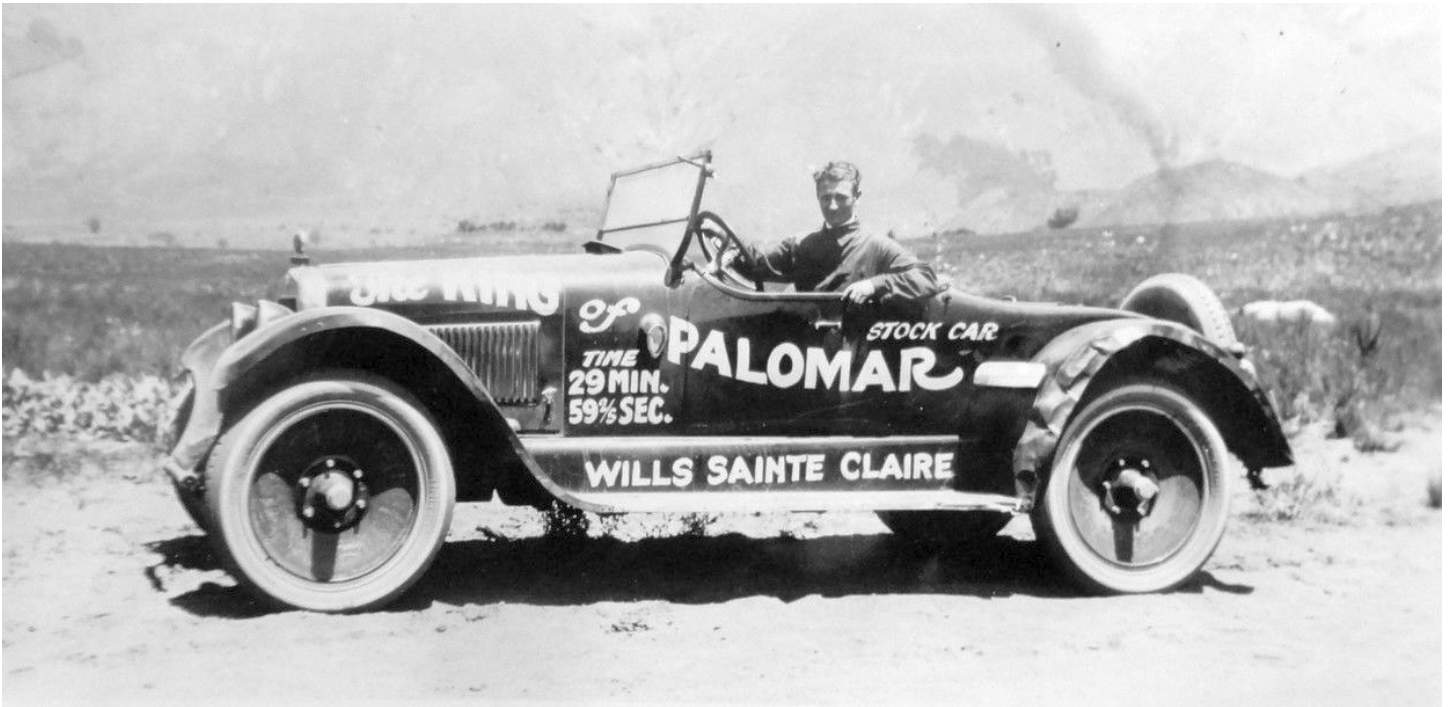


RACING UP PALOMAR MOUNTAIN

Peter Brueggeman 2023 version 2

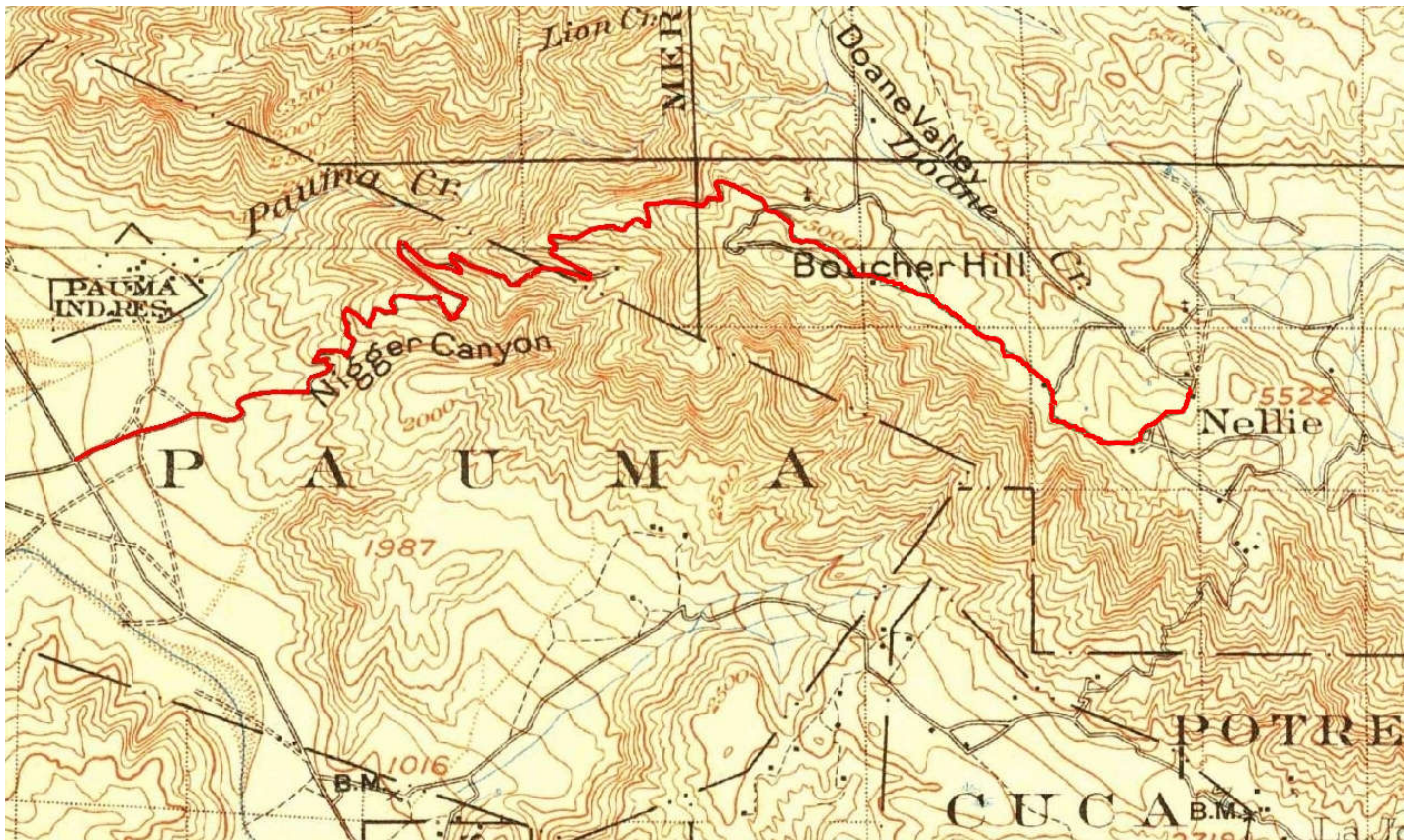
The first known American hill climb event was the Eagle Rock Hill Climb in New Jersey in 1901, and more followed ^[14]. A hill climb demonstrated a car's real-world capability and the driver's skill, precision, and control ^[14]. In San Diego County, racing up the Nate Harrison Grade became an objective.



