PART III

LOS ANGELES SUNDAY HERALD

PAGES 1 TO 4

SUNDAY MORNING, AUGUST 9, 1908.

BALDY ROAD IS IN POOR SHAPE

KISSEL AND WHITE WILL BE PUT TO SEVERE TEST

A MORE VARIED ROAD COULD NOT BE FOUND

Mountain Road Is Narrow and Full of Rocks—Cars Will Barely Have Room to Get to the Summit

BY FREDERIC PABST

Should a man start on a tour of investigation to pick out a 100-mile stretch of road which would offer more varied conditions than that from Los Angeles to the summit of north Bady he would have a most difficult task before him. In fact it is very doubtful if a search throughout the entire state of California would bring success.

The writer made a trip over the road in a Kissel Kar with Leon T. Shettler last week and found conditions worse than they have been before. Of course some road work will be done, but even then it will remain the most unique racecourse in the entire world. There is every kind of road imaginable in this 100-mile run over which the Kissel and the White will race for a side bet of $1000 September 20.

Leaving Los Angeles the cars strike the San Fernando road. There are times some years when this road is really good, but this is not one of those times. The San Fernando road is very rough and there can be little speeding in comfort. The stretch along the railroad track between Burbank and Fernando is cut up from teaming. Of course in the race the cars will be prepared for such going and will make good speed despite the road conditions. A short distance beyond Fernando the racers will have their first hill work. And this is no child's size hill. Any driver who has taken a machine over Newhall will remember it. It is one of the steepest grades in California and one of the worst in the country over which automobiles are expected to go. Once over the hill there is a drop into a valley with a couple of small towns through which the cars twist and turn. Incidental to the rough roads there are numerous sandy washes to be bucked. Soon after the turn from the main road at Saugus the drivers will need all their cleverness for sliding around sharp turns and negotiating the narrow road at top speed. For miles a car twists about, fording a creek here and bucking heavy sand there. If a wagon or another vehicle gets in the narrow sandy path there is nothing for the machine behind to do but wait until the road is clear ahead. A trial to pass in the soft sand means hub deep in loose sand which provides no traction whatever. Such conditions continue for many miles with occasional stretches of hard rough road.

Between Lang and Ravenna the brush and willows grow over the road and the motorists will get many an ugly slap in the face if they are not careful.

There are some bad holes in which a car is likely to get stuck if care is not taken in the driving. Two places in particular have sharp rises just after a creek is forded and a car must rush these places to be sure of getting safely to the other side.

Beyond Acton the sand and creeks disappear. There is a fair road over a rolling country, and this will be an opportunity for the rival drivers to show that their cars will do in the way of speed. This road is down hill for most of the way to Palmdale, and a car can hit it up for most of the distance with occasional slowups for turns and the towns of Vincent and Alpine.

The racers will turn onto the desert road about half a mile south of the town of Palmdale. Then for twenty miles a desert road with hard surfaces in some places and soft sandy soil in others stretches out before the contestants. A high rate of speed can be made on this road, but it will be more or less dangerous driving on account of the condition of the soil.

The finish of the race is about eight miles up the mountain from Shoemaker's ranch. In that distance there is a rise of 3000 feet, and for mile after mile it is necessary to use the intermediate gear, and for part of the running the low gear will be called into use.

This mountain grade has not been used to any great extent lately and is in very poor condition. Rocks which have rolled down from the mountain side are strewn over the road, and in some places the track is so narrow a car has but a few inches to spare on the outside after hugging the bank with the inside wheels.

After passing the summit and nearing the finish the road conditions become even worse, and instead of making speed a driver will have to display care to keep to the road.

In speaking of the forthcoming race Mr. Shettler said yesterday:

"I wish it distinctly understood that the Kisselkar which we will use will be equipped with a strictly stock 4¾-inch bore by 4¾-inch stroke Kisselkar engine. We shall, however, equip this car with a racing body, take off every pound of weight that we possibly can to insure greater speed.

