

SCENES ON AUTO TRIP IN FRANCE

Many Picturesque Views Witnessed from Rhone River to Auvergne Mountains

FERTILE FARMS PLENTIFUL Motor Party Enthusiastic Over Delightful Sections Visited in Continental Europe

The rough and wildly picturesque country which lies to the south and west of Clermont-Ferrand is called Puy de Doms. The peculiar cone-shaped mountains are of volcanic origin; in places the landscape is gaunt and forbidding, but toward the southeast the farms are well kept, the wooded slopes are fresh and green and the fields and vineyards fertile. Nowhere else in the whole of France, except in the Alpine region, are the hills more abrupt or the turns more tortuous and unexpected. Consequently there is no district in the country that appeals more to the venturesome motorist than the provinces of Auvergne and the Haute Loire.

At every vantage point on our drive through the Puy de Doms some new beauty was unfolded; now a long stretch of fields bordered by nesting poppies, with the blue of the mountain beyond; then a quaint little village perched on a hillside under the shadow of a ruined castle.

Late in the afternoon, as we turned out of a defile in the hills, we saw in the distance the city of Le Puy, with its towers and buildings touched with the glow of sunset. The town lies in a vast amphitheater. It is built partly in the valley and the rest on a hillside, with a great statue on the rock above. In the neighborhood are two other strange looking peaks rising abruptly out of the plain, one crowned with a colossal statue of the Virgin, the other with the ruins of the old chateau of Polignac.

Le Puy has been justly called by one magazine writer "The most picturesque place in the world," and like most picturesque places, is far more attractive from the outside than it is from within, where the buildings for the most part are uninteresting and the streets narrow and dirty.

Announcement

C. F. Splittorf Company have opened a direct factory branch at 1226 South Olive street. Capable magneto mechanics from the factory will be on hand to care for the wants of users of this popular magneto.

A full line of Magnetos, Coils, Spark Plugs, Timers, Magneto Parts, etc., will be carried in stock.

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1910 Glidden Tour Official Reo '4-30' Fording Creek in Oklahoma



Saint Agreave, 4000 feet above the sea, ahead of our schedule time. The landlord of the little Hotel Ruel here can capture the tourist from both directions, for he controls the railway station buffet at one end of the town and the hotel at the other. But in this instance the tourist falls into excellent hands. He has a "laureat" or diploma from the Touring club of France for being a good "hoteller" and justified his reputation by serving with luncheon some fine trout caught the same morning in Lyons and San Francisco.

The descent from the mountains tried us around many sharp hairpin corners with the towns in the valley like toy villages at our feet. It took so long to accomplish it that it seemed impossible we had climbed so high. Finally we reached the Rhone at Tournon and crossed the river by the suspension bridge following on the opposite bank the route Nationale that runs from Lyons to Marseilles. We were stopped at times to pick our way gingerly through flocks of sheep that blocked the road ahead, but reached Valence in ample time for dinner. We couldn't have chosen a finer sight for the run to Avignon. The moon was up and under it we flew along the river road to Montelimar and then to Orange, with its Roman arch and the ancient open air theater where occasional performances are given by the company from the Theatre Francaise.

J. C. Everding, who went north recently in the interests of the Burkhard-Crippen Motor Car company, reports business conditions there very promising in the way of motor car sales. His Lexington cars have made a decided hit wherever he has shown them, and in every city or town where he has made demonstrations he has succeeded in establishing agencies. He expects to make a showing that will so steadily and with so little effort that we reached the top of the pass at

NEW TRANSCONTINENTAL RECORD IS HIS OBJECT

L. L. Whitman Trying to Reduce Time Between New York and San Francisco

L. L. Whitman, the well known transcontinental motorist, has effected arrangements whereby he hopes to break his previous record of fifteen days, two hours and twelve minutes, between New York and San Francisco. He left the New York branch of R. M. Owen & Co., at 4759 Broadway, Monday morning, August 8, in a 1911 model stock Reo touring car "4-30". E. I. Hammond, who has accompanied Whitman before, is to be his right-hand man in this strenuous coast to coast run.

Whitman made his first cross-continent trip from San Francisco to New York in seventy-one days. This was in 1903 in a 6-horse power single cylinder runabout with lever steering device, wire spoke wheels and single tube tires which was built by R. E. Olds, the designer and builder of the Reo. The run proved the sensation in motordom at the time and the automobile trade for a long time felt the healthful stimulus which this strenuous and successful run brought to what was then an infant American industry. The following year Whitman lowered the transcontinental record in his run from San Francisco to New York in thirty-two days. This was again lowered to fifteen days, two hours and twelve minutes by himself with a six-cylinder, 4000 car in 1906. This was a relay trip, night and day run, with the assistance of five men from the factory.