The western approach to Palomar Mountain via the Nate Harrison Grade, was surveyed in 1896 and was a significant improvement over the southern route up Palomar which was the Trujillo Road (later replaced by Highway S6) ^[11]. The Nate Harrison Grade had a maximum grade of ten per cent and an average of about six per cent, whereas the older Trujillo Road had grades in some places as high as 24 percent ^[11].

Construction on the Nate Harrison Grade dirt road began in March 1897, and finished in June 1900 ^[12.13].

The Palomar hill climb route up the Nate Harrison Grade started at a gate a mile in from the Pauma road and ended at the Hotel Palomar aka Baileys aka Nellie.



Palomar hill climb race route on the Nate Harrison Grade (in red) [USGS 1903 Ramona map]
The steeper southern Trujillo Road from Cuca to Nellie on Palomar at lower right

In November to December 1908, Francis Byron Naylor and Wilson Samuel Smith could not come to terms with a proposed race from San Diego to Palomar Mountain with Naylor racing a Buick and Smith racing a Franklin [17]. Naylor was the San Diego agent for Buick and Studebaker cars and Smith was the agent for Franklin cars [18]. The main disagreements about the proposed race were the driver allowed and whether the race would be one way or a round trip [17]. See appendix for the newspaper coverage of this failed race.

On July 6, 1912, the San Diego Evening Tribune reported on a record run up Palomar Mountain by Fred W. Jackson [2]:

REMARKABLE RUN IS MADE BY AUTO

F.W. Jackson Drives Fully Equipped Seven Passenger Stevens-Duryea Up
 Palomar Grade to Hotel in 39 Minutes

F. W. Jackson, in his seven passenger, six cylinder model Y Stevens-Duryea touring car, set a record recently which, to the interested motorist who has taken the trip and persons familiar with Palomar Grade, verges on the brink of the unbelievable. Leaving San Diego in the afternoon, the run to the foot of the grade was made in good time. Passengers in the car were Mr. and Mrs. A.L. Verner, Mrs. Jackson and Dave Campbell. Starting with a line parallel to the south side of the corral fence at the foot of the grade, Mr. Jackson

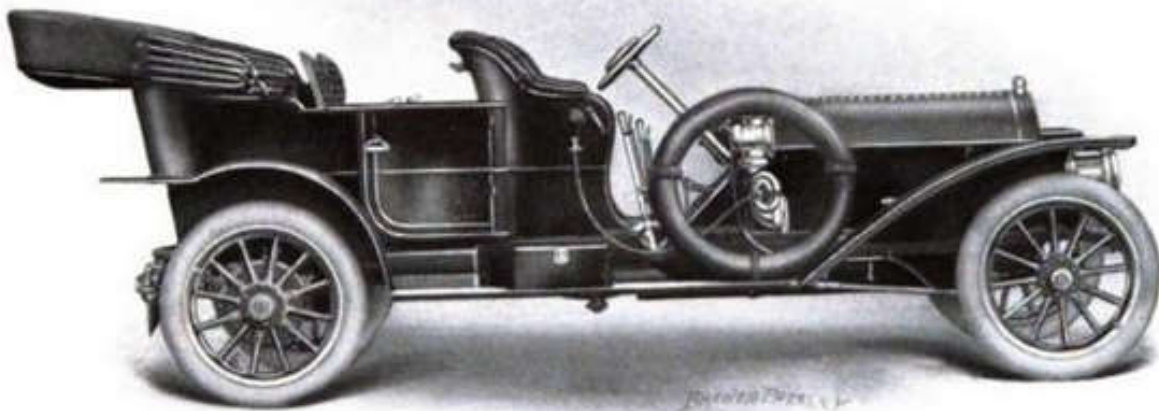
drove his Stevens-Duryea up the steep grade to the gate at the hotel grounds in the remarkable time of thirty-nine minutes flat. The distance is twelve and one-half miles and is practically one continuous grade which the Stevens-Duryea made without a stop.

**STEVENS-
DURYEA CO.**

*Chicopee Falls
Massachusetts*



PRICE . . \$4000



MODEL: Y 6-40

A good idea of the steep grade is furnished by the altitude records of the geological survey. At the bottom of the grade the altitude is 1000 feet and at nine miles the altitude is 5000 feet, a rise of 4000 feet in nine miles.

Motorists will undoubtedly concede the record made by Mr. Jackson's car is wonderful. The time made by the Stevens-Duryea was "caught" by a stop watch held by Mr. Verner, a person not interested in this car as he drives a machine of another make. The stop watch time tallied exactly with the clock on the dash of Mr. Jackson's car. The car which made this good record – a record which will undoubtedly be an enviable one – was not a fully stripped machine, being a fully equipped seven-passenger Stock touring car with wheelbase of 142 inches – the longest in the word. Besides the five passengers, the car carried two extra casings on running board, a large air bottle, tire chains and sundry equipment, also baggage of party for trip of two days.

