

AUTOMOBILE SECTION

San Francisco Chronicle

SAN FRANCISCO, CAL., SUNDAY, NOVEMBER 1, 1914.

PAVED ROADS SHOULD REPLACE THE PARK PATHS

New Oakland Touring Car Establishes a Record for Difficult Hill Climbing

MACHINE CLIMBS 31,950 FEET IN HARD TEST

Remarkable Showing Made On Steepest Grades in San Francisco.

The severest test ever given to a motor car in California, and what is believed to be in the world, has just been made under the direction of R. K. Roberts, assistant general sales manager of the Oakland Motor Company.

The wonderful showing made by the model "37" 1915 new Oakland on the endurance run to Tahoe Tavern, in which it proved not only its consistency of operation and power, but also that it was impossible to heat the engine by a point where the radiator would boil even on excessive low-gear work, has been demonstrated.

It was to prove that the model "37" not only could duplicate the work on the test run but also could stand a more strenuous strain that Roberts decided to give the model "37" ten hours' work over the steepest hill in San Francisco.

In speaking of this test Roberts says that he doubted the ability of the new Oakland to work smoothly without heating under most trying conditions. After looking over the steep hills of San Francisco that would afford enough traction for a motor car to climb, he found the two blocks on Jones street, between Filbert and Green, were in the best condition for the test. There is a perpendicular rise in the two blocks of 162 feet, the block between Filbert and Union has a 28.00 per cent grade; the grade between Union and Green is 26.18 per cent, or a general average grade for the two blocks of 27.63 per cent. Last Thursday he took a regular stock model "37" over to this hill in charge of W. B. Carter of our company and George J. De Martini of De Martini and Enyart as drivers.

"For eight hours and thirty-one minutes the car climbed these two hills and came down again, making 167 trips in this running time, averaging three minutes for the round trip. It can be appreciated that the steepness of the grade that it was now given work all the time.

"At the end of the 167th trip, the neighborhood so strenuously objected to our test that we had to move our scene of operation and we were forced to go over to Fillmore street and continue our ten-hour test over the two steep blocks between Broadway, Vallejo and Green.

"These two blocks are not as steep as those of Jones street, as the perpendicular rise between Filbert and Union, on Jones street, is eighty feet, and between Union and Green seventy-two feet, which gives a total of 162 feet for the two blocks. This meant that the new Oakland in the 167 trips had climbed 25,384 feet high.

"The rise between Green and Vallejo is sixty-eight feet, being a 24.77 per cent grade, and between Vallejo and Broadway a sixty-six-foot rise which is an even 21 per cent grade. This gave 134 feet in the two blocks on Fillmore street, as against 162 on Jones. During the one hour and forty-five minutes run on Fillmore street the new Oakland made forty-nine trips, or an average of two minutes for the round trip.

"In the forty-nine trips the car had climbed a perpendicular height of 654 feet, or a total of 31,950 feet in ten hours and eleven minutes of 31,950 feet straight up in the air.

"Few people can realize what this means without comparison. Taking the average grade of Jones street and Fillmore, which is 26 per cent, or 2 per cent greater than Fillmore street alone, it would mean that the new Oakland had climbed higher than the highest mountain in the world, that of Mount Everest in the Himalaya mountains, with an altitude of 29,141 feet, by a margin of 2,809 feet, and had returned to the starting point.

"Mount McKinley, in Alaska, has an altitude of 29,000 feet, which would mean that the new Oakland had climbed over a third greater height and back again in the test. The new Oakland climb being 11,950 feet higher.

"The world's altitude record for a flying machine, made in Germany, is between 26,000 and 28,000 feet, while in the United States a United States Army officer has risen some 17,000 feet. It can be seen by the new Oakland's record of 31,950 feet, if it had been possible to have had a road of that height on a 28 per cent grade, that it would have gone over a mile higher than ever man in the modern flying machine had traveled.

