



LOS ANGELES SUNDAY HERALD

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SUNDAY MORNING, AUGUST 16, 1908.

PART III

MOTORISTS NOW IN SAN FRANCISCO

ENTRANCE TO CITY BECOMES SPECTACULAR EVENT

FIFTY TOURIST CARS ACT AS ESCORT

With One Exception, Every Auto That Left Los Angeles Arrives at Golden Gate Park in Good Condition

Special to The Herald.

SAN FRANCISCO, Aug. 15.—There could not have been a more spectacular or enthusiastic entrance into a city than that of the Los Angeles motorists into San Francisco at noon today. Over fifty tourist cars were in the parade which formed outside of the city and entered along the beach and through Golden Gate park.

There were cheers of welcome on all sides, and automobile row turned out en masse to greet the southern motorists who had completed the first half of their 1000-mile tour of California.

Every car which left Los Angeles, with the exception of a tire car which was disabled near Glendale, entered San Francisco and will continue the run down the coast to Los Angeles.

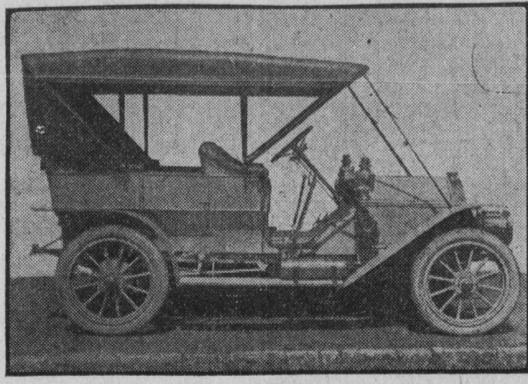
Today's was the most beautiful run of the trip. San Jose was left at 8:30. There were pretty towns and a perfect highway for miles, with side trips through Stanford university grounds and along the private drives in the beautiful San Mateo and Burlingame districts. From a picturesque standpoint this was the feature of the trip.

It is impossible to imagine more beautiful country places than those seen today. Eighteen miles out of San Francisco the delegation, of San Francisco motorists met the cars. Many of the women in the party were presented with large bouquets, and after an exchange of greetings a procession was formed with a squad of police in a large machine leading.

This was followed by J. S. Conwell and family. Mr. Conwell is the man who arranged this greatest of all western motoring tours. The pilot car followed, and then came the press car. Hazlett L. Pelton was at the head of the San Francisco reception committee.

Just outside of Golden Gate park on the beach a stop was made, and with the cars formed in a semicircle many photos were taken. The procession proceeded through Golden Gate park and thence down Golden Gate avenue. Across Golden Gate and Van Ness ave-

NEW 1909 MODEL A 30-HORSE POWER STODDARD-DAYTON



men were strung immense banners of welcome.

As the cars passed through the heart of the city, it was like the stroke of 12 on New Year's night. Men rushed out of the supply stores with siren horns, and everything in sight with which a noise could be produced was utilized. The police cleared the street ahead, tying up the street car service until the parade had passed.

After circling around Van Ness and a few other business streets, the cars were driven to the Fairmont hotel, where the party is stopping.

The Goodyear tire and repair cars consist of a sightseeing tour Monday afternoon and a theater party Monday night. Tuesday morning the tour will be continued to Del Monte. Of the twenty-six cars which started, fifteen reached San Francisco with perfect scores. The owners or drivers of these are as follows:

Walter Ashland, pilot; Glenn Lull, press; J. S. Conwell, Mrs. W. J. Burt, C. A. Dundas, R. M. Bowser, E. H. Dyer, Dr. C. B. Harris, V. S. Beardley, W. M. Hughes, C. M. Hoff, J. B. Goch, W. N. Congdon, J. F. Hubbard, W. D. Newell.

The Goodyear tire and repair cars deserve perfect scores, as their delays were caused by stopping to aid others. Those who lost perfect scores after reaching Fresno were N. Johnson, who failed to have his card signed properly; Captain Chas. Shauauer and Dr. C. F. Pepper.