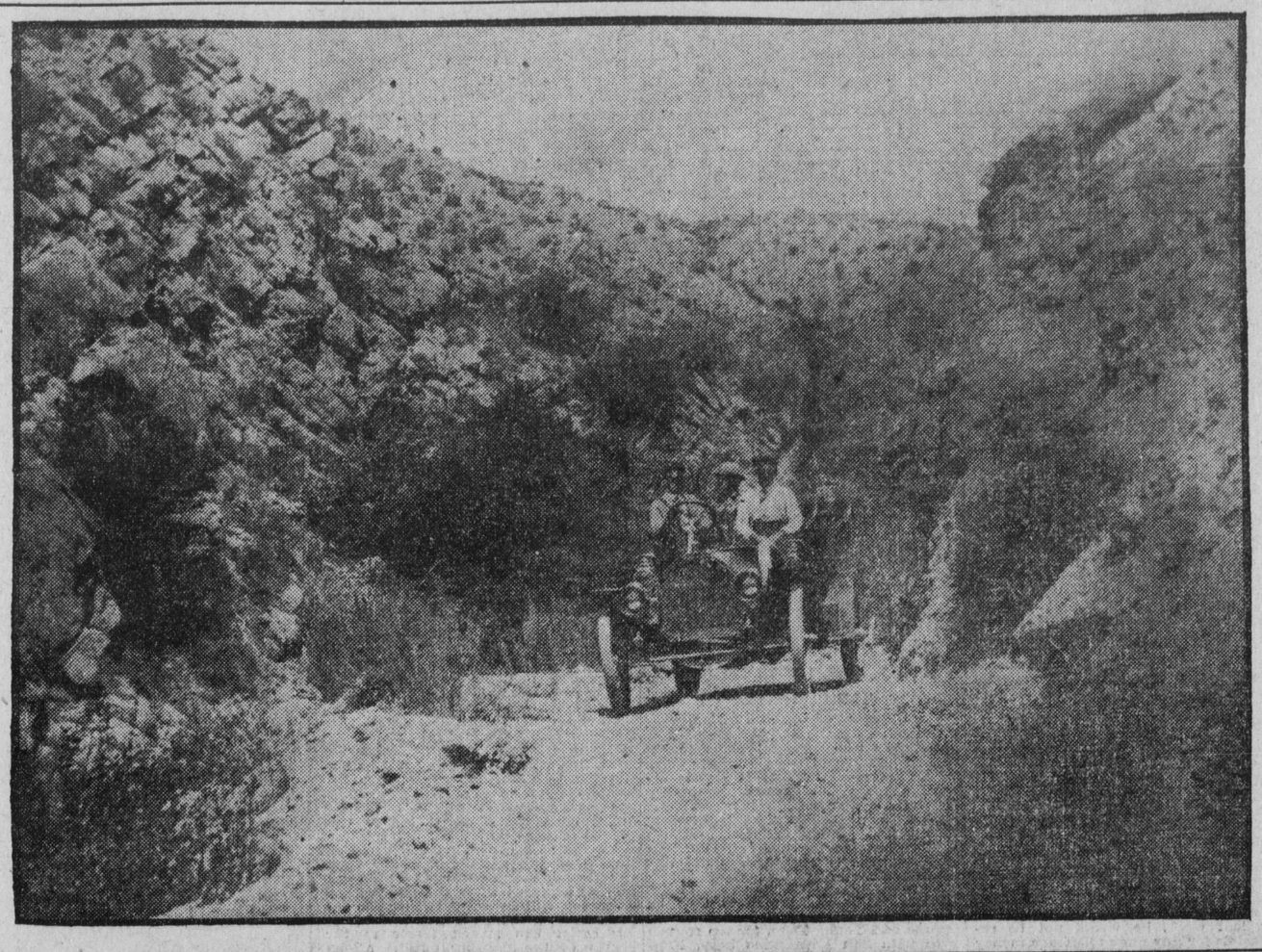
"It may be of some interest to your readers to know that the car that we are going to use is my personal car with which we hold the Los Angeles to Bakersfield record in 5 hours, 43 minutes and the Los Angeles to Newhall record in 47 minutes flat. Would like also to announce the fact that we will use Goodyear tires with quick detachable rims in this race."

