

SUNDAY MORNING, DECEMBER 13, 1908.

RAMBLER CAR BREAKS RECORD

NEW MARK TO SAN DIEGO AND RETURN IS SET

SPEED OF OVER 31 MILES AN HOUR IS AVERAGED

L. B. Harvey Drives Roadster to Southern City and Back to Los Angeles, Setting Fastest Pace

At a rate of speed that averaged better than thirty-one miles per hour, L. B. Harvey drove a Rambler from Los Angeles to San Diego and returned yesterday in 10 hours and 32 minutes. He beat the record made by Ralph Hamlin October 10 by forty-five minutes, reaching Pomona two minutes behind the time that it took the Franklin to reach Los Angeles, thereby beating the air-cooled car by thirty miles at least.

Starting from Los Angeles yesterday morning at 6 o'clock before the light had come in the sky sufficiently to make fast driving safe, Harvey carefully got out of town, but was not until he had passed Bell Station that it grew light enough to open up the throttle for his speed.

As soon as the Rambler began to hit the high places only, and when Santa Ana was reached it was just one hour after the start was made.

Rushing through the town in the dim morning light a pace that beat fifty miles an hour was reached on the fine stretch of road through the Irvine ranch and also beyond the town.

When the road was good Harvey held the throttle wide open and the speedy roadster seemed to sail through the air at times, so fast was the pace and so rough the road.

Nothing delayed the car until Ocean-side was reached, and there a short stop was made to get on gasoline and see that the water was not too low. Harvey had taken the fan off before starting the run so as to get a higher temperature of the motor, but was not better combustion and consequently better speed.

It took just three hours and nine minutes to get to Oceanside, where four minutes were spent. Oceanside is almost an even 100 miles from Los Angeles, and a part of the road is not of the best.

From Oceanside to San Diego Harvey kept up the same gruelling grind and rolled into the bay city in 4 hours and 28 minutes. In doing this he equaled the time of the Franklin on the run down. "Do you know that I would have taken over a minute and maybe two off of town, but as you said Harvey, 'if it had not been for one thing, and that was the same thing that made the dog fail to catch the rabbit.'"

At San Diego the crew sat in the car while the gasoline tank was replenished and a few quarts of water were poured in the radiator. After the motor they were off. San Diego won Harvey's admiration by the way that they received him there. For three or four miles out of the city the streets were kept traffic and pedestrians off the streets over which the car rushed. Crowds lined the thoroughfare downtown and waved enthusiastically as the Rambler sped its way and tore huge chunks out of the atmosphere and the speed indicator. Little did the San Diegoans care if it was a matter of sport and they have come to look on the record runs as one of the best sports that can be had.

With eight minutes stop to check at the office of the Union Harvey once more let in the clutch and out the main street toward the hospital grade the car whirled, cheered by another crowd that seemed endless. Over the mesa near Miramar and down the Scripps grade the car made fine time. The best of luck was played in, and fortune seemed to favor the driver and crew as there was not a team but that gave up the whole of the road, and only one car delayed the progress of the record breakers to any extent, and that was doubtless to the pride the man had in his automobile, as he tried to keep ahead of the racer. It was useless to try, for when the road broadened a little of the reserve power under the hood of the Rambler was let out, and like a flash the mud-smeared roadster slid past the ambitious motorist and left him only a trail of dust and a smell of gasoline to remember that he had had a race.

Watches Weather Signs

Everything was going fine, but Harvey kept an eye cocked on weather signs and prayed not for rain, but a delay of it, until he could get to Los Angeles. His prayer was answered and the weather kept clear. Into Elsinore the time was 7 hours and 52 minutes. Here another stop was made to replenish the gasoline supply, and out through the long canyon the car rushed toward Corona, which place was reached without an accident or special incident.

The car seemed to have settled down to a steady grind that would not allow of any suggestion of trouble, but hardly had the town of Corona been passed until one of the tires began to go flat from some small puncture. A stop was made and a new tube placed in the same casing and away once more with little time lost and the record in plain sight. Things had been so easy so far that when trouble did come it was strongly felt. A gasoline feed pipe was shaken loose by the incessant vibration of the purring motor and finally gave away altogether.

Fortunately an extra piece of piping

was fitted to the tank, but for a little time there was consternation in the crew, as the machine began to slow down and the throttle had no effect. It was then that the crew had a few bad moments, as the trouble might have come from several causes, some of which would have been serious. Luck perched on Harvey's shoulder and refused to be dislodged, and in less than ten minutes the car was hitting up the same high speed and acting in the same thorough manner that had characterized its actions for the preceding part of the run.

