

HALE TELLS OF EUROPEAN TOUR Automobile Enthusiast Is Again Touring Abroad in His Powerful Studebaker Car

The weekly letters of Walter Hale, who is touring Europe in his big Studebaker, are replete with most interesting stories, descriptions and experiences, and put into book form would make exceptionally fine reading.

The motorist probably starts from this port of entry of American automobiles and follows the national route, which takes him by way of Poitiers to Rouen. He is, however, careful to note the country lanes and byways, took the river road through Caudebec and Duclair, which, he says, are as fine as the main highways and sometimes better, which speaks a good deal for a general condition of the roads in Normandy.

Hale tells of an amusing wayside experience with a retired British officer. "He was standing in the middle of the road," writes the actor, "gazing ruefully at a little two cylinder American runabout of the vintage of 1900.

"We looked at the car. Beside the big Studebaker, glistening in its white enamel, the little runabout was like the power of 40 horses under its hood, the runabout looked like a dingy tug under the shadow of one of the private yachts in the basin at Havre.

"We were sitting in the balcony of the Hotel de la Marine when half an hour later he came down the village street, chickens dodging from under his broad wings and a couple of dogs yapping in the rear. He beamed when he saw us. 'Now,' he said, 'I can stop and have something to eat, for I know you will shove me again.' We waited until he had finished to shove the car along the road again and helped him out again at Duclair.

"After passing the gates of Rouen we stopped in a square with a statue in the center of it, to ask the way to the hotel. It took some minutes to get the information. In the meantime our British officer was wheeling round and round the statue. Round and round he went a crowd gathering at a safe distance to watch the performance.

"A few minutes later we passed under the ancient Tower of the Old Clock and turned into the courtyard of the Hotel du Nord."

For remarkable mileage records, Ted Collier and Arthur Gardner, the well known Rambler drivers, were recently mentioned in the 900 mile endurance contest of the Pacific coast.

Wisconsin state automobile association probably take the honors. Their record now stands in figures large enough to cover more than half the distance to the moon or 18 times through the earth and six times around the world.

Although the automobile motor has been turned to many uses apart from that for which it was intended, it has remained for John E. Bois, of Dubois, Pa., to use one for the drilling of an oil well.

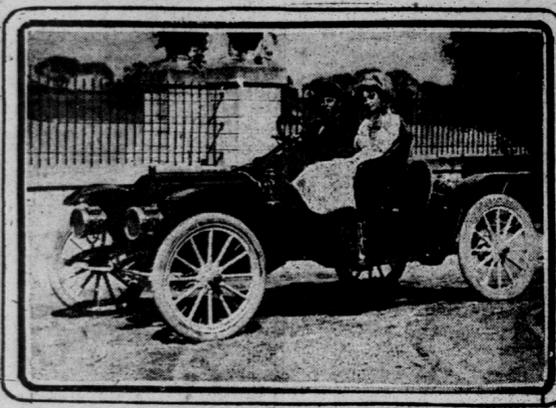
The H. H. Franklin company, manufacturers of the Franklin cars, has received a letter from DuBois telling of the service he is receiving. A copy of the letter has been forwarded to the Franklin automobile company in this city and reads: "The motor is an air cooled Franklin and is of the best house, Beaver county, Utah, under the direct charge of John R. Steele. Of the work of the motor I can only say that Mr. Steele reports that it is doing excellent work. It is a combination of the churn and the core, the core is six inches. The motor is set on the front end of the frame, and with the transmission we are able to get different speeds desired for running the drill."

Another long tour has just been finished by Dr. F. V. The doctor has just completed 2,700 miles in his 40 horsepower Premier. He was traveling 27 days, averaging 100 miles and over a day. Most of the route lay through Santa Cruz and Lone counties, although several trips took him into the mountains and over several exceedingly bad and difficult grades. Doctor Baylis has been running his car since June 1, when he took delivery of it, and in the two months has covered 3,650 miles. He reports that he has had absolutely no trouble, notwithstanding that he has been called upon to make night trips over mountain roads. He has a valuable piece of equipment on his car in the shape of a huge headlight located just behind the glass wind shield and to the left of the steering wheel, which the doctor claims is of invaluable assistance.

