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Apropos of touring, an attempt is being made by L. L. Whitman (who last year crossed the continent in an Oldsmobile) to repeat the journey with an air-cooled car. The four-cylinder Franklin is the machine he is using. He reached Denver in sixteen and one-half days, or in thirteen and one-half days better time than the previous record, so in all probability the time of sixty-one and a quarter days for the complete journey, made last year by Tom Fetch with a Packard car, will be beaten.

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A RECORD TRANSCONTINENTAL AUTOMOBILE TRIP.

The best previous record for an automobile running under its own power overland from San Francisco to New York was beaten by 28 days upon the arrival in this city, on September 3, of Messrs. L. L. Whitman and C. S. Carris in a 10-horse-power, four-cylinder, air-cooled Franklin runabout, upon which they had made the 4,500 miles in 33 days without any serious mishaps. The start was made at 5 P. M. of August 1, and the arrival in New York took place at 12:30 P. M., of September 3. The first and last days' runs were short ones of only 50 miles, and it is probable that if the tourists had traveled a little longer



on these and some of

the other days when the roads were fairly good, they could have reduced the record to exactly thirty days, or, in other words, have cut it cleanly in half. That this was quite possible is shown by the fact that a record trip from St. Louis to New York, a total distance of 1,300 miles, was completed on September 6 by a Franklin machine driven by A. C. Halsey and W. K.

Seaman in 5 days and 2 hours, over roads that were in many places extremely muddy, and part of the time through rain. That this particular make of air-cooled motor car was speedy and had endurance, was demonstrated on the track and in the New York-Pittsburg test of last October; but that it could so successfully break all records in a long transcontinental trip over roads, trails, mountains, and across trackless wastes of alkali and sage brush, was some-

thing that came as a surprise to all automobilists. The reasons for the success of the record-breakers may be found in the fact that Whitman had crossed the continent before (he made the trip last summer in 73 days with an Oldsmobile) and he thus was familiar with the route and with the conditions to be encountered. Secondly, very little rain was met with, and although the roads were extremely dusty, there were no muddy stretches to impede the progress of the little car. Thirdly, the car itself was very reliable, and, save for the chain breaking once, besides a couple of punctures and a broken spring the last day, there was no trouble in its operation. The air-cooled motor worked perfectly, both in the intense heat of the alkali desert and when running on the low gear in climbing the mountains. Samples of what it passed through in these places can be seen in two of our illustrations, while the third picture shows the machine as it entered New York, escorted by some similar machines.

The route followed this time was across California to Wadsworth, Nev.; thence to Battle Mountain, and then to the northern part of Utah, passing around Great Salt Lake, and on to Ogden, which was reached in 10 days, cutting the previous record exactly in half. From Ogden the tourists went to Allen and Laramie, Wyo., and thence to Denver, Col., which was reached in 16½ days, as against 30 days for the best previous record. From Denver the route lay across Nebraska to Omaha, and through Iowa and Illinois to Chicago. The 3,300-odd miles to the Windy City were covered in 25 days, or less than half the time of Fetch's record with the Packard (51 days). Eight days were consumed in reaching New York, although the above-mentioned record of another Franklin from St. Louis to New York—some 300 miles further—in 81 hours 38 minutes 17 1-3 seconds actual running, proves that this record could easily have been brought down to the one-month mark.

No motor could be submitted to a more severe test than the little four-cylinder air-cooled one on the transcontinental Franklin car underwent, and this test has again proven the entire practicability of the small multi-cylinder air-cooled motor, even when a fan is not used to cool it.