On the return trip the car showed the same great speed and power, the run from Nellie via Warner's ranch, Ramona and Lakeside, to Mr. Jackson's residence being made in three hours and forty-five minutes elapsed time. On the incoming trip down the Smith mountain grade [Palomar Mountain's east grade], the descent was 1000 feet in three quarters of a mile. From Lakeside Inn to the normal school, the time was twenty-eight minutes.

In speaking of the trip, Mr. Jackson said: "This run was similar to numerous other ones I have made in my Stevens Duryea which I purchased in June, 1909. Considering the fact that the car did not show any signs of boiling, did not miss an explosion, and no attempt was made to reduce weight, the record of this run is all the more remarkable. When we arrive home, the radiator was refilled, a gallon more than filling it."

The San Diego Union announced a Palomar Mountain hill climb event on July 21, 1912 [4]:



Motorists Showing Interest in Contest in Which Valuable Prizes Are at Stake

In another week or ten days local motorists and motor car dealers will be tuning up cars for a month's carnival of speed, with the course laid from San Diego to the Palomar hotel. The cup and medal offered by Percy Benbough will be the prizes that will go to the driver making the best time on the run between August 1 and September 30. The conditions remain the same as were published in the Union as last Sunday. Mr. Benbough is determined to have the prizes worth striving for and has given Jessop & Sons, jewelers, orders to turn out the best medal ever manufactured in San Diego. From the top bar of the medal, which will be of gold and beautifully etched with an appropriate design, will be suspended a pendant with a pure white diamond setting. The medal is for the best time between Mr. Benbough's store at 1129 Fifth street and the Palomar hotel and the cup for the best time up the grade. The record time from the foot of the grade to Palomar hotel is held by F.W. Jackson's Stevens-Duryea. It whirled up the steep and contournated grade in thirty-nine minutes, but as the feat was performed before the prizes were offered contestants for either medal or trophy will not be required to beat that time to win.

The San Diego Evening Tribune ran this item on September 21, 1912 [5]:

MANY CARS SENT OVER PALOMAR FOR RECORD

Contest for Benbough Trophies Attracts Entrants; Stevens-Duryea Again Makes Fast Time; Goes Up in 48 Min.

The trip up Palomar mountain remains a favorite one with local motorists and several cars have within the last two weeks made exceptionally good time up the grade. It is reported that a few have climbed the grade close to fifty minutes but none excepting a Stevens-Duryea has approached the mark of thirty-nine minutes made two months ago by that car. F.W. Jackson's Stevens-Duryea, the same car which made the record of thirty-nine minutes, has made the best time since the contest for the Benbough trophies was begun. With Dave Campbell at the wheel and Mr. and Mrs. Jackson as passengers, this car was driven from the foot of the grade to the hotel in forty-eight minutes recently. This time is considered to be fast enough to win the trophies but if it should be lowered it is probable that the Stevens-Duryea will be sent after any record that may be set.

The distance from San Diego to the hotel is 70.4 miles by speedometer measurement. The table of distances follows: Normal school, 3.2; Head ward St. Louis, 5.4; Bridge at Old Mission, 7.0; Top Murphy Canon, 12.4; Old Virginia P.O., 17.7; Top Poway grade, 19.5; Bottom Poway grade, 21.2;

Merton, 23.2; Bernardo store, 31.5; Escondido garage, 36.5; Foot Valley Center grade, 41.2; Top Valley Center grade, 44.9; Turn left, 48.0; Straight ahead to Cole grade, 48.7; Cross San Luis Rey river, 56.7; Corral foot Palomar grade, 58.2; Water trough, 63.4; North side of mountain; 66.3; Palomar hotel, 70.4.

In a 1957 interview, William G. Halbritter said in oral history [3]:

Well, I tell you, they didn't have racing up at Mount Palomar, but Percy Benbough put up a trophy after the Phoenix race. Dave Campbell won it. He drove the Phoenix race for Daniels of Coronado, I think. Daniels had a Stevens-Duryea and Dave Campbell fixed that car and put it in the San Diego-Phoenix race, and won it. After that race Percy Benbough put up a trophy for the fastest car up ... Nate [Harrison] Grade. Dave Campbell won it and he held that title for about ten years.

David C. Campbell's parents homesteaded in Dulzura in what is now Campbell Canyon [15]. With his brother George, David Campbell ran the Campbell Machine Company in San Diego; they were also pioneer dealers for Stearns Knight and Stevens Duryea automobiles in San Diego in 1906 [15].

In a 1959 interview, David C. Campbell said in an oral history [1]:

For the Palomar Race we used Fred Jackson's Stevens-Duryea. That was a hundred and forty-two inch wheelbase. That's about as long a car as ever built, and twice on the hill I had to back up to make the turns. I'd hit 'em so fast that I'd have to stop. We started from Rincon I think, from the bottom of the grade. From Rincon to the top, to the Hotel, the Palomar Hotel, Bailey's Hotel. We went up the old ... Nate [Harrison] grade, and here was two or three turns that were so short that we couldn't make 'em going at the speed I was going. And one of them, Percy Benbough was right he thought -- he was the promoter of the deal so he wanted to ride with it. So he rode on the running board. He got kind scared on one of the turns and unloaded and I had to stop and wait for him to catch up with me. That was the time I made the record. I couldn't tell you, what time I made from Rincon to Bailey's, ... I don't know whether it was on the record or not. As far as I know it's never been beaten. I don't think they ever went -- we had some good cars in there -- we had a Stutz Bearcat -- driven by I had the name of -- his father was president of the bank on Fifth and -- no, no. Sefton was the B Street -- Irwin, Bill Irwin he had a Stutz Bearcat. I beat him by about fifteen minutes I think. He had some boy drive it for him. The time was thirty-five minutes from Rincon to Bailey's Resort on top of the mountain in a Stevens-Duryea, seven passenger car, hundred and forty-two inch wheelbase. It wasn't stripped down. It was a standard touring car. And we were a'running against, well you

might say, racing cars. I don't remember (how much power) in those days they had different ... horsepower than what they do now. It was about a fifty horsepower. A large six cylinder engine.