H. O. Harrison, head of the H. O. Harrison company, agents for the Peerless and Everitt cars, left yesterday for his journey. The journey is forced on Harrison, as he is a member of the board of directors of the Everitt motor car company, and as an important meeting of this organization takes place Monday he has been forced to travel again over the great Sierras.

R. G. Stanton, sales manager of the K-R-I-T motor sales company, has just returned from the district where the K-R-I-T car has been re-tested. At the Slough City Stanton placed the agency for this popular car with the Novelty garage.

RACY "FLANDERS" ROADSTER IS SOLD



The new Flanders "20," racy roadster type, the first one of which was sold to Oren H. Chamblin of Oakland. Beside him is Miss Edith Prince, a popular Oakland girl.

TWITCHELL AIR GAUGE FOR KING

J. D. Garvey Sells California Product to Custodian of England's Royal Garage

A. C. Leonard, manager of the local branch of the W. D. Newerf rubber company, distributors of Goodyear tires and the Twitchell air gauge, has received a letter from James D. Garvey, who is traveling in Europe in the interest of the Newerf company, which contains the following interesting information:

"I yesterday being the fourth of July I considered it my patriotic duty to recall the ringing of old liberty bell in Philadelphia by celebrating that event in a fitting manner. I did so by selling the king of England—George V—a Twitchell air gauge, so that now we are having the dealers all over the United Kingdom advertise with headlines, the caption 'If they are good enough for the king, they must be good enough for you.' So you see now that Twitchell air gauges are being used in the royal garages.

"It may interest you to know that I had a great time trying to interview the king's chauffeur, and when I did see him, I was certainly dumfounded. The dignified gentleman wore a full frock coat, and as they call them here, a top hat. But I had only started at that, for I was informed that I must see the chauffeur's secretary. Just imagine making an appointment with a chauffeur's secretary.

"The latter was very much interested in the Twitchell air gauge, so much so that he purchased one for himself. This done, he obtained a royal requisition from some other snappy looking individual, who wore a monocle in his eye, and after various other and divers signatures had been appended thereto, off I went to deliver the goods."

Again the capability of the motor driven commercial truck to take the hardest going of roads is being demonstrated in San Francisco streets.

The unmistakable evidence of the superiority of this method of transportation over all others is being demonstrated in the progress of automobile work. Under the direction of W. H. Thompson, sales manager of the standard motor car company, a Prayer-Miller truck has just succeeded in hauling 5,000 pounds of cement to the top of Twin peaks for the big reservoir being constructed there by the city. The haul was made from the ferry and was completed in 41 minutes. Those acquainted with the progress of automobile affairs can remember that less than two years ago the Twin peaks circuit was rated the supreme test for the most powerful touring cars. The first machine to reach the summit, although it carried practically no load, was heralded as the acme of perfection in auto possibilities and was the chief topic of discussion in local auto circles for weeks afterward. In view of this achievement of the Prayer-Miller, loaded, as it was, with two and a half tons, signifies the wonderful advances that the last two years have brought in motor car construction.

F. L. Hansen's Palmer-Singer, which recently made such a record run from San Francisco to Del Monte and return, was equipped with a Schebler carburetor.

The service of his car, Hansen recently told Ed Mohrig of the Moore motor car company, agents for the Schebler, that since his car had been equipped with that make he had obtained from it a half ton, signifies the wonderful advances that the last two years have brought in motor car construction.

THE NEW EVERYWHERE Rambler



Silent Luxurious The Thomas B. Jeffery Company 117-125 Valencia St., Near Market San Francisco

FARMERS BUYING RAMBLER AUTOS

Agriculturists Show by Their Purchases That They Prefer a Car of Value

Four hundred Rambler cars were sold by the P. J. Downes company of Minneapolis to farmers in the states of Minnesota and the Dakotas during the first six months of 1910. The average price per car was \$2,250.

Because the sales of Ramblers in the cities have been exceptionally large, and the average price is above \$2,000, this record sale in the agricultural districts is considered remarkable. It demonstrates that farmers are buying cars of better quality and are not confining themselves to those of low value. By way of comparison, the Thomas B. Jeffery company has furnished information indicating that this record sale in Minnesota and the Dakotas compares most favorably with sales of Ramblers in the larger cities.