When Pomona was reached another crowd was seen along the road, and it looked as if everyone was out to see the semi-annual circus. On a big motor car was a sign "All is well," and the enthusiastic crowds waved the crew on to top speed and assured them of free passage with no limits imposed for speed other than those set by Harvey himself.

From Pomona to Los Angeles that the crew got the ride of their lives. The road is over thirty miles long, has many curves and corners, and is full of ruts and holes. Mud added to the other troubles, and traffic did its share unintentionally in making the speed less, but with all of the handicaps the time was only 47 minutes.

Highly Pleased

Naturally Harvey and W. Cowan, the distributor of Ramblers for this section, are highly pleased with the performance of the car, and both give a goodly mood of praise to the tires with which the car was equipped. Soon after the car got in Cowan made an attempt to get the Nelson trophy, and the Diamond Rubber company's to share the honors with F. O. Nelson.

The tire record was really remarkable. The same set of casings had been used for several months on the car and they have been put to some gruelling tests. The car was driven from San Francisco down here in an attempt to get the Nelson trophy, and the car made the run in a trifle over nineteen hours, being held up near Paul Revere by a constable, who mulcted the driver of a few dollars for speeding.

After the San Francisco trip, several trial trips were made to San Diego, and at least two round trips were made at top speed. On one of the trips Harvey won the Chanslor & Lyon trophy from the Great Smelter. The tires had probably had as much as 5000 miles' travel before the run was made yesterday, and the greater part of the work done has been on high speed. Harvey was inclined to change the tubes for the run, but was dissuaded, and with the exception of the one puncture there was not the slightest trouble.

In taking off the fan it was to get higher temperature, and better combustion. In doing this the lubrication problem had to be dealt with, but by using Panhard cylinder oil all trouble from that source was prevented.

Harvey received the cup last night from Hamlin, who turned it over with congratulations to the winner. "You certainly had to go some to make that time," said Hamlin when he gave Harvey the cup, "and you deserve all the credit that can be given. I have just about completed the sale of the 'Greyhound' or would try to get it back again; but I will have another six-cylinder Franklin roadster here soon, and then we will have to get it back again." Hamlin feels confident that with a little better luck than he had last time he can trim several minutes off of the present record, and Harvey is positive that he can take one of the '09 45 horsepower roadsters and set the record as low as ten hours.

ENDURANCE RUN HARD TEST ON DIAMONDS

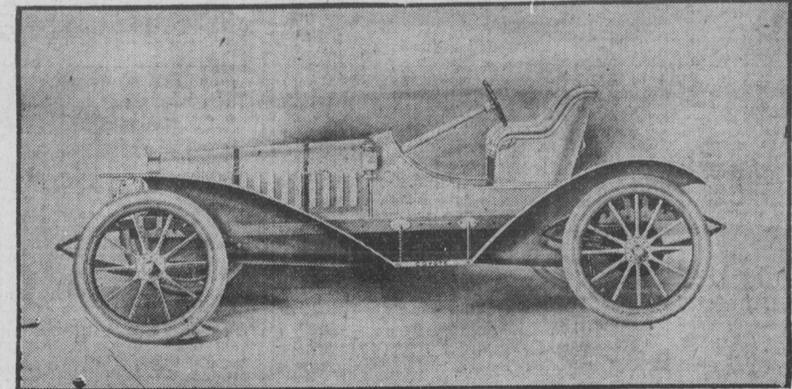
No Tire Trouble Other Than Four Punctures Encountered in an Aggregate of 22,600 Miles in Chalmers-Detroit Run

About as thorough a test as possible of the uniform quality of a tire, which is essential to its general success, was made recently when on 108 Chalmers-Detroit cars on election day each made 200 miles on Diamond tires and Marsh rims, rolling up an aggregate of 22,600 miles with a total tire trouble for the 108 cars of only four punctures, when the varied conditions, climates and surfaces are considered, the testing out of 108 sets with absolutely no tire trouble that can be attributed to the tire itself is found, it is an unusual test, and the Diamond Rubber company is particularly proud of the showing of the new Mountain Tread tire, which was the type used on the cars that day.