The San Diego Evening Tribune ran this item on September 28, 1912 [6]:

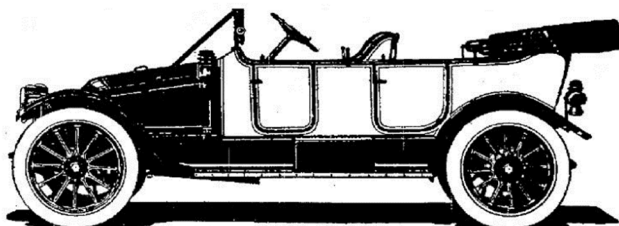
STEVENS-DURYEA IN LEAD FOR TROPHY

Holds Record for Palomar Grade Climb Although Many Other Machines Have Attempted to Reduce the Time

With the record of thirty-five minutes up Palomar grade the Stevens-Duryea appears to have a strangle hold on the Benbough trophies as the contest will be closed Monday. So far as is known no other motor car which has been sent up the grade has made time which will compare with the thirty-five minutes set by the Stevens-Duryea. This car was really the first machine to make fast time up the grade. It is owned by F.W. Jackson. Several months ago this car set the time at thirty-nine minutes and its performance led to the inauguration of a contest up the hill with the Benbough trophies being offered. On another trial the same car went up in forty-eight minutes but its last performance cuts that time thirteen minutes. With Dave Campbell at the wheel and the other seat occupied by Percy Benbough, the donor of the trophies and George and Roy Cambell and Herman Ruether occupying seats in the tonneau, the Stevens-Duryea was sent over the grade in thirty-five minutes last Saturday. For more than twelve miles the big car plugged away steadily and not once did it boil water. Great chances were taken by the passengers for the Stevens-Duryea, with its extremely long wheelbase, was sent around the curves at rates of speed faster than was conducive of safety. For the run the car was equipped with Diamond tires and much of its success resulted from the good service these tires gave. Had a tire left the rim or had a blowout been encountered in any of the many dangerous places the car with its passengers would have taken a sheer drop of several hundred feet. The Stevens-Duryea was lubricated with Monogram oil, examination of the lubrication system at the trip's end showing that the perfect lubrication furnished by Monogram oil also helped to make such a fast time possible.

On the occasion of the tenth anniversary of the sale of the first Franklin car the Franklin Automobile Company takes pleasure in expressing its appreciation of the co-operation of those in Syracuse who have been identified with its growth and success. Sales of Franklin cars at this time are exceeding those of any previous year, and the success of Franklin principles of design has been established in every part of the country.

Franklin "Little Six"



Five Passengers 30 Horse Power \$2,800

If there ever was a "happy thought" in automobile construction it is the Franklin "Little Six."

It is a popular type, right in line with the rapidly increasing sentiment in favor of six-cylinder construction.

The modern idea is that the automobile of medium size is the most satisfactory. The Franklin "Little Six" meets this idea.

It is a small six, large enough to answer the big car demand and small enough to be operated at a low cost.

It costs no more to own a "Little Six" than it does to own a four-cylinder car of the same size.

It is a car of character--distinctive in appearance--beautiful in design. There is an individuality about the Franklin sloping hood and the smooth flush-sided bodies that gives an atmosphere of refinement and dignity.

It is an ideal car to handle--steers easily--is free from all jars and jolts. Touring is a pleasure without fatigue to the occupants and the endurance of the driver is not taxed.

FRANKLIN AUTOMOBILE COMPANY

101 WEST MARCELLUS STREET

C. W. Bull in Charge of Local Sales

Auburn, N. Y.
Geo. H. Leonard.
Carthage, N. Y.
C. W. Shaffer.

Mexico, N. Y.,
C. H. Everts.

Binghamton, N. Y.,
S. H. Lewis.
Geneva, N. Y.,
W. W. McCarroll.

The San Diego Union ran this item on September 29, 1912 [7]:

To a "Little Six" Franklin belongs the honor of making the best time of any 30 horsepower car up Palomar mountain. Driven by Wilson S. Smith, a Franklin of the model mentioned pulled up the grade yesterday in forty-five minutes. Four passengers were in the car. The Franklin finished the trip in good condition and its driver was congratulated for having set the record for 30 horsepower cars.

Wilson S. Smith, c1913

Wilson S. Smith was the agent for Franklin cars and figured in the cancelled 1908 race up Palomar [18].





This Stevens-Duryea auto won the 1912 Palomar race.

David C. Campbell is behind the steering wheel with a dog in his lap.

After the Palomar race, this car was stripped down from stock

and then raced in the October 1912 San Diego to Phoenix race which it won.

This photo is after its victory in the San Diego to Phoenix race, with David C. Campbell behind the wheel and mechanic E.B. Harvey alongside [15,16]

The San Diego Union ran this item on October 1, 1912 [8]:

STEVENS-DURYEA IS WINNER AT PALOMAR

Benbough Trophies Will Be Awarded to Dave Cambell; Time is 35 Minutes

Without dispute the Stevens-Duryea holds the Palomar mountain record, the contest for the handsome trophies donated by Percy Benbough being closed yesterday without any automobile having lowered the time of thirty-five minutes made by the Stevens-Duryea driven by Dave Campbell, of the Campbell Machine company, which has the local agency for that car. This time is considered remarkable by those familiar with the steep grade and the condition of the roadway at this time. After O.A. Walling in a Schacht car had driven the grade in thirty-nine minutes Sunday he took another whirl at it yesterday but was forced to abandon the trip when the Schacht developed engine trouble.