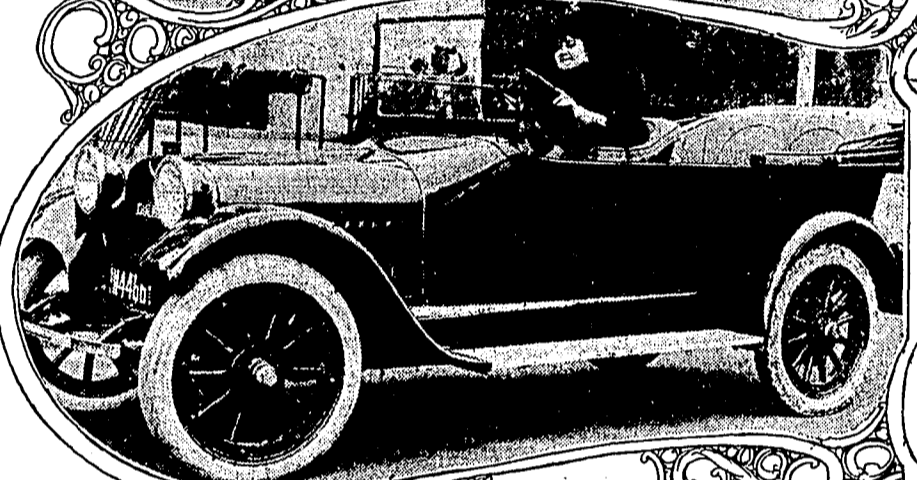
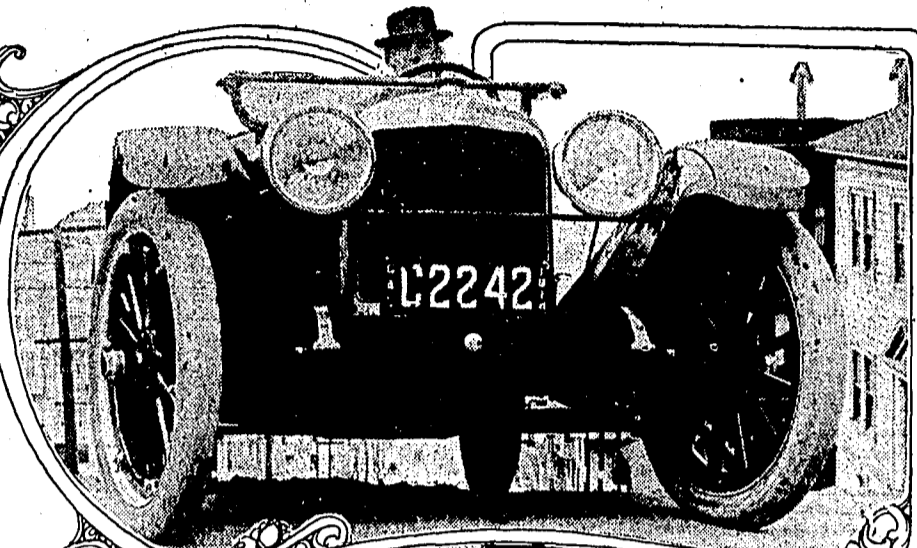
"With all this strenuous, heavy work there was never a time when the engine became hot enough to make the water in the radiator boil. Time and again the spectators laid their hands upon the radiators and held them there, without the slightest discomfort. The radiator was never hot and the height of midday was only warm.

"The test was made under the personal supervision of a representative of the press of San Francisco, who checked the car from start to finish of the ten-hour run.

Dealer Predicts Big Trade During Fall

E. N. Sells, general manager of the Western Motor Car Company, Chalmers distributors in California and Nevada, Sells has recently paid personal visits to the Chalmers agents in Sacramento, Fresno, Stockton, San Jose and other leading Chalmers dealers in Northern California, and has been very much impressed by the reports for business in the immediate future which he has received at these points.

George J. de Martini piloting the record-breaking new Oakland "37" over the crest of the Jones-street hill at Green street, in its remarkable hill-climbing performance.