NATIONALITY OF THE DARRACQ IN QUESTION

CLAIMED HEADQUARTERS IN LONDON, FACTORY IN FRANCE

Darracq People Assert That Legal Action Was Brought by Rival Manufacturers—Action for Damages

There are possibilities of a complete revolution in Franco-British relationships if a recent action brought against the Darracq firm meets with success. At the tribunal of commerce three of the most distinguished lawyers of France, acting for a group of persons whose names have not been made public, petitioned for the dissolution of the A. Darracq company, Limited, on the ground that the headquarters of the company were in London while the factory was in France. M. Poincaré, a former minister of finance, representing the Darracq company, opposed the motion. The judgment of the court was deferred. Within the past few years a large number of prominent French firms have been converted into British limited liability companies, the changes being made on account of the better hold the firms would thus have on the British market and various administrative advantages. Up to the present, however, no one has thought of contesting the validity of such a proceeding. Officials of the Darracq company interviewed on the petition declare emphatically that the whole affair is one of private jealousy, and maintain that there is nothing on the statute book preventing a French factory having its official headquarters in another country.

The head cars have a firm having large interests in England, is declared by the Darracq people to alone be responsible for the legal proceedings. The declaration is made that the Darracq people are being brought against the instigator of the petition, who is said to be a leader in the industry and one of the most prominent members of the French club.

CARS OFTEN REGISTERED AT RATE OF FIFTY A DAY

The Massachusetts highway commission has just made its return to the state treasurer regarding the number of motor cars registered for the first six months of the present year. The total number amounts to 15,767 and from the registrations there has been turned over to the state \$3,075,282. For some time past cars have been registered at the rate of about fifty a day. Many cars from other states have been among those registered and never before in such a short space of time has the commission collected such a large sum of money. Since January 1 last 366 dealers' licenses have been issued and 1830 motor cycles registered. Compared with the figures of the same period of a year ago when only 4953 cars, 535 motor cycles and fifty-eight dealers were registered, the figures this year show a great gain in the industry. Up to the end of July of last year 3293 private operators got licenses and 2977 professional chauffeurs were listed. For a corresponding period this year the figures have been respectively 4657 and 4480. When it is considered that the professional operators must pass an examination and that many are turned down it gives a still greater insight into the popularity of motoring. The percentage of those refused licenses is stated by the commission to be about 30 per cent.

CHADWICK SIX LATEST ENTRY FOR VANDERBILT

NEW YORK, Aug. 15.—The Chadwick Engineering works of Pottstown, Pa., has entered a six-cylinder Great Chadwick in the Vanderbilt cup race. The motor will be of 5-inch bore and 6-inch stroke. There will be four speeds forward, 112-inch wheelbase, 56-inch tread, 40-gallon gasoline tank and the car will weigh, equipped with special racing body, 2550 pounds. The Mora six-cylinder already has been entered and it is understood that the Acme company will also be represented by a six-cylinder, making three six-cylinder cars thus far assured for the American motoring classic in October.

If you have any kind of work to offer, to any kind of a worker, you want ad that will reach more readers than the most interesting news dispatch in the paper.

VANDERBILT COURSE WILL BE VERY FAST

ELEVEN MILES OF SPECIALLY LAID CEMENT ROAD

Remainder of Circuit Made Up of Good State and County Highways—High Speed Is Expected

NEW YORK, August 15.—Detail information about the course for the William K. Vanderbilt, jr., cup race in October as announced from the offices of the American Automobile association show that the course is by far the fastest ever selected in any country for an automobile speed event.

It will be possible for the winning car to attain an average speed of fully seventy miles. There are no hills of any considerable height and more than one-half of the circuit is slightly down grade. The other half is practically a dead level, including eleven miles of specially laid cement highway, more than twenty feet wide at its narrowest point, banked and ditched upon all turns with easy grades approaching railroad and public highway crossings. The rest of the circuit is made up of state and county roads, which are in the trim of condition, and over which the racing cars can travel equally as fast as they can over the cement parkway.

The northern boundary of the course is the well known Jericho turnpike, beginning at the old Westbury road about three miles east of Krugs corner and running ten miles east to the intersection of the Woodbury and Hicksville macadam road.

The western boundary of the course is composed of a portion of the old Westbury road running south from the Jericho turnpike to the old country road, and along the old country road about an eighth of a mile to Whaleback avenue, then east to the beginning of the Motor parkway.

The southern boundary is composed entirely of the new cement parkway beginning at Bethpage and running north and paralleling an abandoned branch of the Long Island railroad known as the Hempstead branch, for a distance of nearly eleven miles to a small settlement called Bethpage.