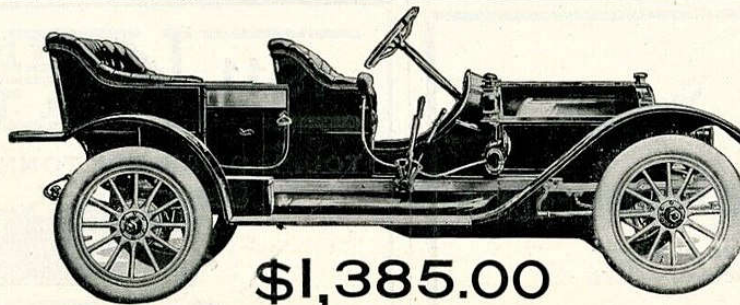
The Stevens-Duryea was driven to the grade yesterday and would have been sent up had the Schacht lowered its record but as the Schacht failed the Stevens-Duryea carried off the honors without another trial. Both the silver

trophy and the gold medal, set with a diamond, offered by Benbough, will be given to Campbell. While many drivers talked about going after the record made by the Stevens-Duryea only few attempted to do so, the Schacht making the best bid. Other cars which were in the contest made the run as follows: Metz, 45 minutes; Ford, 55 minutes; Franklin, 45 minutes, and Reo, 50 minutes.

The winning car is owned by F.W. Jackson, vice-president of the First National bank. Mr. Jackson has driven the car several thousand miles. After the fast run up the grade the machine was in good condition and at no time during the hard climb did it show signs of overheating. Considering that the Stevens-Duryea has a 142-inch wheelbase, the longest in the world, great credit is due Campbell for negotiating the sharp curves at such great speed without accident.

THE OTHER AUTOMOBILES RACING UP PALOMAR IN 1912

35-40 Horse-Power
120-Inch
Wheel Base
5 or 7 Passenger



Nothing approach-
ing this car has
ever appeared at
such a price.

\$1,385.00

THE 1911 SCHACHT TOURING CAR

The Schacht 1911 Touring Car offers four distinct advantages over any other car at anywhere near its price.

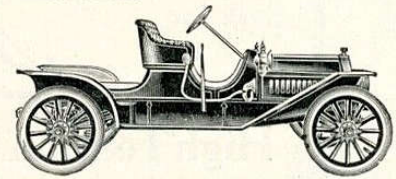
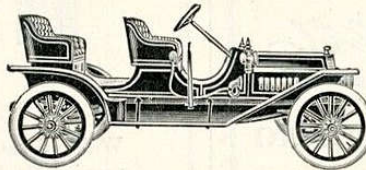
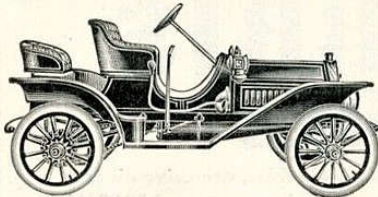
35-40 HORSE POWER—plenty to take you ANYWHERE without any anxious moments.

120 INCH WHEEL BASE—Not only giving your car much easier riding qualities, but the long sweeping lines that add so much to the appearance.

PLENTY OF ROOM in the tonneau for two extra seats if desired, and plenty of room in front.

34 INCH WHEELS, making your tires big enough and strong enough to be economical.

These are features heretofore found only in the highest priced cars, but they are typical of this entire car. In design, material and workmanship—in size, power, comfort and appearance—you cannot duplicate it without wasting several hundred dollars.



“3-IN-1” SCHACHT

If you are looking for a smaller or business car, our 3-in-1 is the car for you. It is the most popular below \$1,000 car on the market.

For \$850 it offers all the advantages of THREE DISTINCT MACHINES.

First, it is a staunch, speedy runabout, good for any distance and back. In five minutes this can be changed into a family touring car by the addition of a rear seat, or, by the addition of a box, into a big, roomy delivery car.

Price includes full equipment—Bosch Magneto, two large gas lamps and generator, three oil lamps, horn, tools, pump, jack and tire repairing kit.

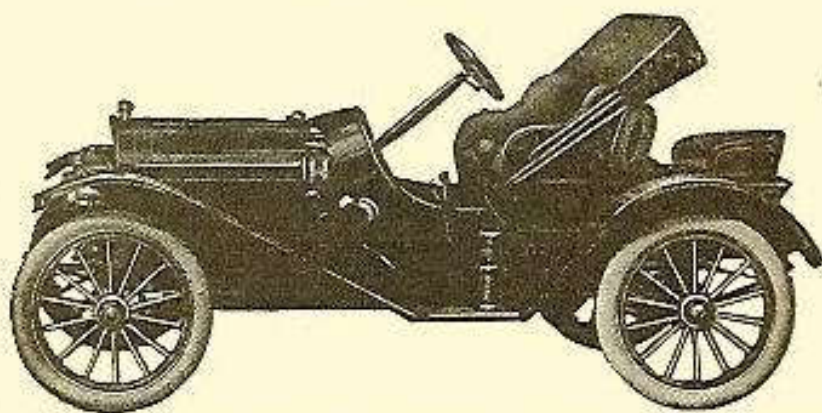
Catalogue of either model will be gladly furnished.

A few more good agents will be made a very interesting proposition on request.

THE SCHACHT MOTOR CAR COMPANY, 2803 Spring Grove Ave., Cincinnati, Ohio

In writing to advertisers please mention THE HORSELESS AGE.

