

First Transcontinental Drive on High Gear

Pathfinder Completes Run with A. A. Seal Still Intact

Car Arrived in New York Tuesday, and at Sheepshead Bay Made 60.7 Miles Per Hour Before Seal Was Broken.

By M. L. ELSASSER.

A pleasure jaunt across the continent on high, in a Pathfinder Twin Six touring car, is what Walter A. Weidely and Heinie Scholler have just finished. The car in which they took the trip was a regular stock car, with muffler cut out. In fact, to guard against this point being contested it was built at the factory in Indianapolis, under the direction of Chester Ricker, an A. A. A. representative. All except the high and reverse gears were taken out, and the transmission was sealed by the A. A. A.

The machine was then shipped to Los Angeles. To insure against any possibility of a change having been made en route, the car was again gone over by a Western representative of the A. A. A., Al Waddell. It was again affirmed that the car was purely stock.

Those Water Bags.

From the time that the car was started on its journey from the San Diego Exposition Grounds, on July 3, till it reached New York, on Tuesday afternoon at 1:30 o'clock, Walter Weidely, who did most of the driving, declared that the most irksome thing about the trip was filling his water bags. According to him, there was only one time that he got out of doing this, and that was at Kearney's Lanch, "somewhere in Utah."

This ranch was in a God-forsaken, desert part of the country, miles away from the nearest neighbor. The boys stopped here for the night. There was an old, squeaky piano, and Mr. Weidely entertained the rough old farmer with some of the late popular songs.

When it came time to say goodby in the morning Heinie Scholler set out to grease the car, and Weidely to attend to his appointed task, that of filling the water bags. Old Mr. Kearney, thinking of the long, lonely hours that he would spend there in solitude, volunteered to fill the bags, if Mr. Weidely would only play "just one more tune" on the piano. So Weidely obliged with "Hello, Broadway," and wound up with the inevitable "Cowboy's Lament," drawing the "lone prairie" part all over the ranch. Kearney said he wasn't much interested in Broadway, but he broken heart for every light, but he "sure did like that lament tune. It had some real feelin' in it, and appealed to the artistic nature of a Utah rancher."

With the concert finished and the water bags filled, Weidely swung into the seat, and with the engine purring merrily the Pathfinder swung over the long trail to the land of the rising sun, bearing with it the well wishes of the rugged old rancher in that mountain state.

21% Grades Through the Sierras.

But to get back to the story. When the car got to San Francisco, after coming up through Fresno, the Lincoln Highway seal was added to that of the A. A. A. In addition, the entire trip was sanctioned by the Lincoln Highway officials. In the northern part of the state some of the most severe grades of the whole trip were encountered. Out of Colfax to the summit of the Sierras, Emigrant Gap, there was a forty-mile climb. Here the car climbed a 21% grade, making not less than twenty-one miles an hour.

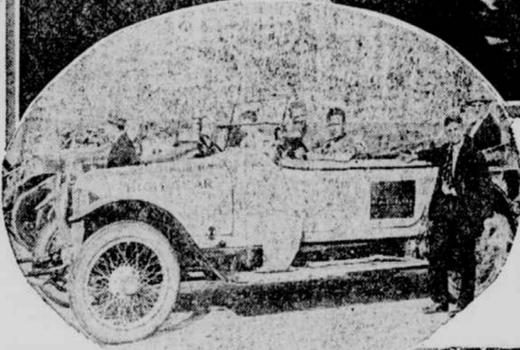
On the entire trip across continued the Lincoln Highway was followed and every precaution was taken to confirm the entire trip. The Twin Six was escorted every foot of the way by some person in no way connected with the Pathfinder concern. Either the machine carried a passenger, a man from one town to the next, some newspaper men who would go from one point to another to vouch for the fact that the run was made according to the regulations, or there would be some pilot machine.

For instance, between Sacramento and Reno the President of the Sacramento Chamber of Commerce, John T. Skelton, was the pilot. He stood sponsor for the fact that the car made this run under the conditions stipulated. By the way, in one place on this run the pilot car was forced to back up a stiff grade which the Pathfinder made.

Climatic Difficulties.

Of course, all sorts of climatic difficulties were encountered. Between Reno and Salt Lake there were five days of desert driving. The men were in their own dust, that terrible, biting, alkaline dust that every one who has travelled this country knows all too well. The thermometer showed 105 and 106 degrees most of the time. Still, the car and the men, dusty to be sure, came through in good condition.