The eastern boundary of the course begins at the termination of the cement parkway at Bethpage and runs north along Round Swamp road to its intersection with the Plainview road and along that thoroughfare to its intersection with the Woodbury road, which continues to the Jericho turnpike, where there is a sharp left turn known as the "Flatiron." From this turn the course passes through the country on a fence-turkey road for ten miles back to the old Westbury road and thence south to the beginning of the parkway.

The three toll bridges over the state and county road sections of the course, but the parkway turns are all beautifully rounded and banked. The surface of the cement road is smooth and a city concrete street and the possibilities for high speed are quite enough to satisfy the ambition of the most daring racing drivers in the world.

The new cement parkway corporation to erect a mammoth steel grand stand on the south side of the cement roadway about four miles from its beginning. From the stand spectators will have a bird's-eye view of the east and west for the entire eleven miles, so that it will be possible to see the cars as they attain their highest speed on the beautiful "S" turns and as they pass over the graded viaducts crossing the railroad and intersecting public highways. In extent this grand stand view will be about ten times greater than at any previous Vanderbilt race.

The new course might aptly be termed the "Flatiron and the Drome." The first impression of the visitor is that he would like to be up in a balloon a few hundred feet and see the entire circuit, and note the quite possible flatness of that section of Long Island. Beginning at the Jericho turnpike and the old Westbury road, the course practices through the famous Hempstead plane country where there is not a vestige of shrubbery or any wood to mar the vision. All of the cementway passes through the country on a fence character—nothing is in sight save the low meadow grass and an occasional "kind faced cow" grazing upon the same.

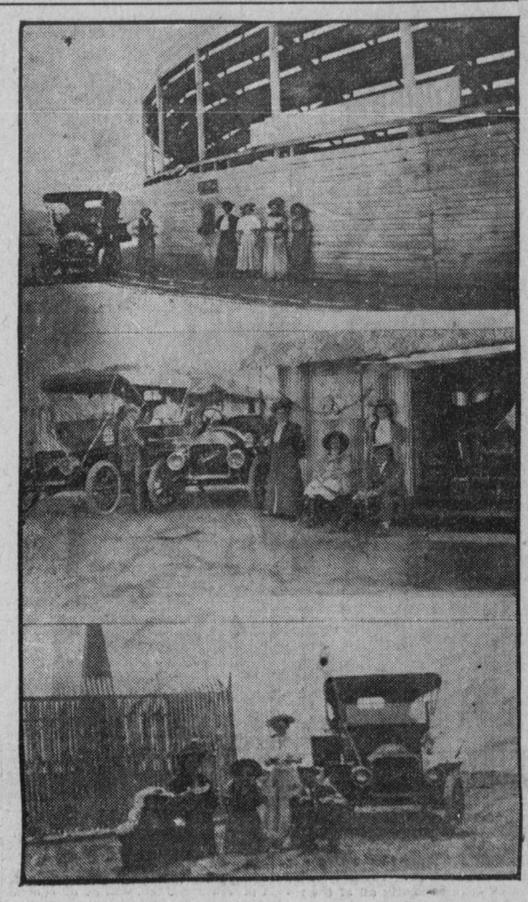
After the course leaves the cementway and comes back to the public highway at Bethpage, there is what has been termed in the past Manetto Hill, but it is not a slight affair. It is hardly worthy the name. The foliage along Round Swamp and Plainview roads is quite thick, and if there is any danger on the course it would be in this section where the turns are quite frequent and where the view ahead is generally of short range. For the most part the racing cars will be tearing through either a beating sun or rain, as the day may happen to afford.

The only shade is along Jericho turnpike, where the trees are quite tall and some parts extremely beautiful, sometimes overlapping the roadway.

A. R. Partridge, vice president and general manager of the Motor parkway corporation, who has active charge of the building of the parkway, says the eleven miles which are to be used for this event will be completed in plenty of time for the American cars entered in the elimination race, October 10, to have a few days' practice. There are several contractors engaged upon the work and their sections are so short it will be perfectly easy for them to finish in the time allotted. All of the crushed stone and the cement necessary in the construction is upon the ground, together with the steel netting, which forms the foundation for the cement roadway. The wire fencing which is to run along both sides of the course is being put up. This fencing is about five feet and composed of ten parallel wires set close together and held in position by vertical wires about twelve inches apart.