METZ "TWENTY-TWO" WATER COOLED



\$495

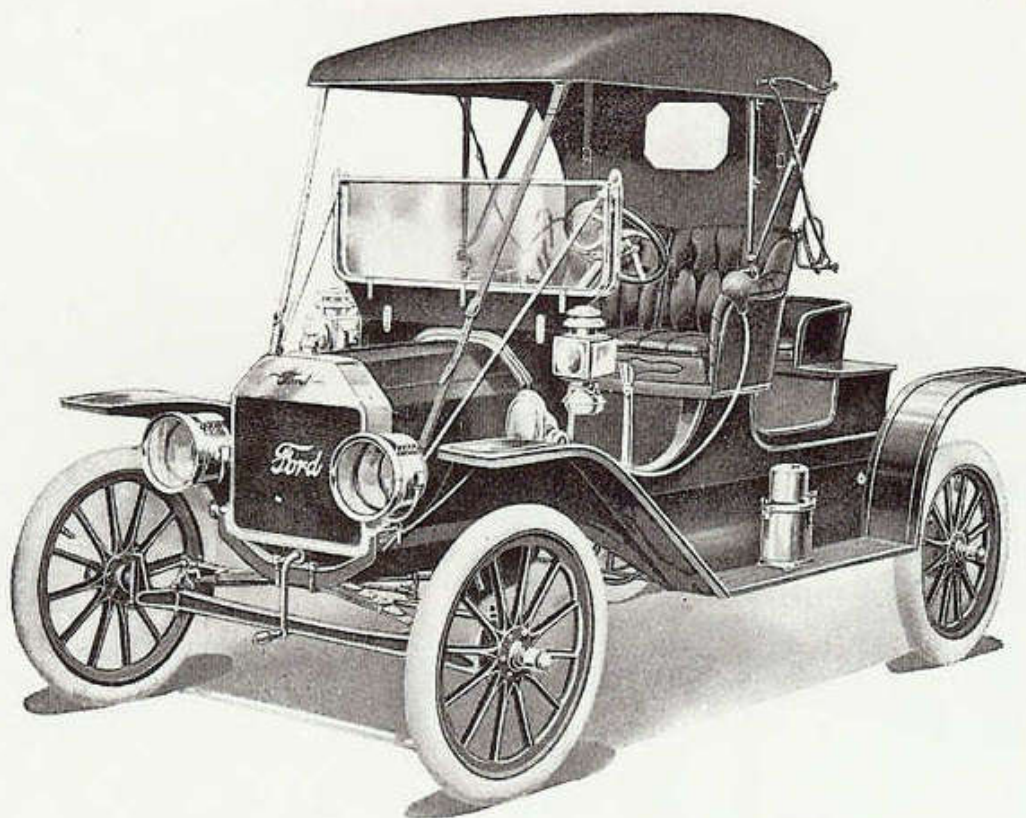
1912 MODEL, COMPLETELY EQUIPPED AS SHOWN

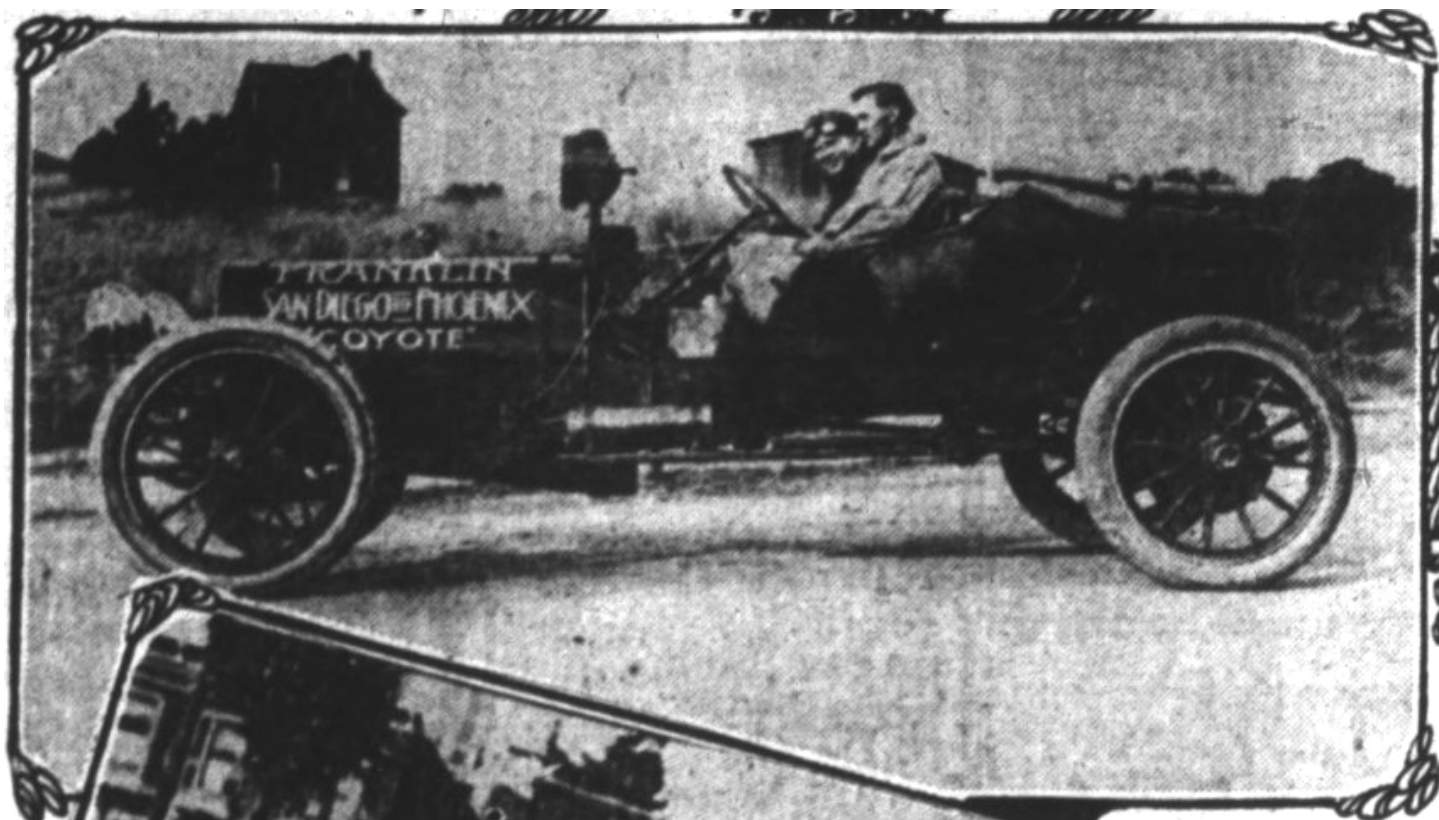
Four cylinder motor, twenty-two H.P.; valves and all moving parts enclosed and dustproof. Chains enclosed in cases running in oil. High tension magneto ignition. 10,000 miles on set of tires. Ask for Book "P," with hill climbing guarantee. Good dealers wanted in unoccupied territory.

METZ COMPANY, Waltham, Mass.