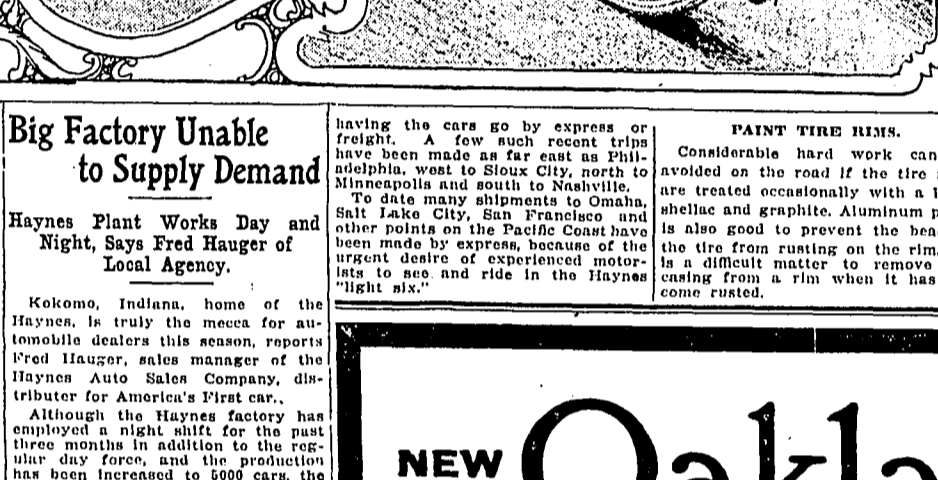
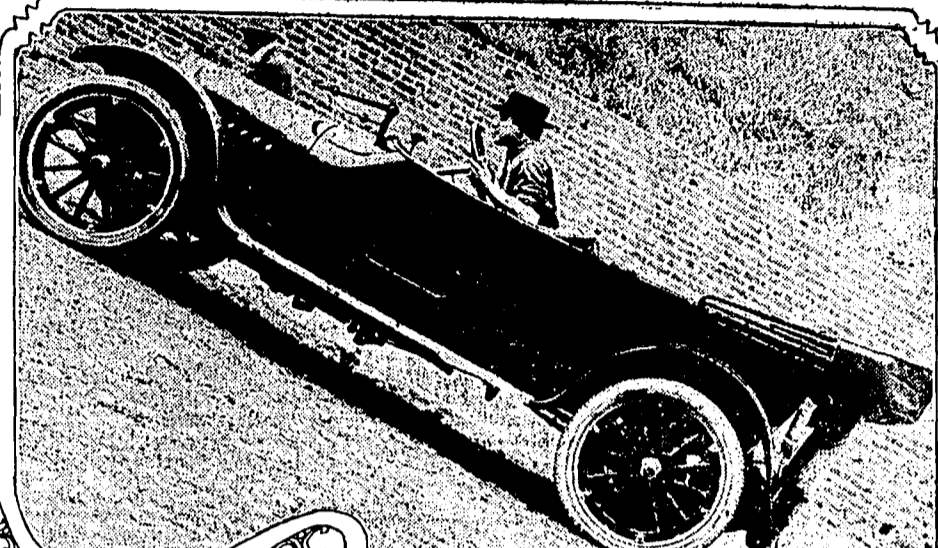
J. F. Chamberlain in his Mitchell car on the Cliff House veranda. This is the car in which Chamberlain just made the trip between Boston and San Francisco.

Coast to Coast on Pleasure Trip

F. A. Chamberlain, who has just completed a trip across the country and back to his home in Boston, gives some good advice to the motorists who are contemplating this trip.

O. C. McFarland of the Oson-McFarland Company, local Mitchell agents, who recently received a letter from Chamberlain, describing the trip, says: "Chamberlain has made a remarkable journey in his Mitchell four and has traveled some of the worst roads in the country." The sturdy Mitchell has never failed him and has traveled many roads which few motor cars had ever gone over.

The Oakland "37" on its record-breaking hill-climbing performance on one of its many ascents up the steep Jones-street grade from Filbert to Green streets.



Big Factory Unable to Supply Demand to Supply Demand

Haynes Plant Works Day and Night, Says Fred Hauger of Local Agency.

Kokomo, Indiana, home of the Haynes, is truly the mecca for automobile dealers this season, reports Fred Hauger, sales manager of the Haynes Auto Sales Company, distributor for America's First car.

Although the Haynes factory has employed a night shift for the past three months in addition to the regular day force, and the production has been increased to 5000 cars, the company finds it difficult to satisfy the demands of its dealers for cars of the "light six" type, with the result that a great many dealers have come to the factory and camped on the trail until their cars were shipped. And because of the large number of dealers to be found there any one of these days, the visitors to the Haynes factory secure the impression that a sales convention is in progress.

Dealer demand, of course, is created by consumer demand, and it is because of this latter that dealers from every point in the United States have come to Kokomo in person to wait for their cars, and where the distance is not too great they invariably have driven overland in preference to freight.