There are within the eleven miles two or three cement bridges and one steel span to carry the parkway over intersecting highways and low places. The steel span is ninety feet in length and is located at a place known as Central

VIEWS SHOWING PARTY IN AUBURN CAR IN MEXICO



A. R. Davis and T. R. Collins and party at Tia Juana bull ring, at the top. In the center the party is at Coronado Tent City, and below they are at the monument which marks the boundary between the United States and Mexico.

SHETTLER'S CAR WILL BE MARVEL

SAYS TOBACCO WILL "SHOW 'EM" ON BALDY CLIMB

REGULAR STOCK MOTOR WILL BE USED

Special Racing Body Will Be Requisitioned and Forgings Will Be of Chrome Nickel Steel

"A great many inquiries are coming in as to the size of engines that we expect to use in the Kisselkar entered against the White in the Mount Baldy race September 20," said Leon T. Shettler yesterday, "and replying to this I wish to state positively that we will use a regular Kisselkar stock motor of 4 1/2 x 4 1/2 dimensions, which will push the car along at better than a mile a minute on the level."

"The rest of the car will not in the least resemble a stock machine. A special racing body will be used, which is considerably lighter and lower than the standard body. The exhaust pipes will come out straight through the hood, discharging directly into the air. She will look like a Vanderbilt cup racer and sound like a Gilling gun. Her official name will be Tobacco."

"I would like to request that every one who has ever driven a car over the Newhall grade be on hand at that point on the morning of the race. Stand back and give us a good clear road and we'll show you something to remember the rest of your life."

"Extra large Kilgore air-cushion shock eliminators will be used on Tobacco to take off some of the terrific strain of the road."

"All forgings connected in any way with the front axle and steering gear are being constructed in our shops of chrome nickel steel, which has been tested to stand a strain of 225,000 pounds per square inch. These forgings cost us 90 cents per pound in the rough."

"The steering post itself will be braced just below the wheel to keep the vibration off the driver's arm. No water, gasoline or supplies of any kind will be taken on between Los Angeles and the end of the course."

"Mr. Latham's life will be heavily insured for the race."

"Every precaution will be taken to prevent either car being blocked by teams or other cars en route."

WHITE STEAMER BARRED FROM SALT LAKE CLIMB

The first information that the White steamer was barred from participation in any of the events, with the exception of the free-for-all at the Salt Lake hill climb last Saturday, was received in a letter yesterday from C. A. Hawkins, general western sales manager of the White company. He says:

"We were preparing for the hill climb when notified that the Whites would be barred. There were three events in which our cars were eligible—in the fifth and sixth events of the week, a sixth event for stripped touring cars or runabouts, \$3000 or under, and eighth for stripped touring cars or runabouts, \$5000 or under."

"I vigorously protested such action, but to no avail, the conclusion being reached after the committee found that a large number of gasoline entries from not to be received were the steam cars allowed to compete. The gasoline dealers of Salt Lake certainly admitted the Whites' superiority by avoiding competing with them on even terms."

"The Whites were finally allowed to start in the free-for-all. The result needs no explanation. The Whites won, its time being the fastest scored in the hill climb and seven seconds better than any other car."

"The course was up a steep hill almost from the start and has three sharp turns. The distance was a mile and a half and Dundee drove the Whites at a rate of almost a mile a minute all the way."

A prominent local automobile authority, when he heard of the White being barred at Salt Lake, said: "There is really no reason why steam vehicles should be barred, for they are in the competitive field along with the internal combustion motor vehicles from any standpoint, and the public is entitled to know which of the two types may prove more successful in all sorts of contests and under all conditions."

LOWELL TO HAVE ROAD RACE NEXT LABOR DAY

The committee having in charge the road race of 250 miles at Lowell, Mass., on Labor day has managed to get the use of the highways in Lowell and Tyngsboro for the holiday and now the entry blanks are in the hands of the printers. Already a force of fifty men has been put to work grading, and fixing such portions of the road as are not in the best shape. The main part of the highway will be that section of the boulevard that runs parallel with the Merrimack river and which is used for a speedway for trotters.

TOLEDO RELIABILITY RUN

TOLEDO, O., Aug. 15.—Local dealers are arranging the first real reliability contest that ever has been held in the state in the shape of a three-day run from Toledo to Columbus, Columbus to Cleveland and back to Toledo.