Ford Model T Roadster

Fully Equipped \$680
Unequipped \$600



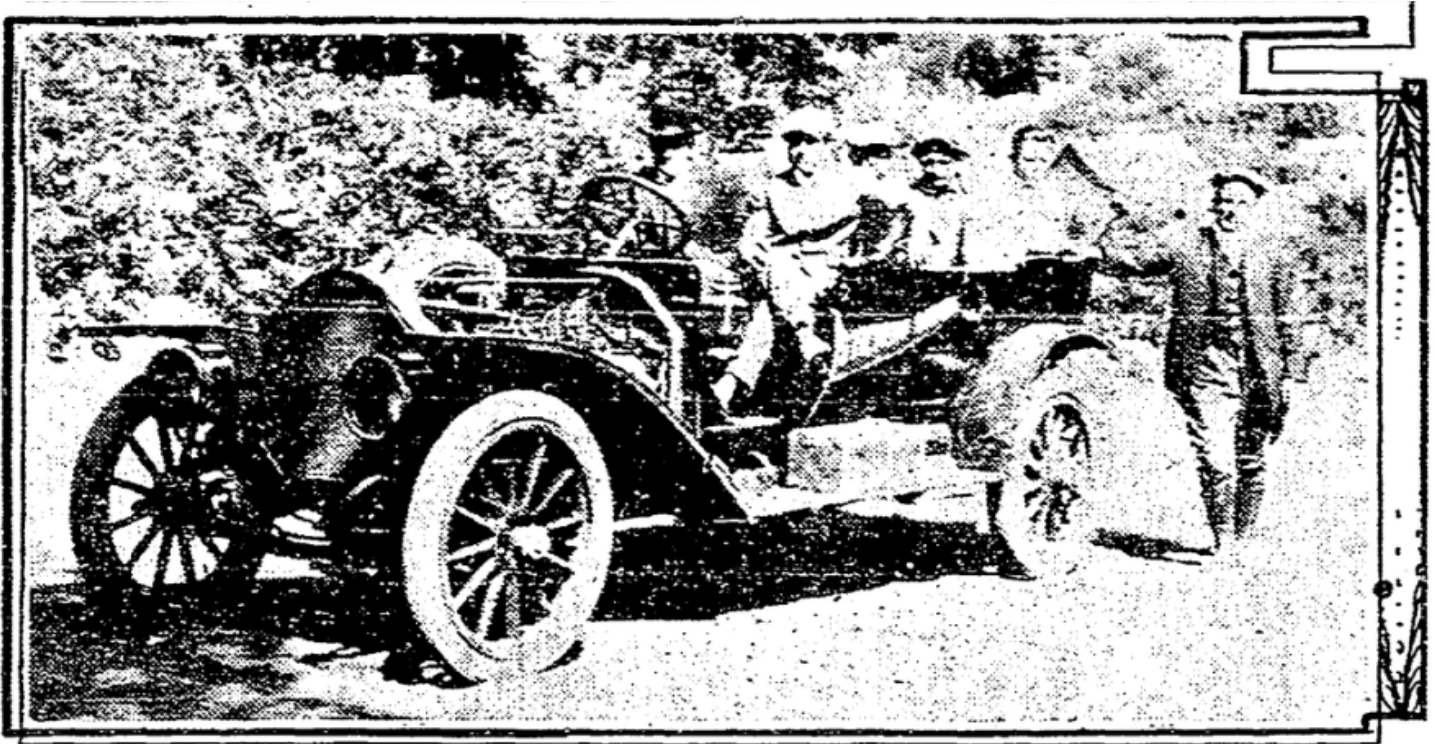


Wilson S. Smith's Franklin "Little Six" at its next race after Palomar, the San Diego to Phoenix race
 Frank Carlson at the wheel with Howard Shyroch, mechanic; for the race, Smith sat on a box on the floor in front of Shyroch.
 San Diego Union, October 16, 1912, page 6, column 2

You Can do it with a REO

1911 Reo "Thirty" \$1250

Top and Mezger Automatic Windshield extra



HANDSOME TROPHIES GO TO DRIVER OF CAR WINNING PALOMAR GRADE CLIMB

Photograph of Stevens-Duryea at top of Palomar after its victorious run. ...

Dave Campbell, Who Piloted Big Stevens-Duryea Owned by F.W. Jackson,
Will Get Cup and Diamond Medal

All of the honors that are bestowed on a victorious driver in an automobile contest have come to Dave Campbell of the Campbell Machine company, who, at the wheel of F.W. Jackson's Stevens-Duryea, piloted that car to victory in the Palomar mountain climb. The time of 35 minutes was hung up by the Stevens-Duryea, this time being four minutes better than that set by its nearest competitor. With the handsome trophies offered by the Benbough Cleaning company at stake, these being a gold medal with diamond setting, and a handsome silver loving cup, the time contest up Palomar aroused more interest than any previous motor event ever given in San Diego. Motorists of San Diego are praising the sportsmanlike conduct of Percy Benbough in offering the trophies and not requiring any entrance fee.

The only condition regarding entrance in the race was that the drivers check out at the Benbough Cleaning company's store on Fifth street. The trophies which have been on exhibition in that company's store window for the last two months have been admired by every San Diego motorist and more

would have put up a fight for them had they not feared the dangers of driving a car at great speed up the heavy Palomar grade. The trophies have been engraved with Campbell's name also with the name of Jackson, who owns the car. They will be turned over to Campbell Monday.

Stevens-Duryea
WINS

Benbough Cleaning Co.
TROPHIES FOR
Palomar Mountain Contest
Time 35 Minutes
Defeating Nearest Competitor 4 Minutes

The Campbell Machine Co.
1040-50 FIRST STREET— SAN DIEGO, CALIFORNIA
DEALERS FOR STEVENS-DURYEA CO., CHICOPEE FALLS, MASS.
"PIONEER BUILDERS OF AMERICAN SIXES."

San Diego Union advertisement [10]

The San Diego Evening Tribune ran this story on November 14, 1913 [24]:

JURY AWARDS \$6000 DAMAGES

A.F. Godman was last evening in Superior Judge T.L. Lewis' court awarded a judgment in damages in the sum of \$6000 for personal injuries sustained by him while acting as a mechanic employed by I.I. Irwin & company when an automobile driven by William Irwin a son of Irwin left the road on

the Palomar grade and was wrecked. The occurrence was on September 29, 1912, in connection with the Benbough trophy. Godman sustained a fracture of the left wrist which resulted in rendering the wrist useless as alleged. The jury was out less than half an hour when the verdict was returned in favor of the plaintiff. In the complaint in the case a judgment for \$10,000 damages was asked. Rodgers, Davis & Rodgers and A.J. Morgantern were attorneys for Plaintiff Godman at the trial.

