

COLUMBIA CAR TO MAKE LONG TOUR

Big Preparations Being Made for Good Roads Run from Atlanta to N. Y.

PASSENGERS TO MAKE CHART

'National Highway' Will Be Inspected and Hotel Accommodations Surveyed

The preliminary work in connection with the second good roads tour over the "national highway," which is to start at Atlanta for New York on June 6 next, began Saturday, May 7, when the official pathfinder began its arduous trip over the route of the tour.

The automobile selected for this important work is a handsome new Columbia touring car of the 1910 model. It is a commodious seven-passenger car of 40-horsepower, equipped with every device to insure good touring qualities and comfort to its passengers. Its four-cylinder motor is fitted with a double electric ignition outfit, having both the jump spark and the make-and-break systems. For its 2000-mile journey to Atlanta and return the big Columbia was equipped with wind shield, electric horn, a capacious baggage rack, searchlights, tire chains and every other device requisite to safe and comfortable long-distance touring.

Between New York and Roanoke, Va., there is really little or no actual pathfinding to be done, as the 1910 tour will follow precisely the same route, moving in the reverse direction. South of Roanoke, however, it is intended to straighten out a few kinks in the original line of the national highway, thereby reducing the mileage to an even 1000 miles between the two cities, instead of about 1060 miles.

The task of the Columbia and its passengers will be to chart these new stretches, to revise the road directions over the entire northward route for the 1910 tour book, to inspect the condition of the national highway, the signs which mark it, and to make preliminary survey of hotel accommodations at points where noon and night controls are likely to be placed.

The inspection car carries two representatives of the good roads movement, L. M. Bradley, director of advertising for the United States Motor company, and Nathan Lazarick, official photographer of the tour, who accompanied most of the earlier scouts, as well as the tour of last autumn. At the wheel is one of the most accomplished of the Columbia's drivers.

KEEP AIR PRESSURE IN TIRE AT 90 LBS., IS RULE

There is a great deal to be said in the matter of keeping correct air pressure in the tires. Advice that will be respected on account of its source is contained in a letter received by the Firestone Tire and Rubber company from Mrs. K. R. Otis, the famous woman driver of Cleveland. Following is an extract:

"I am willing to give you, as manufacturers, most of the credit for the wonderful success I have had with my tires. But I am sure some credit is due me for the care I have given them.