OFFERS BIG PURSE FOR FOOT RACE AT SPOKANE

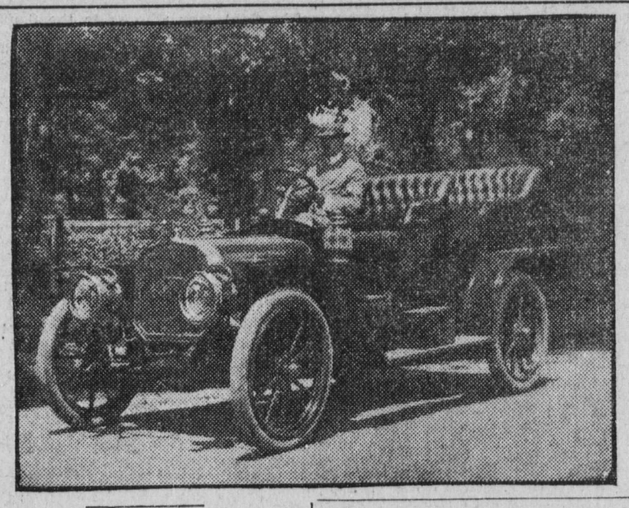
SPOKANE, Wash., Aug. 8.—A $2500 trophy cup is offered by the Spokane chamber of commerce for a 400-meter foot race between Lieut. Halswelle of the British army and J. C. Carpenter of Cornell, the race to take place at the interstate fair in this city Monday, October 5.

The men met at the Olympic games in London, Halswelle winning through a claim of foul, Carpenter being barred after making the remarkable time of 48 2-5 seconds. The chamber of commerce offers the men return transportation to this city.

PHOTOGRAPH OF KISSEL KAR ON MOUNTAIN ROAD OVER WHICH LOS ANGELES-MT. BALDY RACE WILL BE RUN



E. A. HUENE AT WHEEL OF ONE OF NEW CORBIN CARS



CORBIN CAR WINS NEW LONDON HILL CLIMB

Local Agent Has Received a Touring Car and a Roadster, and Is Busy Showing the Cars

E. A. Huene, the local Corbin agent, has just received word that the Corbin won the $2500 class and the free for all in the New London hill climb. The time made by the Corbin was the fastest of the day, the mile and an eighth course being negotiated in 1:12 4-5.

Mr. Huene has received two models of the Corbin, the touring car and roadster, and has been busy explaining the merits of these machines to many interested motorists who plan getting new cars.

The Corbin is one of the really well made cars in this country, the workmanship being far above the usual standard.

MILWAUKEE PLANS MODEL ROAD TO COST $2,000,000

Something entirely new in highway construction is being planned by the Metropolitan park commission of Milwaukee, Wis. The county board of supervisors will be asked to make an appropriation to cover the cost of constructing a model road from the new Grand avenue viaduct, being constructed at a cost of $2,000,000, to the Milwaukee county limits. The object is to experiment with various kinds of pavements. The road will be one hundred feet wide. A dirt road forty feet wide will form the center, on which may be laid street car tracks. Twenty feet of macadam will be added on each side. On one side will be left room for a sidewalk and on the other a pedestrian path from six to ten feet wide. It is planned to build five miles of the road in 1909. The commission has representatives watching highway construction in European countries.

ADVISES TWO-CYLINDER CARS FOR LONG TRIPS

R. L. Forsyth Points to the San Francisco-Los Angeles Record Made by the Auburn Machine

"Do not hesitate taking long tours in your two-cylinder cars," is the advice of R. L. Forsyth, the local Auburn agent.

"I have been asked of late if a two-cylinder car should undertake the trip from Los Angeles to San Francisco," he said. "I have always advised people not to hesitate taking this trip. I believe experience has shown that a two-cylinder car will go anywhere a larger car will, and in many cases with a great deal less trouble.

"Of course, a two-cylinder car should be put in shape for a long tour just as any other car. A man who has given his car much hard usage should not undertake a thousand-mile tour without knowing that his car is in shape to stand the trip. This applies to four as well as two cylinder cars.

"As to the time which can be made, take for instance my trip in an Auburn from San Francisco to Los Angeles. We came down in twenty hours and fifty-six minutes, and in all the record-breaking stunts this time has been beaten but once before by a gasoline car, and that a machine costing three times the price of my two-cylinder car. I say to owners of two-cylinder cars, 'Go wherever any other car goes, and if you think you can get there, go where others have feared to go.'"

At last the people of Santa Monica are awake to the fact that their stringent campaign against the motorists is hurting the city and a movement is on foot there to have the laws made more liberal. Motorists have been avoiding Santa Monica as much as possible on account of the manner in which arrests are made for exceeding the speed limit by so little as a mile or two. A continuation of such a campaign cannot but injure the town.

