

AUTO COASTS TWENTY MILES

Studebaker Six Slides Down Mountain Into San Jose, Cal.

TOBOGGANS UP AND DOWN HILL

Axle Is Removed and Machine Is Piloted All the Way Without Power, Despite Rising Inclines and Dips on Rolling Hill.

As a method of comparing the merit of various friction reducing devices, coasting matches have been for the last season or two a motoring sport of growing popularity. With ignition sealed and cut off cars are started at the top of a hill and allowed to coast until they stop.

Some astonishing records have been set, most striking of which is undoubtedly that of Tom Fuller of San Francisco, who, in his Studebaker six, accompanied by a friend, Jack Tahaney by name, recently coasted from the summit of Mount Hamilton clear into the city limits of San Jose, a total distance of twenty-one miles.

There is an excellent though tortuous highway to the summit of Mount Hamilton. Fuller and Tahaney made the ascent without special incline, making careful observations as they went. At the top, in order to eliminate any possible doubt regarding the record they might set they removed from both rear wheels the shafts of the full floating rear axle, thus cutting off any possible application of power. The emergency brake was released and, as the car stood on a slight declivity, immediately began rolling.

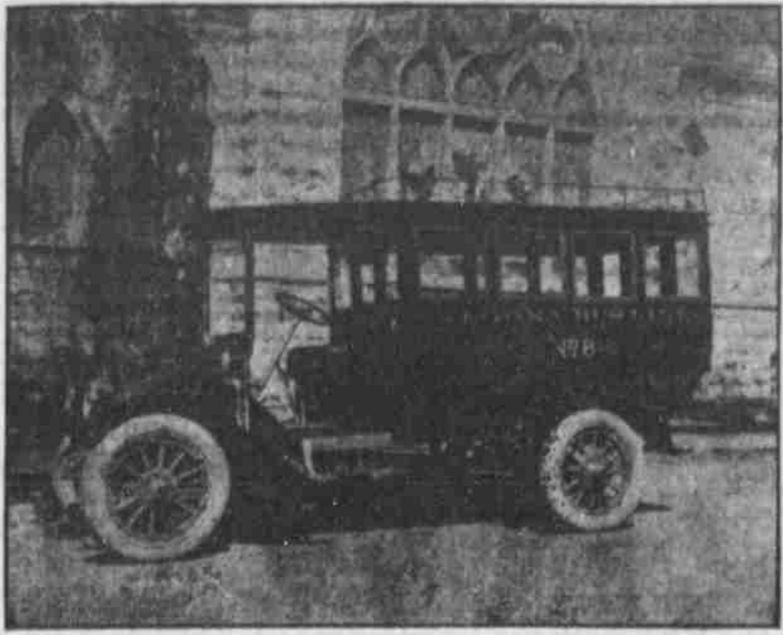
The first part of the ride was the most exciting, as the grades are very steep. Drivers on this descent customarily use motor compression to aid the brakes, but Fuller had to depend on his brakes alone, his motor being disconnected.

At several points the road winds very close to the top of a cliff. Around two or three of these the Studebaker fairly whizzed, despite the fact that both wheels were locked. The last pitch was almost straightaway, however. Down this Fuller let the car slide at nearly sixty miles an hour—a speed ample to carry it over the first of the rises encountered on the trip.

The remainder of the coast was generally down hill, but with many dips and climbs. Each climb was, however, slightly less than the coast which preceded, so the Studebaker could attain enough momentum to make it. Several times the car slowed down dangerously, just as a summit was reached, but on each occasion the downward grade started it rolling again.

In several places long stretches of level

Bus Sold to Algona, Ia.



LATE DESIGN CAR SOLD BY THE DRUMMOND MOTOR COMPANY.

highway were rushed and it was not until the car encountered a considerable upgrade in San Jose, following a long level coast, that it came to a stop, the odometer registering 21.1 miles.

A remarkable feature was the fact that, despite the free use of the brakes, the drums were not heated nor the coverings worn at the end of the run.

MAKES EXTENDED TOUR IN A PAIGE RUNABOUT.

Harry H. Burr, a Detroit wholesale paper dealer, left this week with his wife on an automobile tour to the Atlantic coast resorts and back. The interesting feature of Mr. Burr's trip is the fact that he is using a 5-year-old Paige runabout, a little car that has already stood in sturdy fashion the vicissitudes of almost 50,000 miles of varied travel.

The little Paige was one of the very first ever made by the Paige Motor Car company, and represents a type no longer being manufactured. When Mr. Burr bought it almost four years ago at second-hand it had been run between 15,000 and 20,000 miles. He has used the car continuously since then, winter and summer, about Detroit in pursuit of his business, and he has also used it a great deal for pleasure, having taken many extended tours about Michigan.

The car has given remarkable service,

Mr. Burr says, never failing to respond and seldom being out of commission. So smoothly is the engine now running after at least 50,000 miles of hard usage that Mr. Burr is confident the little car will be all he will require for his extended tour of the east. He shipped his car to Buffalo and then started across New York state to Albany, thence to Boston, and up and down the coast. He will take in the Cape Cod resorts and eventually cover the Berkshire district. He will return to Detroit in the little Paige over practically the same route he is following going east.