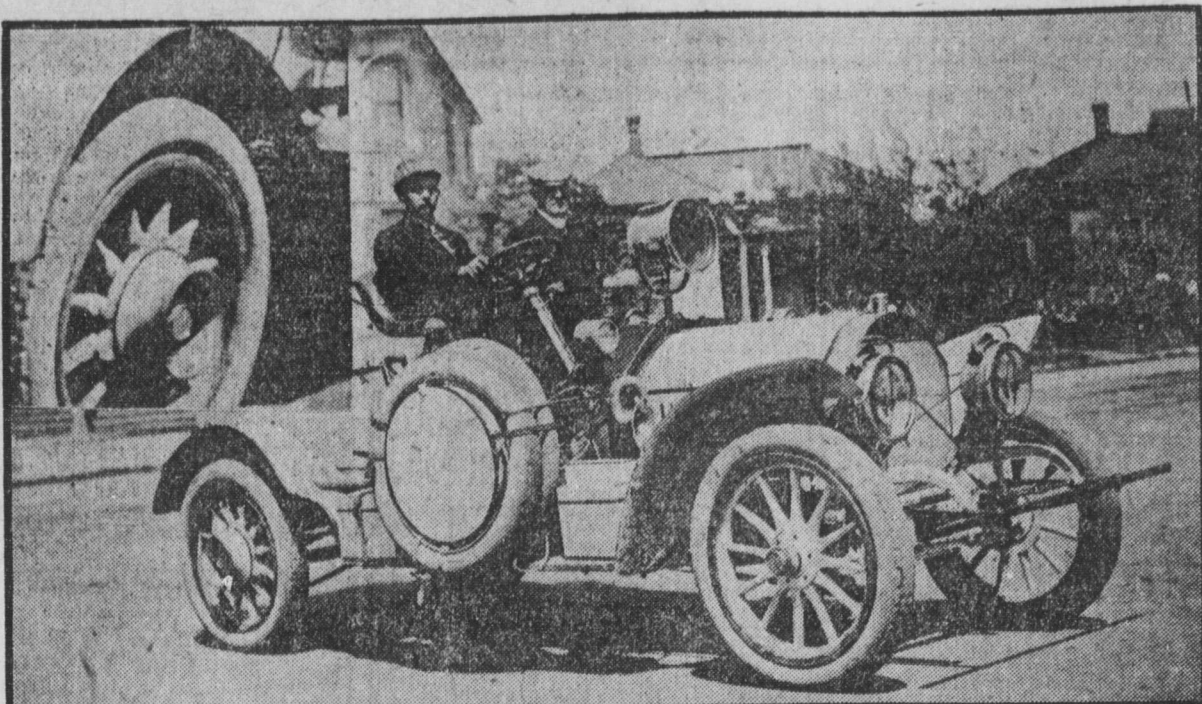
"Although I never spare my tires on the road, driving at forty to forty-five miles an hour for hours at a stretch, no matter how hot the day, yet I always keep them pumped up to just the right pressure. My sixty-horsepower roadster weighs about 3200 pounds, and is equipped with your 36x5 tires, which is a liberal allowance for that weight. I never allow air pressure to get far from ninety pounds, the figure you recommend for this size tire. This keeps the tire always standing up, without perceptible flattening, yet it is always resilient and easy riding.

"I have only had two punctures in eighty thousand miles, which I consider a phenomenal record. One front tire was punctured after 12,500 miles' service, and in the rear 8500 miles has not worn the words, "Firestone Non-Skid," from my treads."

AUTO TAKES MIND FROM WORRIES OF BUSINESS

When we speak of automobilism we should not think of the flame spitting, thundering monster that is ripping along the race course, nor of the misguided youth who is making the city streets unsafe in a machine of huge horsepower. The real joys of automobilism are experienced only by the motorist who travels about in a comfortable car of sensible construction gathering better health and mental relaxation. To the man who is his own chauffeur the automobile offers the particular advantage that its operation takes his mind from the tribulations and irritations of business.

L. A. Nares' Big "Locomobile" Equipped for All Contingencies on His Regular Coast Trips



One of the most enthusiastic motorists in California is L. A. Nares of the Laguna de Tache ranch, near Fresno. In the past two years he has driven his big Locomobile more than 58,000 miles over California roads. His weekly trip, no matter what the weather, is from Fresno to San Francisco and down to

Los Angeles, and then home. But few drivers go as well prepared for all emergencies. It is the mechanical appliances attached to his car that attract most attention. The rear deck of the car is a tire box fully equipped. On the sides of his machine are hooks for his outfit of sapper's implements. An original and

useful device is the attachment to the rear wheel of a "drum" or reel which carries 300 feet of stout rope, and is so fixed to the hub cap as to be released easily, and yet do all the work of an ordinary crane. The several times it has been necessary to use this rope device has shown no effects of strain on the big car.

ST. LOUIS CLUB IS TO BUILD SAUCER TRACK

Large Courses for Auto Racing Not Popular and Do Not Pay

ST. LOUIS, May 14.—St. Louis now seems destined to have a motor track without much further delay. In the past several years the carrying out of such plans have been urged, and several times it has seemed that they would be realized promptly, but never before has there been such a bright outlook as at the present time, with the Million club back of the movement.