MITCHELL MAKES A RUN TO COACHELLA

James Causey and W. T. Reynolds Made the Run Last Week, Starting from Monrovia and Going Via Banning

James Causey of Monrovia and W. T. Reynolds of Los Angeles made a trip last week to Coachella in Mr. Causey's Mitchell runabout, leaving Monrovia at 8 o'clock in the morning and going by way of San Bernardino, Redlands Junction, Beaumont and arriving at Banning at 9 a. m. They lunched at White Water ranch, thirty-three miles this side of Coachella, at 11:30 a. m., leaving there at 1 o'clock. They reached Coachella at 4 p. m.

Mr. Causey reports the roads very good as far as Banning with no grades which required them to pull out of the high gear. From Banning to White Water ranch roads are fairly good, but slow traveling was necessary on account of rocks and sand. From White Water ranch to Indian Wells white sand was encountered, which made slow traveling.

On the return trip the road from White Water ranch to Banning is very heavy on account of the loose white sand and a heavy grade, but Mr. Causey states that any of the four-cylinder cars need have no hesitancy in making this trip.

On the entire round trip Mr. Causey says that their only trouble consisted in the changing of one spark plug and the water was replenished but once at Banning on the return drive.

Mr. Causey starts Saturday morning on a pleasure trip to San Diego with his Mitchell car and says it is his intention to visit all the points of interest in the southern part of the state.

THREE CARS MAKE RUN TO PORTLAND

A six-cylinder Oldsmobile, owned by R. C. McCormick, and Packard roadsters belonging to J. C. Cline and Ezra Stimson completed a trip from Los Angeles to Portland last week. M. C. Barker, who went in the Olds, has returned.

Mr. Barker said the new Oldsmobile went through in fine shape all the way. The drive up the coast was uneventful. It was made at easy stages, with night stops at Santa Barbara, Alamo Pintado, Pasa Robles and Del Monte, with a side trip to the big trees near Santa Cruz. After two days in San Francisco they started for the north. The machine was shipped from San Francisco across the Vallejo, and from there it ran 160 miles over a fine road to Vallejo. The next stop was Baird, the United States salmon hatchery. The drive to Dunsmuir was over a very dangerous mountain road, on which several machines have come to grief. The Olds made the run without accidents of any kind. A stop was made at the beautiful Shasta Springs, and the next day after going to Canyonville the car had two and a half miles of low gear work in the Siskiyou mountains.

The next 140 miles to Eugene was made over fair roads for Oregon. The last ten miles was through very bad dust. Forty miles out of Portland a fine dirt road was encountered, and the car made close to sixty.

Between Kalama and Chehalis the party experienced the famous plank and corduroy roads of Washington and Oregon. It was impossible to run over ten miles an hour. There is a fair road from Tacoma to Seattle. The total mileage of the trip was 1576 miles.

VANDERBILT CUP RACE OCTOBER 24

ELIMINATION TRIALS SET FOR TWO WEEKS BEFORE

FORMAL APPLICATION HAS BEEN MADE FOR USE OF ROADS

Circuit Chosen Takes in Oyster Bay and Is Thirty Miles in Length. To Use Part of New Parkway

Formal application for permission to use the roads of Nassau county, Long Island, N. Y., for the 1908 Vanderbilt cup race was made last week. A. R. Pardington, general manager of the Long Island parkway, appeared before the board of supervisors of Nassau county at Mineola for this purpose. The application asks for the use of roads in the towns of Oyster Bay, Hempstead and North Hempstead on October 10 and October 24.

The elimination trial to select the American team in the cup race is scheduled for Saturday, October 10, and the supervisors are asked to allow the roads to be used between the hours of 5 and 10 o'clock in the morning. The cup contest is scheduled for decision two weeks later, Saturday, October 24, the roads from 5 o'clock in the morning until 3 o'clock in the afternoon. The length of the proposed circuit is about thirty miles.

The roads included in the proposed circuit are as follows: Beginning at the Round Swamp road at or near the juncture with a road known as the Manito hill road to Pianview, thence on a straight road to Woodbury and east along the Woodbury road to a point or juncture of the Woodbury road with the Jericho turnpike, over the Jericho turnpike west to Jericho village, thence south from Jericho village on the Massepequa-Oyster Bay to its point of juncture with the Jericho turnpike to the old Westbury road, then south to the Old Country road and easterly along the Old Country road to Merrick or Whale Neck avenue, thence along Merrick avenue to a point about 400 feet north of the central branch of the Long Island railroad to the roadway of the Long Island motor parkway. About ten miles of the parkway is to be used, and the official grand stand will be located on this stretch.