SAWYD ECONOMIC SOURCE FOR ALCOHOL PRODUCTION

A well equipped technical laboratory will be erected in a new building that is being added to the Tarrytown factory of the Maxwell-Briscoe Motor company. Though the laboratory will serve various ends, its principal purpose is the carrying on of fuel tests, it is known that the Maxwell people have been experimenting with alcohol as a motor fuel for some time, but the difficulty of finding a substance that can be produced cheaply and in large quantities, and the substitution of alcohol commercially profitable has been the chief obstacle in the way of an adoption of alcohol for use in internal combustion engines. The Maxwell people after a series of experiments extending over two years are said to have succeeded in producing alcohol from sawdust at a manufacturing cost of 4 cents per gallon. This news certainly opens up unlimited possibilities and if the tests turn out as well as it is hoped the Maxwell-Briscoe Motor company will be hailed with delight.

New California Made Automobile in Which New Ideas Are Incorporated



THE COYOTE "SPECIAL"

BUICK TRIUMPH IS SPEED WONDER

MECHANICIAN RISKS LIFE TO SAVE GASOLINE TANK

Fastest American Auto Among Savannah Light Cars Shows Its Heels to Italian Machine

Official figures of the 196-mile light car race at Savannah, Ga., November 25, prove conclusively that the Buick is the fastest American car nominated in that contest. Since that memorable day when Robert Burman drove his little car made in Lansing, Mich., across the tape second to the Italian car which won, beaten by a scant six seconds in the greatest international small car event ever held in this country, none have been more keen to accord credit to the Buick than the fastidious members of foreign experts attracted to the Georgia city by the grand prize event.

The fastest three laps in the race were made by Burman's Buick. Seventeen of the twenty laps were traversed by the Buick in less than eleven minutes each. What the result might have been if the Buick had not been crippled during the last sixty-three miles of the race, not even the most enthusiastic of the 486 owners of Buick cars who traveled to Savannah with the rigs to see the work of the little Buick may venture to say.

The springs suddenly went out of commission. Burman stopped long enough to tighten up nuts. The precious seconds lost in that operation were more than enough to have enabled the plucky driver to finish ahead of the Italian machine and win the race. Not only was Burman handicapped by the accident to the car springs, but he came near having to quit the race entirely. Something thrown up from the roadway struck the Buick's gasoline tank, loosening it. The mechanic was ordered to seize the wobbly tank and hold on for dear life. Obeying, the daring fellow clung to that tank for seven laps, on all of which the Buick averaged more than fifty-five miles an hour.

Burman had supreme confidence in the car of lowest priced American construction, as exemplified by the Buick in that race. He felt the speed of the machine right from the jump and became the first lap was two minutes old had a lead. Reeling off the circuits of nearly ten miles in less than eleven minutes, Burman kept ahead of the Italian car. For more than half the race the foreigner took his dust.

Those who were at Savannah say that even in finishing second—beating the other American cars in the field—the Buick achieved a triumph never before accorded an American car. "Buicks ahead of us, Buicks behind us, Buicks all around us," was the refrain of hundreds of owners of the Buick cars in the stands. They had gathered to see a Buick victory, and for twenty minutes after the official result was announced these loyal Buick owners and drivers permitted free rein to their jubilation.

The ovation that greeted Burman was unparalleled. Even the Italian contingent, forgetting for the time the victory of the imported car, joined in the demonstration for the Michigan-made machine. The joy of the shouting, enthusiastic owners of Buicks was contagious. There was nothing of "treason" about the demonstrations of the Italians—they witnessed the performance of the most wonderful performance ever made by a low priced car.

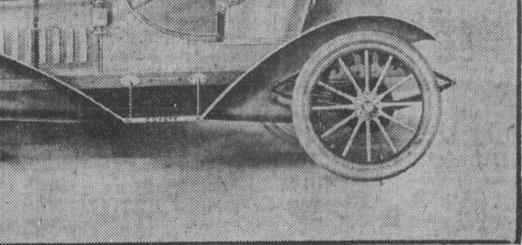
"Automobilization" is the term now applied to the scheme brought forward in England for the rapid assembling of all large motor cars in case of war for the purpose of placing men on the coast.

The duke of Northumberland believes that the penalty for misuse of the roads by motorists should be confiscation of the cars for certain periods, depending upon the degree of violation and the number of the offenses.

COYOTE SOON TO TRY SPEED

LOCALLY BUILT CAR IS NOW NEARLY READY

Air-Cooled Motor Develops Eighty-Six Horse Power, According to Reading Taken in Recognized Manner



EIGHT-CYLINDER MOTOR AND TRANSMISSION OF COYOTE SPECIAL

SCOUT CAR TESTS SPEED OF ANIMALS

JACKRABBIT PACES AUTO FOR ELEVEN MILES

Studebaker Driver Times Speed of Animals Met with on Scouting Trip and Incidentally Bags a Few

steer, however, continues straight along the road until exhausted.