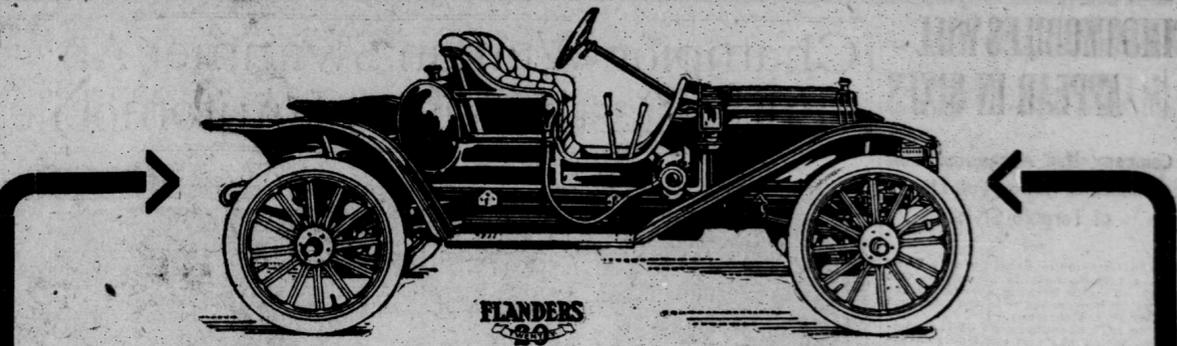
This time it is Colonel William F. Cody, better known as "Buffalo Bill," who steps into the limelight with a new idea for the use of automobiles. For a good many years this famous scout has driven White steam cars—in fact, the present machine is his fourth and represents ideas characteristic of the man.

"The car was designed by the White company as a means of transportation between the railroad station and Buffalo Bill's several ranches on the Wyoming side of Yellowstone national park. It was Colonel Cody's idea to have the car fitted up with all the luxuries of a parlor car, and in carrying out this idea he had the word "Pahaska" printed in gilt letters on each panel, and in small letters the words "Buffalo Bill's hotels in the Rockies."

N. A. Hawkins of Yreka has just completed a trip in his Hupmobile that would have tested the durability of the strongest car on the market. He left Yreka for McCloud, driving by way of Sisson. The roads lay through heavy sand. From McCloud he drove over the Catoon valley road to Honey valley. Here he encountered rocks and stumps, as the road is practically out of use and was considered impassable for automobiles. From Bitney valley his route continued to Fall river mills, over the hard Baker road, and thence by way of Alturas to Lake View, Ore. He then drove over three mountains to Klamath Falls, and over Topsey grade to Klamath hot springs. From here he made his way homeward. The total expense for the trip, which covered 457 difficult miles, was \$13.50, including gasoline, oil and garage service. He averaged 22.8 miles to a gallon of gasoline.

Suffering no more serious damage than disfigured upholstery, a broken glass wind shield and lamps, a Haynes car recently survived a jump over a 20-foot bank. In speaking of the service of his car, Hansen recently told Ed Mohrig of the Moore motor car company, agents for the Schebler, that since his car had been equipped with that make he had obtained from it a half ton, signifies the wonderful advances that the last two years have brought in motor car construction.

The Haynes auto sales company has received word from Juan Brambila of Reno, owner of the car, that while making a night run, accompanied by E. H. Lumis, he drove the car off a bank near Reno. The Haynes landed bottom up in the creek bed 20 feet below. Both occupants were thrown clear of the car and were not seriously injured. In due time assistance arrived and the machine was righted when it was driven along the creek bed until a place was found where it could be driven up the bank to the road. The car then returned under its own power to Reno.



FLANDERS "20" RACY ROADSTER—Price \$870 f. o. b. San Francisco. Magneto, five lamps, horn, tools and generator included.

"Twenty Miles on a Gallon of Gasoline"

It's a stock phrase with all Flanders "20" owners founded upon facts—not fiction. Flanders "20" is first of all an economical car—a car that fills the bill exactly as represented. Flanders "20" owners all over the country are getting twenty miles to one gallon of gasoline and from 150-200 miles on one gallon of oil.

Such a record added to the marked durability and reliability of this popular little machine is making friends for it by tremendous leaps and bounds all over the country—in such numbers that the factory, although turning out an average of 65 cars per day, can not meet the demand.

Glance at the brief mention of the equipment of the car, and you will at once recall that the bulk of such an equipment is usually designated as "extras" with other cars. It's a big point to consider.