Between Reno and Ely, Nev., the car climbed the twelve-mile 24% grade, through Lucky Boy Pass, that was even worse than the worst grades in the Sierra Nevadas. Between Fish Springs and Salt Lake City it towed a five-passenger touring car that weighed 2,680 pounds. Between Rock Springs and Laramie,



VIEW FROM LOOKOUT MOUNTAIN, COLORADO (ABOVE), AND CAR THAT CLIMBED IT ON HIGH DURING 'CROSS-COUNTRY RUN' (IN OVAL).

Wyo., the men drove through floods that simply wiped out sections of the road. But the car battled through the mud in fine shape. Weidely said that they struck hub-deep mud in many places.

The Pathfinder had a world's record when it was only through the Rockies. When it went over the Continental Divide on high, it established a world's record, according to Ralph W. Smith, vice-president of the A. A. A. and member of the contest board, who certified this fact.

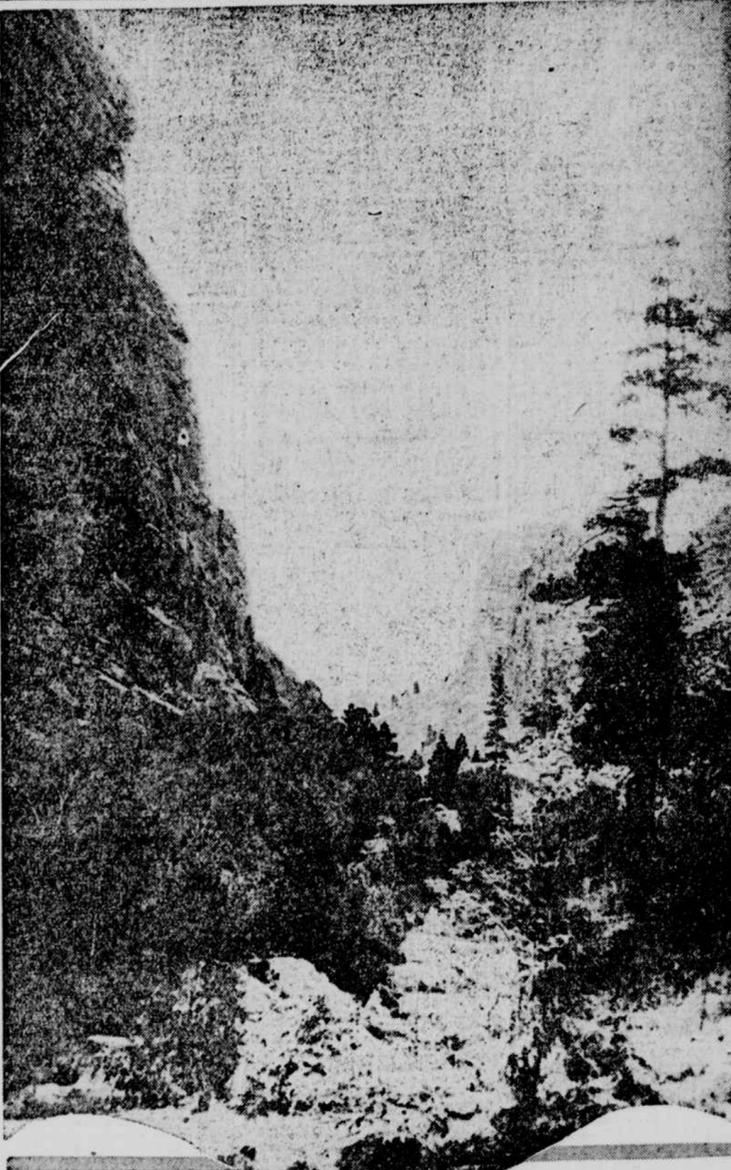
When the Twin Six landed in New York on Tuesday it was greeted by a crowd of enthusiastic Pathfinder owners and newspaper and moving picture people. Muriel Ostriche, of the World Film Corporation, greeted Driver Weidely for New York City, and the Pathé, Universal and Strand news photographers were there to film the car's arrival and its trial at Sheepshead Bay. For it was then driven to Sheepshead Bay, where, with the A. A. A. and the Lincoln Highway seals still intact, it made

60.7 miles an hour. This was done just to prove that the car was not specially geared. It was gone over and affirmed by Harry Tarantous, A. A. A. technical man.