In studying the moods of domestic fowl, McIntosh, who has toured in thirty or more states, declares the goose belies its reputation for lack of wisdom. Invariably the goose stops from the road on approach of an automobile, while the chicken loses its mental equilibrium and cannot decide whether to race the car or select one side of the road or the other.

The turkey will stand on its dignity as long as possible—sometimes a trifle long—but it is not as cautious as the goose.

The comparative receipts of last week's "hunting trip" seem to bear out McIntosh's theories. Not a single goose was bagged during his travels in Kansas. This week's researches will be through Missouri, where the Studebaker party hopes to obtain statistics on the relative speed of the mule and other animals native to that commonwealth.

The director of public safety of Philadelphia has asked for twenty automobile patrol wagons.

TIMING MACHINE GREAT SUCCESS

GIVES SPEED AND POSITION OF CARS AT A GLANCE

Chart Shows Complete Record for Whole Race and Photographic Reproductions Make Dissemination of Result Easy

H. F. Cuntz, M. E., of the Association of Licensed Automobile Manufacturers, donated the use of a specially devised chart, to the Automobile Club of America for recording on Thanksgiving day the results of the first grand prize race of America. Direct telegraphic communication from the timing stand at Savannah, Ga., gave the results of the race at the banquet hall of the club on West Fifty-fourth street, New York, a few minutes after each car had passed the grandstand.

By an ingenious arrangement of speed curves, one for each lap of the race, a marker bearing the number of the racing car was immediately pasted on the chart, indicating at a glance the point on the respective lap curve which represented the speed of that car. In this way no figuring at all was necessary. As the race progressed the order or standing of the different racers as they finished each lap could be seen at a glance. Also at a glance the speed in miles per hour or in kilometers per hour could be read from the chart. It showed when two or more cars were very closely bunched.

When the last lap was completed the first car at the top of each lap curve was indicated by a large pointer and the national flag of the maker of the car indicated the country whose car had won.

A number of the members and guests of the club witnessed the returns as entered on the chart, and the novel record proved to be of great interest.

Stars Used to Indicate Accidents

In the case of cars which had met with accident or dropped out of the race for any reason, a star appears opposite their number in the last lap in which they were recorded, and a subtitle explains the cause of the accident.

The chart is designed on the basis of horizontal distances representing time, which is noted in minutes and fractions of a minute, and vertical distances indicating the speed in miles per hour or in kilometers per hour. In this way the position of the racers from first to last is read on each lap curve from top to bottom, the highest having the highest average speed, and so on.

As a record of the race, the chart contains all the information in the way of time and speed and standing on the one sheet. Photographic reproductions of this show on a small sheet the complete history of the race, the average speed of all the drivers each lap, and in fact all that data which in the past it has been attempted to show in three or four disconnected tabulations. Any number of tabulations, however, do not bring the information together in such a way that the results could be compared in any such manner as is apparent in a glance at the single sheet of this novel record chart.

Mr. Cuntz states he has no doubt that as soon as the racing committee here, as well as abroad, become aware of this chart, it will be used universally for recording automobile races of this character.

Advertisement for Hayes Automobiles. Includes text: 'All Models Will Be Shown at the Show', 'Demonstrator on the Way—Arrive Before Christmas', 'WAIT—The Best Value on the Market—WAIT', 'Woodill Auto Co. Distributors', 'SUB AGENTS WANTED', 'SIXTH AND LOS ANGELES STREETS'. Lists models and prices: Touring Car, Model X...\$3000.00; Roadster, Model X 1...\$2900.00; Baby Tonneau, Model X 2...\$3000.00; Roadster Artillery Style, Model X 3...\$3000.00; Hiker Type, Model X 4...\$2900.00. All Prices f. o. b. Factory.

Advertisement for Overland and Great Smith Cars. Text: 'OVERLAND AND GREAT SMITH CARS', 'RENTON MOTOR CAR COMPANY', '1150-1152 South Main Street.'

Advertisement for Diamond Tires. Text: 'DIAMOND TIRES WIN AGAIN', 'THE Los Angeles-San Diego Round Trip Record Was Lowered Forty-five Minutes Yesterday by L. B. Harvey, Driving a Rambler Roadster Equipped with DIAMOND TIRES', 'DIAMOND RUBBER COMPANY', '1207-9 South Main Street', 'THREE LAST RECORDS 330.9 Miles', 'Rambler Sept. 23, 11:31 1/2; Franklin Oct. 10, 11:17 1/2; Rambler Dec. 12, 10:32', 'All Three Cars Used DIAMOND TIRES'.