A committee has been appointed by Charles F. Wencker, president of the Million club, and promptly it will present an estimate of the cost of a track for motor racing and report upon what has already been done elsewhere. That the track to be suggested by the committee will be of the new saucer type seems probable. In view of the attitude of John J. Behen, one of its prominent members, who says:

"The experiment of building two or three mile tracks for motor racing has not been successful in any case that I know of. The tremendously expensive two and one-half mile track at Brooklands, Weybridge, England, has proved a white elephant on the hands of the public spirited men who built it. I think it has never proved a paying proposition as a motorhome, and even now used more for aviation than for motor racing."

"In Indianapolis, I believe that no great success has attended the motor events on the speedway, which was completed there last year at a cost of about \$500,000. I am inclined to believe that this type of motorhome will never pay anywhere, and when you take into consideration the conditions it is not difficult to see why.

"In the first place the cost is too great for the results desired. But, what is more important, the course is so long that details of track racing, such as make it interesting to the public, are lost to the spectators, except when the cars are on the home stretch of the course."

"It seems to me that the only kind of a track to build nowadays for motor racing is the wooden saucer type. The one recently inaugurated at Los Angeles has already proved a success, and, I understand, will soon pay for itself—long before this season is over. The attraction of the sport provided by such a track is tremendous. On the big planked dish the cars may pass and repass one another in safety, jockey for position and all the time keep up a tremendous pace, while the spectators, on account of their proximity and the inclined surface of the track, are able to watch every detail. I believe the cost of erecting a wooden saucer track is about one-fifth the cost of a satisfactory two or three mile course. Besides, the saucer is not an experiment."

\$20,000 FOR AUTO RACES

Cash prizes amounting to \$20,000 will be awarded to winners of the international automobile races which will be run at Buenos Ayres this month in connection with the celebration of the centenary of the independence of the Argentine Republic. All nations have been asked to compete.

COMMERCIAL CARS RIVAL THE PLEASURE VEHICLES

Business Men Find Expectations About Machines Are More Than Verified

"As soon as the calculating mind of the business man had time to center itself on careful thought of the possibilities of the automobile as a factor for the more rapid transaction of business, only then was born the idea of its adaptability for practical work," says Manager Morris Grabowsky of the commercial vehicle division of the United States Motor company, which recently secured control of the Alden Sampson trucks.

"In its first stage of development the commercial car was an adoption of the regular pleasure vehicle chassis with the addition of a commercial vehicle body. This form of car was found to be impracticable because of the hard usage to which a commercial vehicle is put. Greater strength and rigidity are needed in the frame work of a commercial car without increasing its weight. It was therefore easy to see that if the successful commercial car was to be produced it would have to be by a factory which made the building of this kind of cars a specialty."

"The first commercial cars produced were looked upon as freaks; some said they would not do the work that was required of them, while the more enthusiastic said they would do more than the work required of them, and thus far the enthusiastic have had their expectations realized in more than ample degree. While the pleasure car business will always be a big factor in the motor car industry, the commercial vehicle end of the industry is looking up very strong, and business men are rapidly being convinced that the commercial vehicle will do all that is required of it. It is now a foregone conclusion that the commercial vehicle business is destined to a wonderful future and will soon rank with the pleasure car production."

LOS ANGELES MAN HAS NEW TYPE OF AEROPLANE

Machine Is of Distinct American Type with New Features

Frank A. Garbutt, Los Angeles, is endeavoring to develop a distinct American type of aeroplane, utilizing the experience of others and avoiding the radical but without copying. He has associated himself with Leigh M. Griffith, who has made a specialty of internal combustion design.

A novel engine has been evolved, of the rotary cylinder type, four-cylinder and air cooled. The nine cylinders are four-inch bore by 4½-inch stroke. Both valves are in the head, are of the conical type and of generous size, the exhaust valve being 2 7/16-inch. Owing to the location of the valves no valve springs are required to close same when the engine is in operation; however, a light spring is provided to keep the valves closed when at rest. The valves are controlled by rocking levers and radial rods, actuated by lifters provided with rollers and traveling over cams that are stationary. Only one exhaust and one inlet cam are used for all nine cylinders. The action is positive and the lifters, rollers and gearing work in an oil-tight case separate from the crank case, and so designed that the contained oil is constantly being flooded over the moving parts.