Mr. Whitman feels confident of lowering his previous cross-continent world's record in view of the Reo's brilliant record in national reliability contests and other strenuous runs since making his debut in 1905. Among many of these records is the world's record which Percy F. Mackay, now deceased, made in his double cross-continent run in the fall and winter of 1905-6 with the famous "Reo Mountaineer," absolutely under its own power. The present record tryout is to be a night and day continuous run, alternated by Whitman and Hammond at the wheel, the only stops to be made being for fuel, food and San Francisco to be for taking on gasoline and oil. As the four-cylinder 1911 Reo which Whitman has selected to lower his previous best record lists at only \$1250, it is but natural that motorists everywhere are awaiting the outcome of this great run with unusual interest.

The Reo car passed through Laramie, Wyo., at 8 a. m. Saturday, eight hours ahead of the eleven-day schedule slated for this car and four days ahead of some hours ahead of the previous best time of the Franklin car. With the same increase, the Reo should arrive in Los Angeles a full day ahead of the schedule and set a mark for transcontinental travel that will not be duplicated this decade.

TO FORM PACIFIC COAST AUTOMOBILE ASSOCIATION

SEATTLE, Aug. 13.—A call has been issued for a meeting of representatives of all the automobile clubs on the Pacific coast for the purpose of forming a western automobile association, the meeting to be held here September 4.

The clubs in California, Oregon, Washington and Idaho have already been urged to join the movement. The promoters of the new association believe that western motorists are not receiving the benefits they should from the American Automobile association and the Automobile Club of America, and hope to build up an organization similar to them in the west.

The date for the meeting has been set for September 4.

WINS CHAMPIONSHIP ON MERKEL MOTORCYCLE

PHILADELPHIA, Aug. 13.—W. J. Graves, on a Merkel, won the ten-mile national championship motorcycle race today at Point Breeze park. Time, 10:26 3-5. Irving Baker, riding an Indian cycle, was second, and Walter Goerke, also on an Indian, was third.

The one hour race for the national championship was won by J. Boyd of Anderson, who covered fifty-four miles on an Indian. Walter Goerke, on an Indian, was second with fifty-three and three-fourths miles, and Louis Steinhauer, on a Bradley, was third with fifty-two miles.

The Burkhard-Crippen Motor Car company, agents for the Lexington, have sold "40" touring cars to L. E. Russell and L. A. Russell. They have received cars for delivery, a "40" Torpedo, four-passenger for E. A. Scheller, a "40" Torpedo roadster to James W. Chambers, and a "40" Torpedo four-passenger to I. J. Preules. They have shipped to the Glen County Garage company of Willows a "40" Torpedo and a "40" Torpedo roadster.

TO START AT DAYBREAK IN VANDERBILT CUP RACE

Restore Contest's Old Time Glory and Romance by Sending Off Cars at Dawn

Some of the novelty that surrounded the running of the Vanderbilt cup race previous to last year will again favor the classic of American motordom when the race is run over the Long Island motor parkway and adjacent country roads on October 1, for, according to an announcement by William K. Vanderbilt, jr., the donor of the trophy, this year's event will start at daylight.

The decision of Mr. Vanderbilt and his associates has been arrived at after long consideration and also following frequent and oft-repeated requests from enthusiasts, contestants and all who have the interests of this event in mind, it is announced. The daylight start restores the Vanderbilt cup race to its old-time glory, with the glamor and romance attendant upon the start of the cars as the day begins to dawn.

With cars constructed under class C of the new rules of the American Automobile association, which limits only the piston displacement and places no restriction on equipment, size or style of tires, valves or cam adjustment, with the development in motor car construction and engineering design of motor, pneumatically fast time is assured. Cars of 1910, limited to 600 cubic inches, with no limit on the design or style of valves, cams, etc., makes possible speeds unequalled by cars formally constructed without limitation as to size or weight. Cars of this class, especially constructed for sustained high speed, will produce a race equally thrilling with any heretofore held for this classic trophy. With the daylight start, high-speed cars, automatic and electric timing and scoring, with the Warner speed timing device and bulletin announcements of the time sent by telegraph instruments from the timing instruments makes every condition conducive to a preliminary successful race.