With all the hill climbing and with all the climatic difficulties encountered on the way the car made a remarkable record. It came through without any mechanical adjustments except a broken spring clip. Its mileage for the entire trip averaged 10.2 miles to the gallon.

The way that every one, motorist or not, gloried in the bigness of the undertaking was attested by the reception and the notice that it received all along the way. It was exhibited in eight different hotel lobbies, and was greeted by prominent men and officials in the various towns it passed through. In Chicago William Hale Thompson, the Mayor, welcomed it into the city.

In fact, the run was a success in every respect. It was even more than that. It marks an epoch in transcontinental touring.



A RUGGED CANYON IN THE ROCKIES.

News and Notes

E. Ver Linden, factory manager and associate executive of the Olds Motor Works, of Lansing, Mich., has been created general manager of that concern, following the resignation last week of Jay Hall, his associate on the Olds executive committee.

With the appointment of Ver Linden the committee system of management at the Olds Motor Works is abolished and the organization is once more under one-man control. Ver Linden has been in the automobile business many years and is thoroughly familiar with the problems of the industry. His specialty has always been production. Before joining the Olds organization Ver Linden was production expert for the Buick Company, managing Plant No. 1. Before that he was in business for himself under the corporate title of the Michigan Auto Parts Company, which was bought by the General Motors Company in 1909. His early training in production methods was gained with the American Radiator Company, a nationally known concern.

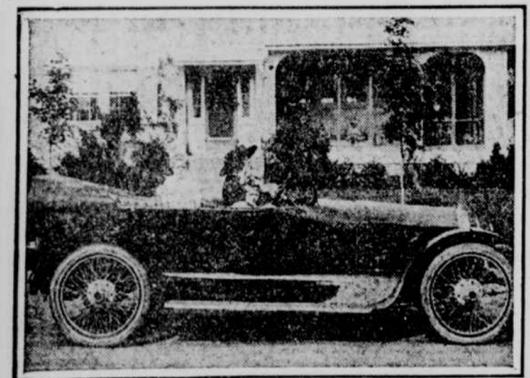
Washington, D. C., is not only the home of the National Museum, but it also boasts of the only known Car-buretor Museum, found at the garage of Irving Donohue. Mr. Donohue has been a specialist in carburetor trouble, and in the course of several years has collected an almost unbelievable number and variety of defunct carburetors, of both foreign and domestic makes, which he has replaced with Ray-fields. It is an interesting display,

covering the entire gamut of carburetor construction, from the days of the "one-lunger" up to the latest models, and is a collection that will some day have a high historic value, if not an intrinsic one.

The recent 300-mile non-stop run arranged for the dealers by the Saxon Motor Car Company certainly developed some remarkable results for at least part of the Saxon Six equipment. A total of 62,000 miles was covered during the run, this record being made by 206 Saxon Six stock cars, and in all parts of America, the individual runs having been conducted by Saxon dealers.

In view of the diversified conditions of travel the average mileage of 23.5 miles to the gallon is considered an indication of high efficiency. The Five Motor Company, of St. Louis, the winner, averaged 34.2 miles per gallon of gasoline; the Northwestern Automobile Company, of Minneapolis, averaged 33.95 miles; C. J. Allen, of Geneva, N. Y., averaged 32.15.

Charles Kuehn, for many years connected with the Packard Motor Car Company advertising department, at the factory in Detroit, has joined the Cheltenham Advertising Agency, of New York. Mr. Kuehn is well known to advertising men in all parts of the country and he goes to this broader field of activity ably equipped to take up national advertising work. He will be stationed in the Cheltenham New York City office.



ADA LEWIS IN HER ROAMER.

Ada Lewis, who made one of the great hits of the last season in "Very Good Eddie," has just purchased a Roamer car. The foreign lines of this smart new arrival on

Automobile Row attracted Miss Lewis from the start. The illustration shows her with her two little nieces, Ada and Ruth McCarthy. Mrs. McCarthy, Miss Lewis's sister-in-law, has also ordered a Roamer.

Touring Week Is Assured Success

Entire Motor World Boosts—Helpful Hints.

With automobile manufacturers, dealers and motor car owners giving National Touring Week (August 6 to 12), the big boost they are, it seems to be assured of unparalleled success.

Motor car owners all over the country are planning to take their vacations this week and to see the scenic wonders of their state.