The gas is taken from the carburetor, which is stationary, through a passage between the crank shaft and propeller flange hub, into a distributing chamber, and thence through radial pipes to inlet valves. Ignition is by high-tension magneto, the distribution being made by contacts on the cylinders passing by a stationary terminal in this customary manner. The exhaust is disposed of in such a way that silent operation is secured without the use of a muffler.

This engine is designed to give sixty brake horsepower at 1200 revolutions per minute, and to run at a maximum speed of 1500. An automatic stop cuts out the ignition for all speeds above this. The requirements laid down call for an endurance test of forty-five horsepower for twelve hours. Nearly all parts of the engine are made of forged chrome-vanadium steel, heat treated to obtain the requisite high physical characteristics for the particular duty of each part.

CLOSE FACTORY TO LET MEN GO TO BALL GAME

Overland Auto Company Spends Thousands to Give Employees Good Time

INDIANAPOLIS, May 14.—That a baseball, of the common, ordinary, everyday type, could stop the wheels of a mighty factory such as the Overland Automobile company, seems like a fairy tale in this day of commercialism. But any one of the thousands of spectators who thronged University park and the downtown streets to witness the parade of more than 2000 Marmon-Overland employees, with city officials as guests, led by six bands and carrying flags, banners and flowers, will testify that one of the seven wonders passed before their eyes.

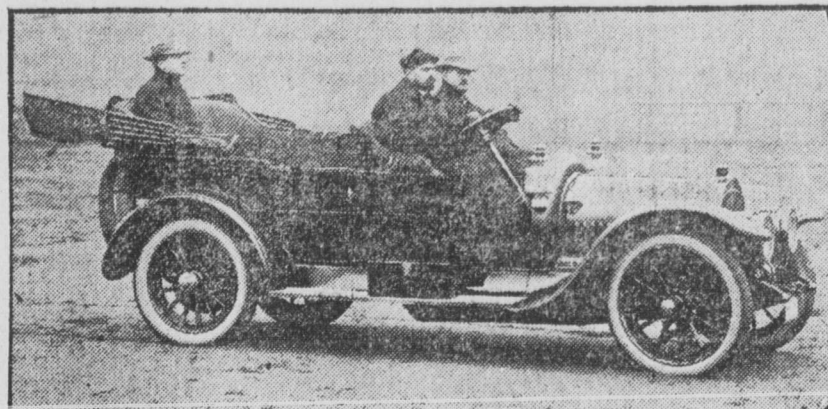
It was a great day in the annals of baseball history, too, as the Toledo team, hailing from the city where the other Overland plant is located, was pitted against the Indianapolis squad on the diamond arena of ball and bat war. For weeks before the celebration the men and women employed in the factories acted like little children, were planning some Christmas treat, and did not want their parents to discover their plans. Every division of the mammoth concern was eager to outdo the other in the demonstration. Some carried fancy umbrellas, others waved flags, some "rooted" through long megaphones with Overland pennants waving from them, others swung canes in the air with the pennants waving like flags from staffs, others wore comical hats, some had large bunches of flowers and all had their "yells" and songs. Six bands added their music and inspiration to the merry-making, and it will be a day never to fade from the memory of the men and women and their children who watched their fathers acting like school boys.

Governor Marshall, W. H. Watkins, president of the ball club, Mayor Shank and other leading citizens traveled at the perfect harmony between employer and employee. The half holiday and free grandstand tickets cost the Overland company thousands of dollars, but it brought happiness into all the employees' homes, it showed them that President J. N. Willys and Vice-President Will H. Brown have the employees' personal interests at heart, and it taught the entire city and country that love between capital and labor is not dead. Not in this concern which makes more than a thousand automobiles in a single month.

