield at Cleveland, September 14. Barney Oldfield, driving Christie; Gaston Maurice, driving Renault "Select Kid." Event No. 6—Twenty-five miles, free for all cars 450 inches and under. Earl Cooper, in Stutz; Harry Goetz, in Cino; Fred Malone, in Prince Henry Benz; J. W. Schmidt, in Buick.

Marion Car for Police Official—The Marion Motor Car company has just delivered one of its small touring cars to Corporal J. C. Fields of the San Francisco police department. Fields is planning to make a number of short tours in the new car in the near future.



Burman's high powered Benzen Blitz racing car (upper). Harry Goetz in the Cino whirlwind (lower left); Earl Cooper in his Stutz car (lower right). These cars and drivers will appear at today's meet at Tanforan.

EAST SHOWS KEEN INTEREST IN FAIR TIRE MEN WILL HOLD CONFERENCES NOTED RACING MEN IN BURMAN CAMP

The whole country is planning to be here for the 1913 exposition. Such, at least, is the opinion of Mr. and Mrs. John Tonningens, who spent the summer motoring about the eastern states and part of Canada, carrying an exposition banner on their car. Wherever they went the flag attracted attention and questions as to the great fair were flung at them from all sides. Usually the questioner wound up by declaring "I'll be there in 1913."

The Tonningens received their car, a 40 horsepower Haynes, at Montclair, N. J., where they were staying with relatives. They traveled in it to every watering place of note in that vicinity, and declare New Jersey's roads are unsurpassed in this country. "Everybody seemed to be enthused by seeing a car from California," says Mrs. Tonningens. "If the enthusiasm shown by the people all through the New England states and eastern Canada, especially Quebec and Montreal, is any criterion of the crowds that are going to come here in 1913, we will not have house room for one-tenth of them."

The Portland conferences will be held November 23 and 24, and from there they will move south, spending the 25th and 27th in San Francisco. The 29th has been set aside for Fresno, and from there the route will lead to southern California. The Los Angeles conference will last three days, November 30 and 31 and December 2. December 3 will find the United States officials at the extreme southern end of the state, where conferences will be held in San Diego.

Bob Burman, the world's speed king, will make his first appearance in this vicinity at a race meet to be run at the Emeryville track in Oakland a week from today. Burman will drive his famous Blitzen Benz, the fastest car in the world. In addition to the speed king, Joe Horan, for several years the star of the Lozier team, with Ralph Mulford as team mate, will also be seen here for the first time on the coast. Horan will drive the celebrated Mercedes of Camille Janette, rated at 200 horsepower. This is the car with which the celebrated Pole drove his sensational kilometer at Ostende, Belgium, in 12-5 seconds, which lowered the kilometer of Oldfield, made at Daytona, and which Burman later placed at 15.88.

Tony Janette will pilot the 120 horsepower Benz with which Bruce Brown won the Grand Prix at Savannah. Janette was a team mate of Bruce Brown and of Wagner in the European Grand Prix, run in France last June. Harkins of the Chadwick team, who with Len Zengle, took down the Fairmont park race two years ago, will pilot a speedy racer with a record of 5.14 for 10 miles at Daytona, Fla. This car also won the Fairmont park race and was used in the last Grand Prix.

Walter de Coursey will pilot the Darracq 100 horsepower monster with which Wagner won the Vandervell cup race and with which one year later Henry did the same trick, and with which Demogot covered two miles in less than one minute at Florida.

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Advertisement for Simplex & Mercer Pacific Coast Agency. Features a large illustration of a Simplex car. Text includes: 'Meadow Brook Hunt Club', 'Winter Style 7-Passenger Landaulet', 'FOR the Winter Season all Simplex closed bodies will be of entirely new design. In addition to the seven-passenger Limousine and Landaulet, there will be offered new style four-passenger bodies suitable for Shopping, Social Duties, and the Park. These bodies have a wide rear seat which will accommodate comfortably two passengers and will also be equipped with two drop-front seats facing the rear. The shaft-drive chassis will be employed in each instance.' 'CARS NOW ON EXHIBITION—Immediate Deliveries' 'SIMPLEX & MERCER PACIFIC COAST AGENCY' 'RENE J. MARX, General Manager' '1319-23 VAN NESS AVENUE AT SUTTER STREET' 'Phone Franklin 8650'

NEW LOZIER CAR IS WELL RECEIVED

Manager Keip of Local Factory Branch Gives Details of "Light Six"

"In view of the fact that California has had nothing but advance announcements regarding our 'Light Six' we are certainly more than agreeably surprised at the enthusiasm which has been shown," says Manager F. B. Keip of the local Lozier branch. "The addition of this model makes our line quite complete and has filled a long felt want."