TO KEEP TAB ON THE JOY RIDERS

Quaker City Man Has a Plan to Have All Chauffeurs Secure Permits When Cars Are Used

Through its secretary, H. C. Harbach, the Quaker City Motor club has taken cognizance of the recent numerous motor car accidents in and around Philadelphia by suggesting that in all cases when loaning their machines to their chauffeurs or other owners shall issue a permit containing the name of the car, object to the trip, with particulars as to starting point and destination; time of start and arrival at end of journey, and a full list of names and addresses of all occupants of the car. To protect themselves garage owners should insist that these "owner's permits" be recorded before allowing any but owners to take cars from their premises. A policeman stopping a car in which the owner was not driving or in which he was not a passenger could insist on seeing the "owner's permit." Some sort of tabs must be kept on cars, accidents are to be kept within bounds. An owner has a sense of responsibility, says he, which an employe or a borrowing friend cannot possibly possess, and as a consequence the average owner is much more careful.

CHICAGO WILL HAVE ONLY ONE AUTOMOBILE SHOW

Peace Is Made Between the Rival Bodies and They Will Show During the Same Week

NEW YORK, Aug. 15.—There will be only one motor car show in Chicago next winter. The show committees of the National Association of Automobile Manufacturers and the American Motor Car Manufacturers' association Tuesday morning conferred here and reached an understanding which will be made known to the public in a few days.

It will be remembered that the A. M. C. M. A. was not exactly satisfied with the previous manner of allotting space and it was made known that unless its members received more consideration the association might conduct its own exhibition in Chicago, but it is now understood that the two organizations held a session. In accordance with the resolution adopted at the July meeting of the N. A. A. M. show committee, a new method of space allotment was submitted and this met with acceptance. Briefly stated, the spaces are divided into four classes and the selections of positions is to be determined by lot. Providing there are more applicants for spaces than can be accommodated in any class, the exhibitors will be given a second choice, though the committee will be guided further by the number of models produced by the applicants. Those who are paying attention to the applicants have exhibited and the size of the space occupied thereat.

AFTER LICENSE FEES

The police department at Indianapolis is serving warrants on motor car owners who failed to pay the city's \$3 annual license fee last year. There are 284 of the warrants to be served in all and of this number about twenty-five have been served and the victims fined \$1 and costs each, amounting to \$11. As the city prosecutor gets \$5 on each case he is much interested in pushing the arrests. Many persons did not pay the license fee last year as the ordinance was being tested in the courts. Those who are paying attention to the law are being compelled to pay last year's license or submit to arrest and fine.

1909 Kisselkars

Four-cylinder, 4 1/2-inch bore, 4 1/2-inch stroke, selective transmission, floating rear axle, I-beam front axle, rear springs 3/4 elliptic, wheel base 107 inches, Timken roller bearings.

ROADSTER \$1500. SURREY \$1550. TOURING CAR \$1650.

Deliveries in October

"The Kissel Thirty"

Will be continued for 1909, at the same price and equipped with the same wonderful motor (42445). The improvements on this popular model consist of heavier brakes, 36-inch wheels, heavier front axle, 115-inch wheel base. It will also be much better finished and possessed of easier riding qualities.

ROADSTER \$2150. TOURING CAR \$2150.

Deliveries in September

"The Kissel Forty"

Will be continued for 1909, at the same price and equipped with the same wonderful motor (42445). The improvements on this popular model consist of heavier brakes, 36-inch wheels, heavier front axle, 115-inch wheel base. It will also be much better finished and possessed of easier riding qualities.

ROADSTER \$2150. TOURING CAR \$2150.

Deliveries in September

REO THE PERFECT CAR OF PERFECT SCORES

"Reos Make Good in Glidden Tour"

Says the Examiner of last Sunday: "Roadster gets perfect score and runabout leads in its class." Well, that is usually the way. The Hower trophy run was no less a victory for REO. A chain-driven REO roadster outscored every car under \$2500 in the Hower trophy division by a very big margin, besides defeating two roadsters listed at \$2500 and \$2750, respectively, arriving at Saratoga in absolutely perfect running condition. "In view of this splendid showing," continues the Examiner, "it is very natural that many buyers are now diverting their attention to the reliable, lighter, more economical and more moderate-priced chain-driven type of motor cars."

ISNT THIS JUST THE KIND OF CAR YOU WANT?

BABY REO \$ 700
REO ROADSTER \$1100
REO LIGHT TOURING CAR \$1400

IMMEDIATE DELIVERY ON ALL MODELS

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VICTORIA \$2250 BROUGHAM \$2850

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