Here are some suggestions that are helpful when planning a tour of this kind:

Before starting out on an extended trip be sure to go over your car thoroughly. Tighten every bolt and nut, put fresh oil in the oil cups and turn them up. A tightened nut, says an exchange, may save hours of trouble and worry on the road. But your preparation is not completed after the mechanical adjustment has been attended to. Tools and supplies should be taken to provide against emergencies. Include in the outfit the following:

One extra casing (keep covered), inner tubes for all casings, two extra tubes properly wrapped or bagged to protect them from oil and prevent chafing, one box self-vulcanizing patches, and one box permanent puncture plugs (for small punctures), one tire sleeve, one set of tire applying levers, one box powdered soapstone or mica to be used between casing and tube to prevent sticking, one can plastic to repair

Women Make Long Drive in Maxwell

Tour from Texas to Detroit, Making Economy Record.

The Maxwells seem to be making a hit with the ladies. A few minutes on the street corners here in New York will convince you that that is the case here in this city, and from reports that come in this town seems to be no exception to the rule.

For instance, Mrs. Dick O'Bannon, of Sherman, Tex., motored into Detroit last week in her pet, "Bill." "Bill" is a Maxwell touring car. This trip was one on which the men were not invited. Besides Mrs. O'Bannon, there were Mrs. R. E. Minshew and her three children. Including the luggage and camping outfit, the Maxwell was loaded with about 1,000 pounds.

Still, according to the careful accounting of Mrs. O'Bannon, the car has averaged 24 miles to the gallon. The women have driven through Texas, Oklahoma, Kansas, Missouri, Illinois, Indiana, Ohio and Michigan.

Across the American continent in one day is the unique record made by a Haynes automobile on June 15. Of the elapsed twelve hours, which broke by many hours any previous transcontinental automobile records, only 5 hours and 40 minutes was actual running time. Part of the trip was made on railway ties, as the Haynes had been given the right

Marmon 34 Smashes Record

The holder of the new transcontinental automobile record, leaving Columbus Circle, New York, at 1:30 in the morning of Monday, July 24, Samuel B. Stevens, of Rome, N. Y., chairman of the Motor Reserve Division Committee of the American Defense Society, made the trip from Columbus Circle to Third and Market streets, San Francisco, in 5 days, 15 hours, and 30 minutes, smashing all previous records. The trip was made under the auspices of the American Defense Society to demonstrate the advisability of a motor reserve division for the United States Army, and of military control

of highways—two measures long advocated by General Leonard Wood, U. S. A. Mr. Stevens drove a Marmon 34. The Automobile Club of America authenticated the trip.

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QUERIES AND ANSWERS

The co-operation of the heads of the various automobile service departments makes it possible for The Tribune to offer its readers expert advice on any question pertaining to their cars. In this way every question that is asked is answered by a specialist.

D. G.: At what temperature will gasoline vapor, such as used in the average motor, explode without ignition?

This question is hard to answer, because you have given so little information. It would depend on the amount of air that was in the mixture, on the strength of the container and on the general condition of the motor. If you will send us more details, we may be able to answer you.—Manufacturing Department, Standard Oil Company.

K. M.: What are the best roads

to Baltimore from Elizabeth, New Jersey?

Go from Elizabeth through Rahway, Princeton, Trenton, Langhorne, Philadelphia, Wilmington, Elkton, Belair to Baltimore. The roads have recently been repaired and are all in good condition except the New Brunswick road. Keep off of it. Detour.

Does this trip take more than a day? If so, what hotel would you recommend?

It can be made in a day, but it would be better to split it up into two days. Consult the Blue Book for a good hotel.—Bureau of Tours, Automobile Club of America.

R. L.: The rubber tube connection on my water cooling system is leaking. I do not think this should be, as the car was new last fall. I am having a new one fitted, and should be glad to know if there is any way of preventing a recurrence of the trouble.

Assuming the tubing is of reason-

ably good quality, it ought not to give trouble unless you occasionally drop lubricating oil on it. This will cause rapid decay. Possibly this caused your recent trouble, but it is also possible that last winter you used an anti-freezing solution of which glycerine formed a part. This is only a guess, but if it happens to have been the case, it is suggested that you use a solution of denatured alcohol and water next winter. This will not affect the rubber.—W. F. Russell, Manager Buick Service Department.