For the grand prize race, on October 15, the same system of scoring, timing and announcing will be used. It is interesting to note that at this early date the reservations for boxes for the two races is in excess of reservations made by the first of September for any previous year. An office for the accommodation of the general public will be opened in New York at a convenient location on or before September 1.

RANCHERS DEMAND RAISE IN AUTO SPEED LIMIT

Owing to the fact that there is no uniformity in the speed laws of the various towns in California, there are many puzzling features encountered on a cross-country trip. On a half-mile stretch between two towns in Southern California speed limits of ten, twelve, twenty miles and fifteen miles are encountered. This brings about the peculiar result of having to travel ten, fifteen and twenty miles an hour in a half-mile stretch. There have been many protests against the speed limits of the various small towns through which the motorist passes, both on the side of the motorist and the local inhabitant. But now a new advocate for uniform speed laws has come before the public and demanded the raising of the speed limit in the town of Ontario from ten to fifteen miles. This demand came from the ranchers of the surrounding country. They protested that they were handicapped in the time it took them to get into town and to transact their business. This is amusing to motorists who have felt inclined to believe that ranchers were the most bitter opponents in an effort to raise a uniform speed law of fifteen to twenty miles an hour. The ranchers living in the outskirts of Ontario are all prosperous, and nearly all of them own automobiles, hence the reason for the protest.

P. J. Stair, the Hartford tire expert for Chanslor & Lyon, reports territory recently and reports an increase of 50 per cent in sales at all of their agencies.

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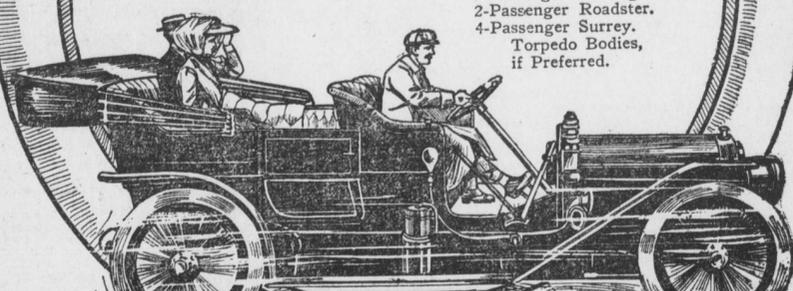
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Automobile Directory

- Amplex** (Formerly American Simplex) and Atlas. Coupled Gear, Gas-Electric Trucks. BERKINS MOTOR CAR CO. W. O. Williams, Manager. 1026 S. Olive. F3635; Main 1681.
- Apperson and Reo** LEON T. SHEETLER, 633 South Grand Avenue. Main 7034; Home 10167.
- Autocar** M. S. BULKLEY & CO., 1210-12 South Grand ave. Home 22299.
- Buick** HOWARD AUTO COMPANY, 1144 South Olive street. Main 6777.
- Carter Car** Rapid Power Wagon—Oldsmobile WOOLWINE MOTOR CAR CO., 1122-26 South Olive st. Bldgwy. 4752; F3144.
- Corbin** CORBIN MOTOR CAR CO., 1017-19 South Olive st. Home F2533.
- Glide** SHAFER-GOODE MOTOR CO., Northwest corner Tenth and Olive. Broadway 1931; F2575.
- Glide "1911"** SHAFER-GOODE MOTOR CO., N. W. corner Tenth and Olive. Bldgwy. 1931; Home F2478.
- Kissel Kar** "ASK ABOUT KISSEL SERVICE." THE KISSEL AUTOMOBILE CO., 1249 S. Flower st. F3937.
- Knox** DOERR-BROWN CO., 1188 South Main st. Main 7853; Home F3647.
- Locomobile** LOS ANGELES MOTOR CAR CO., Pico and Hill streets. Main 2514; Home 2484.
- Maxwell** MAXWELL-BRISCOE-LOS ANGELES CO., 1321-23 Main street. Bldgwy. 4089; Home 25764.
- National "40"** ARNAZ MOTOR CAR CO., Cor. Washington and Main streets. Home 28227.
- Regal** Fully Equipped \$1500. Factory Equipment \$1350. BIG FOUR AUTOMOBILE CO., C. S. Anthony, Prop., 1017-19 S. Olive. Home F3538.
- Studebaker-Garford "40"** E. M. F. 39; FLANDERS 26. LORD MOTOR CAR CO., 1032 South Olive st. Main 5470; Home 10848.

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