Three entries have now been received for the Vanderbilt cup race, the latest aspirant being a special Chalmers-Detroit 50 horsepower stock car of Vanderbilt cup type. J. S. Harrington of Worcester, Mass., who makes the entry through the Worcester Automobile club, is the Worcester and Providence representative of the Chalmers-Detroit company. The car is to be driven by Oliver Light, who has for some time been connected with the Chalmers-Detroit company and who has driven in numerous short-distance races and endurance contests.

It is possible that three Chalmers-Detroits will be entered before the entries for the elimination race close.

NORMAN W. CHURCH BACK FROM STODDARD FACTORY

Norman W. Church, the Pacific coast Stoddard Dayton agent, is back from the east after a month's visit. He went from here direct to the good roads convention at Buffalo. He then went to the factory to attend the convention of Stoddard agents at the factory. It lasted four days. Everything pertaining to a motor car was discussed and the affair ended with an elaborate banquet. Mr. Church spoke before the convention on "The Future of the Industry." He took a rosy view of the outlook and was inclined to believe that the present flurry over the sensational cheap cars would have no effect whatever on the recognized machines of the reliable and conservative factories.

"Our introduction to the new 1909 models was a unique and pleasing affair," said Mr. Church. "We were not permitted to see the new cars until the second day of the convention. We were then invited to the second floor of the factory, and spread out before us was a miniature automobile show. All the models were on exhibition in the numerous finishes. There were twenty-six cars in all, including runabouts, roadsters, touring cars, laundalets, limousines, town cars and taxicabs. It was a sight long to be remembered and sent every man away boosting harder than ever for the Stoddard.

"We will have three models this season. Our leader will be the 45 horsepower, five-passenger touring car. We will also have a 30 horsepower, $2000 car and a new machine which our factory is putting out in order that we will have a car to meet any demand there might develop for these cheap touring cars. It will have a 25 horsepower motor and will sell for $1575.

"The factory entertained its agents royally. There was a good old-time picnic and an elaborate banquet as a windup. Seventy-five agents attended a banquet. We were seated around an elaborately decorated table. Everywhere had been placed cups and trophies which had been won by the Stoddard cars and in them were beautiful flowers.

"I found business conditions in the east somewhat different from those in the west. Things are looking up all down the line, but the cheap car announcements have caused little or no flurry there."

TOURIST TOUR A BIG EVENT

LIST OF ENTRIES NEARING THE FIFTY MARK

CARS START ON 1000-MILE RUN NEXT WEDNESDAY

Added Attractions for the Pleasure of the Tourists Include Side Trip to Magnificent Homes at San Mateo and Burlingame

The total number of machines entered for the first annual tour of the Tourists which starts from Los Angeles next Wednesday morning is gradually nearing the fifty mark, and from present indications half a hundred machines will pull away on the 1000-mile tour. Up to yesterday forty cars were entered, which means a crowd of fully 150 people for the longest contest of this kind ever held in the west.

As a tour for one make of car exclusively this run takes rank at the head. No other company, no matter how large, has ever undertaken a trip of such magnitude, and the greatest credit is due J. S. Conwell, the general manager of that company, who is promoting and managing the event.

The next few days will be spent in preparing for the contest. Those who will take part will have many plans to make and there will be a general tuning up of cars so everything will be in tip top shape for the long run.

Almost daily there are added attractions which will make the trip of greater interest to those participating. One of the most delightful side trips will be thirty minutes spent seeing the homes and grounds of the San Francisco millionaires living in San Mateo and Burlingame. The start from San Jose on the fourth day will be made thirty minutes before scheduled time to permit the side trip to these magnificent country seats.

Mr. Conwell announced yesterday that he had made arrangements with the express company to grant a special rate of $4.50 per cwt. for trunks and baggage which passengers do not desire to take in their cars. The rate is the entire trip, the baggage being delivered at the Fairmont hotel in San Francisco and the Del Monte in Del Monte.

Several motorists are making long trips for the pleasure of participating in this tour, Charles B. Harris in his Tourist to drive down from San Francisco. He will return with the large party.

J. A. Houlihan will meet the party in San Francisco and make the return trip. He is the coast agent for Splitdorf coils.

George P. Moore will supply each contestant with two gallons of Monogram oil.

The list of entries, the number of the cars, time of starting and the owners and passengers up to yesterday are as follows:

No. 1 (pilot) starts at 5 o'clock—C. W. Sahland, Clarence Smith, Mrs. C. W. Shaland and Frederick Pabst.