M. L. W.: What is the best route to Bear Mountain Inn on the Hudson?

Go over the Dyckman Street ferry, turn to right up Palisades Avenue, go through Tenafly, Cresskill, Demarest, Closter, Norwood, Northvale, Tappan, Orangeburg, Blauvelt, West Nyack, Valley Cottage, Congers, Haverstraw, Scott Point and Tomkins Cove.—Automobile Club of America, Bureau of Tours.

Stewart-Warner Buys V-Ray Company

The Stewart-Warner Speedometer Corporation, of Chicago, Ill., one of the largest producers of speedometers, automobile vacuum systems, motor driven tire pumps and other motor car accessories, has just an-

nounced the purchase of the entire business of the V-Ray Company, of Marshalltown, Iowa, the widely known spark plug manufacturing concern.

V. N. Hansen, president of the V-Ray Company, has already identified himself with the Stewart-Warner organization and will have charge of the spark plug end of the business.

Lansing, Mich.—Jay Hall, general sales manager and associate executive of the Olds Motor Works for the last three years, has tendered his resignation to that firm, to take effect August 1.

No announcement of his plans is made, but it is rumored that his resignation is merely preliminary to an appointment of even greater responsibility than his present duties.

ADVERTISEMENT.

LOOK for THIS SIGN

STANDARD OIL CO. OF N.Y.

Truth in Ads Gains Another Victory

The Beginning of Strong Campaign Against Motor Frauds.

Another big victory for the "Truth in Advertising" campaign has just been won. The Associated Advertising Clubs of the World and the American Automobile Association in March requested the Post Office Department to make an inquiry into the business practices of the International Automobile League and the International Automobile League Tire Company, of Buffalo.

On August 3 a fraud order was made effective in Washington denying the use of the mails to this concern. This sounded the death knell of enterprises which government investigations show have victimized thousands of motor car owners in all parts of the country. According to Merle Sidener, chairman of the vigilance committee of the A. A. C. W., this achievement marks the beginning of a vigorous campaign against frauds in the motor field on the part of the Advertising Clubs.

This campaign will have the cooperation of the American Automobile Association and will be backed wholeheartedly by the automobile industry and motor car owners. The facts disclosed by the government's investigations of this case reveal an elaborate scheme which has enabled A. C. Bidwell, as president of both concerns, to amass a huge fortune. It is shown that he employed agents who solicited members for the league, representing that the league had contracts with manufacturers of standard automobile tires and accessories which enabled it to sell members such articles at dealer and manufacturers' prices. The manufacturers of these products testified that no such contract existed.

Through its agents the league also represented that it could sell certain cars to its members at liberal discounts. The manufacturers of these cars told the government that the league could not obtain the cars to sell at such discounts. To impress car owners with the league's buying power agents are said to have greatly exaggerated the number of its members.

Urged Uniform Regulations for Traffic

An appeal for the adoption of uniform traffic regulations in the cities, towns and villages throughout the State of New York was made in an address at Kingston, Wednesday (July 26), before the convention of the New York State Association of Chiefs of Police by Frederick H. Elliott, of New York, executive secretary of the Safety First Federation of America.

"That there is at present a chaotic condition as regards traffic regulations caused primarily by the varying traffic ordinances in force in the municipalities and villages throughout the commonwealth is admitted by every one conversant with the situation," said Mr. Elliott. "Nearly every city has street traffic regulations that differ in some important principle from those of other cities and it is impossible for the traveling public to be familiar with the provisions of all."

"Every locality now frames its own traffic ordinances, following no general policy, thereby creating a variation in important requirements, in detail of enforcement and in penalties imposed. In some instances the local ordinances conflict with the state laws, while others contain provisions which should be regarded as legislative enactments rather than of local regulation. Realizing this situation a year and a half ago, the street traffic committee of the Safety First Federation undertook to codify the traffic rules of the principal cities, in the belief that a standard code of traffic regulations could be framed suitable to the needs of all communities, or at least would be uniform as to cities of certain size. It was found, however, that such an accomplishment would be most satisfactory to vehicular operators and drivers who wish to obey the law, but many of whom, through excusable ignorance, make infractions of the regulations and become confused, resulting in complications which are frequently followed by some form of an accident."

The announcement of this accomplishment after a study and investigation of the subject extending over eighteen months will be welcomed by every one familiar with the present chaotic condition, caused primarily by the varying traffic ordinances in force in our municipalities.