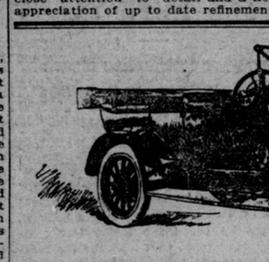
"The 'type 77' as the new member of the Lozier family has been designated, is the latest creation of Chief Engineer John G. Perrin of the Lozier Motor company of Detroit, and embodies absolutely all the latest features in automobile construction. The motor is of the new economical "small bore and long stroke" type, a design which on account of its exceptional power, flexibility and economical properties is fast supplanting all others in the minds of most of the prominent European designers."

"The 'type 77,' while smaller than the Lozier with which all motorists are familiar, will have the same symmetrical lines which have always made the Lozier so distinctive, and in addition to these lines the car is fitted with the new stream line body, which is the latest conception in body design at the Lozier factory and is bound to meet with the approval of the public on account of its unusually graceful appearance."

"In designing this car Mr. Perrin and his associates endeavor to give to the American motoring public an automobile which will be exceptionally light and economical and yet have the power, speed and endurance necessary for work of any kind."

"This car is the product of three years of careful study and experimentation by Mr. Perrin and now that he has accomplished his purpose in such a satisfactory manner he will spend the next three months in Europe making further search for design or suggestion that may improve the Lozier."

CHINESE MERCHANT IS A STODDARD OWNER
Sing Woo, a wealthy merchant from Shanghai, China, ordered a 1913 Stoddard-Dayton "48" seven passenger touring car from the Standard Motor Car company of this city. Considerable difficulty was experienced in explaining the various features of the car to Woo, who speaks very little English.



What's the Matter With the Car You Own?

In what detail does it fail to satisfy? Does your car lack speed, power, safety, easy riding qualities, luxurious finish, or what is the matter with it? If you are not entirely satisfied with your car, it must be for some one or two reasons which you have definitely satisfied in your own mind should obtain in the new car you own.

All Shortcomings Overcome in This Car
No matter in what detail you are seeking better service than that which you have on your last car, you should look further than that particular feature in the car you buy.

The New HUDSONS, built by 48 expert engineers, are not unsatisfactory in any particular, such as obtained in cars previously built. Because these 48 engineers combined in building it, these experts having gained their knowledge of automobile

designing in 97 American and European factories, they have overcome in the New HUDSONS every objectionable detail that had obtained in the 97 models which these men have had a hand in building, of which there were over 200,000.

No matter what objection you want to overcome, see first of all the New HUDSONS, for you can find no objection to them based upon any automobile knowledge you may possess. They are as elegantly finished, as completely equipped, as we know how to make them.

Electric Self-Cranking—Electrically Lighted
What These 48 Men Have Done
The HUDSON "37" is electric self-cranking and electrically lighted. It is fully equipped; has 12-inch upholstery, top, rain vision windshield, a motor which develops 47-horsepower, speedometer, clock, 36 x 4-inch wheels, 118-inch wheel base, tools and other equipment.

See the Triangle on the Radiator
S. G. CHAPMAN, Distributor
324 VAN NESS AVENUE, San Francisco 2017 BROADWAY, Oakland
WALLACE BROTHERS, San Jose ARNOLD BROTHERS, Sacramento
WALLACE BROTHERS, Stockton E. W. JOHNSON CO., Fresno

Advertisement for Fiat Motor Sales Co. of California. Features a large illustration of a Fiat car. Text includes: '1913 "55" Fiat', 'The masterpiece of the most famous factory in the whole world has arrived and is on exhibition at the local salesroom. Come in and see it. Demonstrations by appointment.' 'Fiat Motor Sales Co. of California' 'Van Ness Avenue at Jackson Street' 'Telephone Franklin 7147'