No. 2 (press) starts at 5:33—G. W. Lull, E. T. Jorgensen, George Thompson, B. C. Smith.

No. 3, starts at 5:36—V. S. Beardsley, Mrs. V. S. Beardsley, Dr. G. W. Tape, Mrs. G. W. Tape.

No. 4, starts at 5:39—J. S. Conwell, Mrs. J. S. Conwell, Miss Larooka Conwell, Miss Delsy Conwell, Arthur Miller.

No. 5, stars at 5:42—J. C. Gernert, Mrs. P. C. Gernert, Frank Vogel, Mrs. Frank Vogel.

No. 6, starts at 5:45—P. H. Dyer, O. F. Coleman.

No. 7, starts at 5:48—L. L. Ernst, Mrs. L. L. Ernst.

No. 8, starts at 5:51—J. A. Hill, Mrs. J. A. Hill.

No. 9, starts at 5:54—Dewitt Mitchell, Mrs. Dewitt Mitchell, Sidney Morgan.

No. 10, starts at 5:57—R. M. Bowzer, Mrs. R. M. Bowzer, San Diego.

No. 11, starts at 6—J. F. Hubbard, H. A. Robinson, G. J. Kelley, Benjamin Bagley.

No. 12, starts at 6:03—Capt. A. A. Winter, Mrs. Capt. Winter, San Diego.

No. 13, starts at 6:06—J. B. Gooch, Mrs. J. B. Gooch, P. M. Baird, Mrs. F. M. Baird.

No. 14, starts at 6:09—Charles M. Hoff, Maggie A. Hoff, Frank Heiss, Cora Heiss, Pasadena.

No. 16, starts at 6:15—W. H. Burnham, Orange.

No. 17, starts at 6:18—Dr. and Mrs. H. K. Emerson.

No. 18, starts at 6:21—A. A. Whitney, O. S. Stafley.

No. 19, starts at 6:24—Mr. and Mrs. C. R. Luton, Hollywood.

No. 20, starts at 6:27—Mr. and Mrs. W. D. Newerf, Gladys and Kenneth Newerf.

No. 21, starts at 6:30—Mr. and Mrs. W. V. Morrow.

No. 22, starts at 6:33—Nelson Rhoades, jr., Ewell N. Rhoades, George P. Thresher.

No. 23, starts at 6:36—Dr. C. F. Pepper, H. A. Smith, Fred A. Houck, Anaheim.

No. 24, starts at 6:39—W. H. Congdon, Santa Ana; Robert Flippen.

No. 25, starts at 6:42—Mr. and Mrs. C. E. Price.

No. 26, starts at 6:45—Mr. and Mrs. W. M. Hughes.

No. 27, starts at 6:48—Mr. and Mrs. M. Wood.

No. 28, starts at 6:51—Miss Aurora Miller, Pasadena; Mr. and Mrs. L. D. Miller.

No. 29, starts at 6:54—Mr. and Mrs. C. A. Dundas, Riverside; Porter V. and Hobart W. Hauf.

No. 31, starts at 7—Mr. and Mrs. W. J. Burt.

No. 32, starts at 7:03—J. J. McKee, San Diego; George Barney.

No. 33—Dr. and Mrs. W. S. George, Antioch; Miss Lola George, Miss Frances Moore, Berkeley. Dr. George will meet north bound party at Gilroy or San Jose.

No. 34—J. A. Houlihan, San Francisco; Ray McDonald. J. A. Houlihan will meet party in San Francisco and make return trip.

No. 35, starts at 7:06—Mr. and Mrs. Charles B Harris, Sacramento; Horace Arnold, Charles B. Harris driving here to join us on trip; due Tuesday, August 10.

No. 36, starts at 7:09—Capt. Schnauer, San Jose.

No. 37, starts at 7:12—Mr. and Mrs. Frank Booth, La Jolla.

No. 38, starts at 7:15—George Kussman, L. Kattona, M. Bechtel.

No. 39, starts at 7:18—Gorham Rubber company, E. E. Helm, E. Woods.

No. 40, starts at 7:21—W. D. Newerf Rubber company, Hugh McGillvray, R. M. Talbot.

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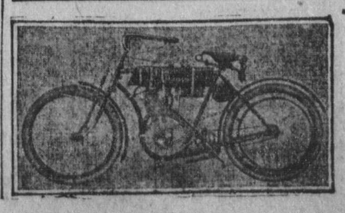

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