The Cars to Buy

A Test Is All We Ask

The ROYAL Car



F. O. B.
LOS
ANGELES
\$4650
FULLY
EQUIPPED

F. O. B.
LOS
ANGELES
\$4650
FULLY
EQUIPPED

65 H. P., 126-Inch Wheel Base; 5 or 7-Passenger Close Coupled; Also Torpedo and Gentlemen's Roadster Models.

THE CAR IN A CLASS BY ITSELF

40 H. P., F. O. B. LOS ANGELES. \$1950 MIDLAND MOTOR CARS 50 H. P., F. O. B. LOS ANGELES \$2400

MOTOR—4 cylinder, cast in pairs.
CLUTCH—Three ring metal or roller bearings.
TRANSMISSION—Selective sliding gear type.
POWER PLANT—"Midland's Own"—built a solid Unit.

Fire-Proof Garage—Open Day and Night.
All Makes of Cars Repaired.

ALL WORK GUARANTEED

FRANK SEIFERT, Supt.

Carrigan Bros.

General Agents Southern California and Arizona

1008 South Olive Street

Los Angeles

Phones—F1157, Main 9507

LATHAM FINDS TOBACCO I, HIS LONG-LOST FIRST LOVE

No little girl recovering a lost doll, or a small boy getting his marbles back from the teacher, ever evinced more genuine pleasure than did Bert Latham, the popular assistant manager of the Kissel Kar branch, last week, when, in passing along the streets of Los Angeles, he found his long lost and first love, Tobacco I, the former well known racing car. It is now doing quick trips for a local politician in the coming city campaign. Bert asked and received permission to once more drive his "baby" over the downtown streets, and had a motor cop caught him would willingly have paid the police court fine. To recompense Bert for his first loss the factory has under way two new racing Kissel Kars, and they will be seen here in the race this summer and fall, and they will be named Tobacco II and Tobacco III.

A distance of 12,800 miles from two Diamond tires on the front wheels, 6000 miles from one on the rear and 8000 miles from another on the rear is the experience of C. B. Lumbard of San Jose. Needless to say, Mr. Lumbard is highly satisfied with the service from Diamond tires, and has so written the Diamond Rubber company of this city.

Watch Next Week

A Sensation in Automobile News

Biggest thing ever done by any automobile concern on the Pacific Coast, and there's a reason for it.

Howard Automobile Co.
1142-1144 S. Olive St., Los Angeles

AUTOMOBILE GUIDE-POST.

Amplex (Formerly American-Stimplex.)
Atlas
Durocar
Haynes \$2150 Fully Equipped
Hupmobile
Paterson
Bekins Motor Car Co., 1026 So. Olive St.
Bekins Motor Car Co., 1026 So. Olive St.
Durocar Manufacturing Co., 929 South Los Angeles
Tri-State Automobile and Supply Co., M. C. Nason, Mgr., 600 So. Olive St.
Pico Carriage Co., Pico and Main

Why Does It Pay
To Advertise Your Wares in The Herald Want Columns?
Because They Bring Results

REO and APPERSON

I'm no doctor, don't pretend to be, but if you're aching to get speed, reliability and comfort out of a car, my prescription would be

REO "THIRTY"—Price, with Lamps and Magneto, \$1400.

If it's a live car you're looking for, it's up to you to call on me. I've got it. The fastest stock car in the world, as well as the most perfect, is called Apperson. I sell it.

APPERSON BABY JACK—Price, \$2150

APPERSON LITTLE JACK—7 Passenger, \$3200

A Live Dealer Will Sell You a Live Car LEON T. SHETTLER

10167 633 SOUTH GRAND AVE. Main 7034
Los Angeles. San Diego.

Member Licensed Dealers' Association of Los Angeles.
Member Auto Dealers' Association of California.

The 1910 Models Are Here OF THE

"Overland" and "Matheson"

Renton Motor Car Company
1230-32-34 S. Main St. Home Phone 10799