When you buy from us you purchase, besides a car that is without a peer in its class on the market today, the unequalled guarantee of Studebaker—the care and protection of an organization of 65 years' standing and solid growth, and which reaches out over the entire length and breadth of this land.

In California, Nevada and the islands we are represented by no less than 42 establishments, the policy of each of which is the renowned Studebaker policy. Here is the list:

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Danville, Cal. J. T. BERNARD
Merced, Cal. R. BARCROFT & SONS CO.
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Arcata, Cal. A. BRIZARD
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Marysville, Cal. GATES-MCINTOSH CO.
Hanford, Cal. HANFORD GARAGE
Tulare, Cal. LINDER HEWLE. CO.
Los Angeles, Cal. LORD MOTOR CAR CO.
Livermore, Cal. LIVERMORE GARAGE
Corning, Cal. JOSE B. LUKENS
Fresno, Cal. LYONS-MORGAN CO.
Santa Rosa, Cal. D. H. McREYNOLDS
Ogden, Cal. I. E. & E. H. MECUM
Ukiah, Cal. MILLER, KELLEN & GOWAN
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Newman, Cal. SIMON NEWMAN CO.
Bakersfield, Cal. OWNERS' GARAGE
Napa, Cal. PIONEER GARAGE
Madera, Cal. ROSENTHAL-KUTNER CO.
Ferdale, Cal. RUSS-EARLY & WILLIAMS
Reno, Nev. STEINHEIMER BROS.
Humboldt, T. H. SCHEMAN CARRIAGE CO.
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Stockton, Cal. STUDEBAKER BROS. CO.
Oakland, Cal. STUDEBAKER BROS. CO.
Visalia, Cal. S. SWEET CO.
Healdsburg, Cal. N. A. SEIPEL
Woodland, Cal. W. J. STEVENS
King City, Cal. L. B. ULREY
Vallejo, Cal. VALLEJO CARRIAGE WKS.
Pacific Grove, T. A. WORK CO.
Fort Bragg, Cal. WARD BROS.

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1910 OLDSMOBILE Seven-Passenger Touring Car, slightly used by us. A chance to secure a real high-grade car at a bargain. Investigate quickly.

1910 BUICK-40, Touring Car, fully equipped, \$1,600. Cost with equipment, \$2,500. In perfect condition. If you are going to buy a car you will never pass this opportunity.

1909 BUICK-20, Toy Tonneau, fully equipped. This is the little car without a rival on the market.

1908 OLDSMOBILE, Touring Car, just repainted, good condition.

1909 TWO-CYLINDER BUICK Touring Car in perfect condition. A real bargain, \$600.

We guarantee every one of these cars the same as we do the new ones.

HOWARD AUTOMOBILE CO. 523 GOLDEN GATE AVENUE.

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If so ask Harry Michener why he used Continental

Type Course Tires for his Simplex when he broke the Del Monte record? He knew he had the car; also knew he must have "The Tires," "America's Best Pneumatic." Continental Type Course Tires are guaranteed

4,500 Miles

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The Noiseless CARTERCAR



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SIMPLEX Breaks Another Record

50 H. P. Stock SIMPLEX Touring Car covers distance between San Francisco and Del Monte and return (262 miles) in 7 hours and 38 minutes, winning Chanslor & Lyon Trophy. Former Record... 282 Miles ..... 8 Hours and 42 Minutes Simplex..... 282 Miles ..... 7 Hours and 38 Minutes BREAKING RECORD BY 1 HOUR AND 4 MINUTES Faster Than a Railroad Train The Del Monte Express is scheduled to make the run between Frisco and Del Monte (125 miles) in 3 hours and 45 minutes, averaging 33.1-3 miles per hour. The SIMPLEX covered the distance over the road, running slow through seven towns, and traveling 131 miles against 125 miles by rail, in the remarkable time of 3 hours and 27 minutes, averaging 38 miles per hour for 121 miles against the train's average of 23.1-3 miles per hour for 125 miles. Time between San Jose and Gilroy (31 miles), 27 minutes. The car used for this trial was a regular Stock, 4 Cylinder, 50 H. P. Touring Car, with all fenders and equipment. All Bodies Specially Built DEMONSTRATION BY APPOINTMENT

SIMPLEX MOTOR COMPANY 265 VAN NESS AVENUE (Van Ness Theater Building) SAN FRANCISCO

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