NEWSPAPER MAN JOINS COLE STAFF OF PUBLICITY MEN

A. S. Blakely, prominently identified with the editorial end of the automobile industry, has joined the Cole family and will have charge of the factory publicity department. H. C. Bradford, previously in charge of the department, has been promoted to field sales representative.

Mr. Blakely is directly associated with Homer McKee, who is in charge of the Cole's sales and advertising. Mr. Blakely joins the Cole organization after having resigned as assistant to the president of the Indianapolis American association base ball club, with which organization he became connected in March of this year.

Previous to that time he was member of the editorial staff of the Indianapolis Star, having charge of the automobile

department of that paper as its automobile editor.

Overland Truck Supplants Horse

A striking lesson in efficiency and economy has been given by the Detroit firm of C. E. Morgan & Son, distributors of flavoring extracts. By the use of an Overland delivery car the firm in one month more than doubled its business, the increase of 100 per cent being due to the ability to cover more area than was heretofore within reach. The delivery car is covering nearly 100 miles each day, delivering the firm's products to retail stores in every part of the city.

"The increase in our business, since we installed the delivery wagon, has been a perfect marvel to us," said Mr. Morgan, sr., in a recent talk with friends. "We not only doubled our business the first month, but we have yet to learn the capacity of our car, for even with this great increase our work for the day is over in the middle of the afternoon. Though I never before realized it, I cannot now see how any modern business man can afford to stick to horses in preference to motor-driven vehicles."

SAYS KISSELKAR IDEAL MOTOR IN EVERY DETAIL

"It doesn't hurt a pleased man to admit that he is pleased, but it does scatter a lot of sunshine around," says C. H. McCausland of the Kisselkar.

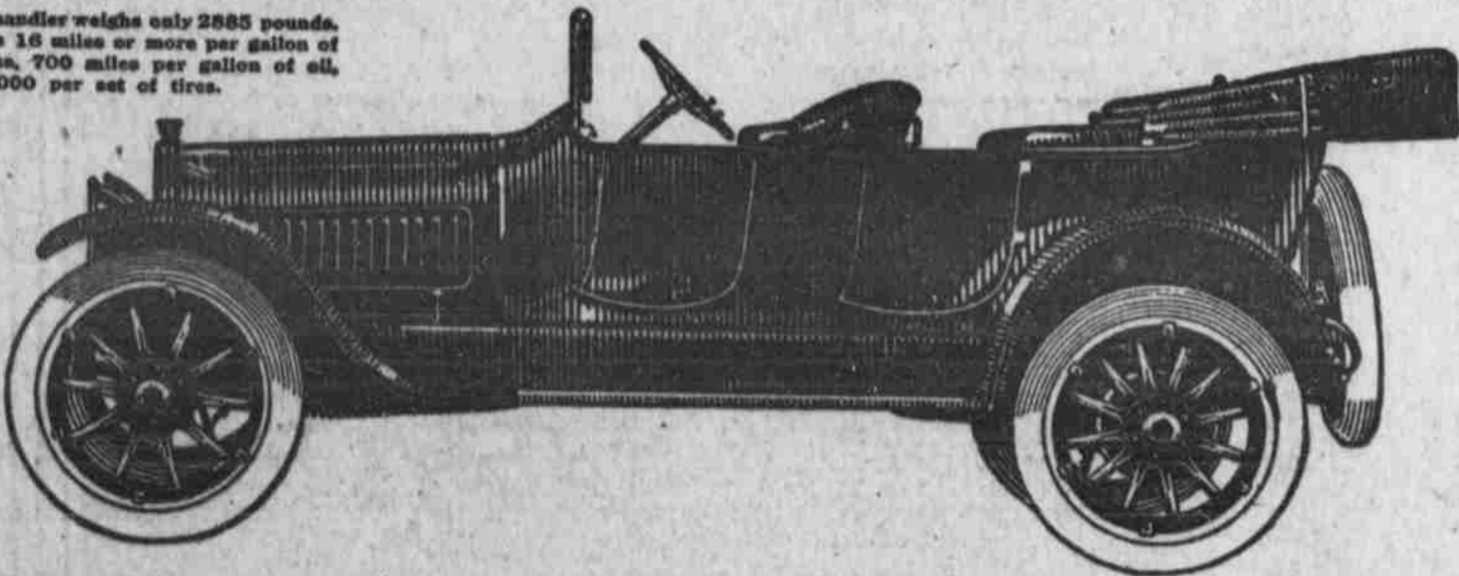
"I have just sold James H. Brown of the American Tobacco company his fifth Kisselkar, which is, you will say, strong evidence that he is pleased with the car. Still I am none the less gratified to receive an expression of appreciation over Mr. Brown's signature. Among other things said by Mr. Brown that considerably lightens and 'gingerizes' the atmosphere hereabouts is this: 'Everything that a person could wish in a car is found in the Kisselkar. It is ideal.'"

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Marvelous Motor

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