PAINT TIRE RIMS.

Considerable hard work can be avoided on the road if the tire rims are treated occasionally with a little shellac and graphite. Aluminum paint is also good to prevent the head of the tire from rusting on the rim. It is a difficult matter to remove the casing from a rim when it has become rusted.

GOLDEN GATE PARK DRIVES IN NEED OF REPAIR

Modern Boulevards Should Replace Dirt Roads in the City's Playground.

By LEON J. PINKSON.

A recent meeting of the Board of Park Commissioners the general complaint of the motoring public relative to the poor condition of the roads in Golden Gate Park came up for consideration, and in answering the complaint the superintendent of the city's playground reported that temporary repairs would be made, and that as soon as the Academy of Sciences building was completed the roads would be put in first-class condition.

Thus far the Park superintendent has kept his promise; the roads have been temporarily repaired and patch work is still going on in several of the roughest spots. The Academy of Sciences building is still in course of construction, but the work appears to be more of the finishing character, so it might not be long before the promised permanent repairs on the Park roads is started.

Before this work is begun it certainly would be an excellent idea for the Park Commissioners to hold a meeting and endeavor to devise some plan to replace the present dirt roads in the Park with paved boulevards. The day of the dirt road has passed and there should be no delay in modernizing the roads.

(Continued on Next Page.)

HAYNES MOTOR CARS

BEHIND THE HAYNES

IS ONE OF THE MOST MODERN MANUFACTURING PLANTS IN AMERICA ANYWHERE. SUCH UNUSUAL EFFICIENCY THAT MAKES POSSIBLE THE PRODUCTION OF

AMERICA'S GREATEST "LIGHT SIX"

THE PROOF IS IN THE CAR ITSELF

MOD. 30

1915 MODELS	
MOD. 30 LIGHT SIX	\$1800
MOD. 31 BIG SIX	\$2400
MOD. 32 FOUR CYL.	\$1800

DIRECT FACTORY BRANCH
HAYNES AUTO SALES CO., Inc.

TURK AT POLK STS. OAKLAND BRANCH
PHONE FRANKLIN 1054 BROADWAY AT 28TH ST.

Six-40 HUDSON \$1550

F. O. B. Detroit

\$930,000 Paid Each Week

For This Largest-Selling Class Car

For weeks that has been the record. Motorists are paying, on the average, \$930,000 weekly for this new-model HUDSON.

No other class car commands anywhere near such a sale. HUDSON output for September is five times a year ago. All because of the matchless attractions offered by this new-type Six.

Come and See Why

This HUDSON Six-40 stands today the most popular quality car in the world.

First, because Howard E. Coffin designed it as his finished ideal of a car. And Mr. Coffin has long been considered the leading American designer.

Second, because of its lightness. It is lighter than any other car that seats seven.

Third, because its new-type motor has reduced operative cost about 30 per cent.

Fourth, because of its beauty. It has scores of attractions which you never have seen in a car.

Fifth, because of its price. Never before has a high-grade car been sold for \$1550 f. o. b. factory.

Come now and see it. In the fall, when the new-year models all come out, is the time to pick out your new car.

Five New-Style Bodies Open and Closed

H. O. HARRISON CO.

1200 Van Ness Ave., San Francisco
3068 Broadway, Oakland

NEW Oakland 1915

Breaks ALL Records Climbs 31,950 Feet in 27 Miles

NEW OAKLAND Model 37 5 Passenger Touring Car

Price \$1350

HAS THEM ALL UP IN THE AIR SIX MILES HIGH ON LOW GEAR CAR NEVER BOILED OR HEATED

Climbs Jones Street Hill Between Filbert and Green Fillmore Street Between Green and Broadway 216 TIMES

Was in perfect condition to continue test indefinitely. The car used was our regular demonstrating machine and was in no way special—The gear ratio of the car was standard, and to prove our claim that the ratio or car was not changed for the test, we will very gladly demonstrate this model on the hills used to interested persons.

"ONE PRICE TO ALL"

Factory **OAKLAND MOTOR CO.** 1230 Van Ness Ave.
Branch Alameda County Representative, F. H. Dailey Motor Car Company.
2130 Broadway, Oakland