The San Diego Evening Tribune ran this story on May 30, 1914 [25]:

ARGUMENT FOR NEW TRIAL IS SUBMITTED

I. Isaac Irwin Claims Plaintiff, Hired by Him as Chaffeur, Not on Duty at Time of the Accident

The motion for a new trial in the suit of Archibald F. Godman against I. Isaac Irwin, has been argued and submitted for a decision in Superior Judge T.R. Lewis' court. The suit was brought to recover damages for personal injuries sustained September 28, 1912, and at the trial of the case the jury awarded Plaintiff Godman a verdict, for the recovery of damages in the sum of \$6,000. The motion for a new trial is based on the claim that the award is not supported by the evidence submitted at the trial and that in any event the award was excessive. It was brought out at the trial that Plaintiff Godman at the time he sustained the injury was employed as a chauffeur by Defendant I. Isaac Irwin but that he was not on duty in that employment when he was hurt.

The testimony showed that Godman was not driving an automobile for his employer at the time but that the automobile was a racing machine owned and driven by Will Irwin, a son of I. Isaac Irwin, while Godman was at that time acting as a mechanic for Will Irwin. At the time of the accident Will Irwin was driving the machine up the Palomar grade in a time competition for the Benbough cup when there was a spill and Godman was thrown out and sustained an alleged permanent injury to his right wrist and other injuries. It is contended that I. Isaac Irwin was not responsible for that accident and it was stated that he did not know anything about the accident and its result till about a week after it occurred. An appeal will be taken in the case if a new trial is not granted. Defendant Irwin is a well known banker and wholesale grain and feed merchant of San Diego. He is represented in the case by Attorneys Eugene Daney and J.C. Hizar and Rogers & Davis and A.J. Morganstern are attorneys for Plaintiff Godman.

The San Diego Union ran this story on July 10, 1914 ^[26]:

COURT SETS ASIDE \$6000 DAMAGE VERDICT

Judge Lewis Orders New Trial in Personal Injury Case

AUTOMOBILE RACE CAUSE

Case Barred When Jurist Holds Chaffeur Voluntarily Went on Trip

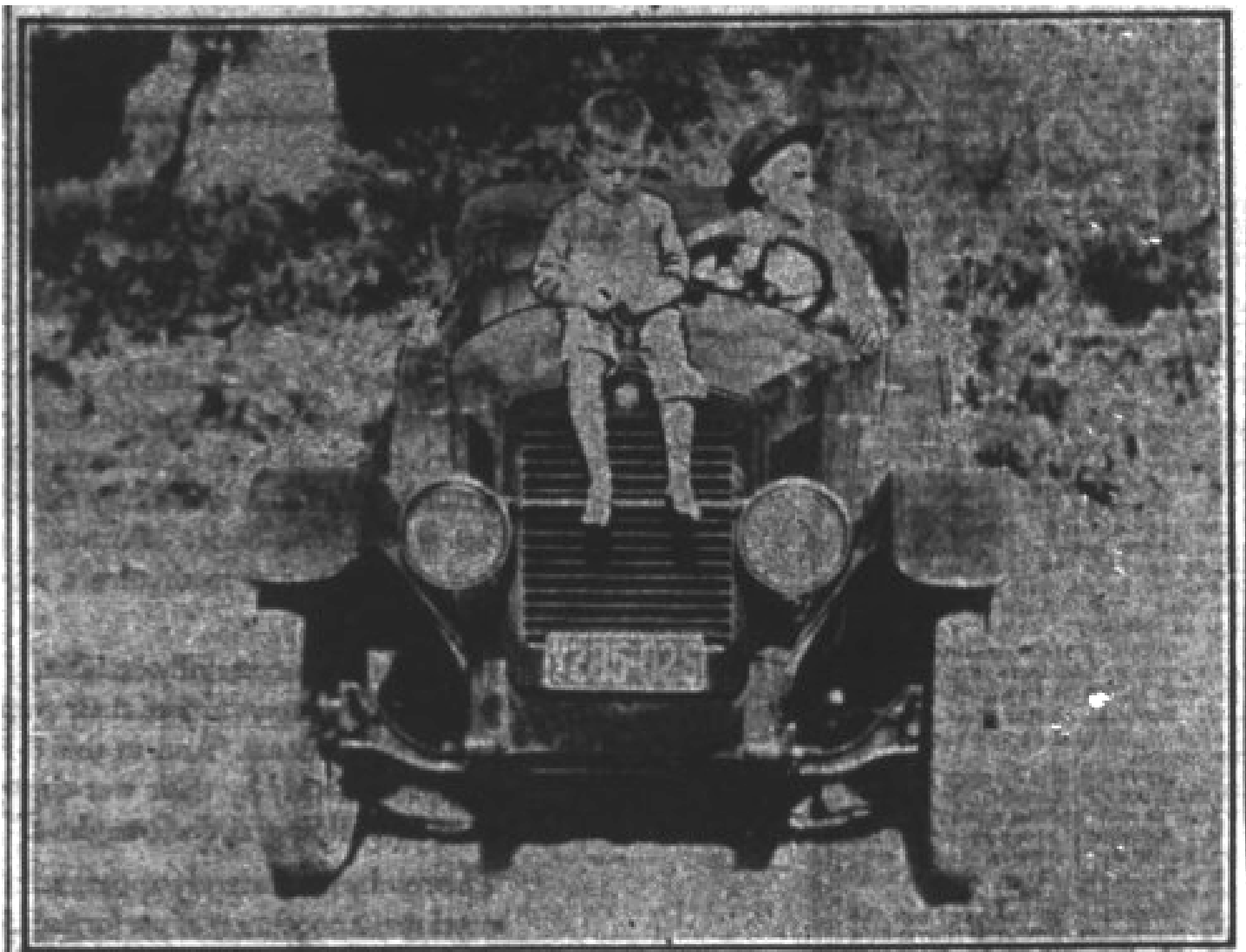
A verdict of a jury rendered November 13, 1913, giving \$6000 to Archibald F. Godman from I. Isaac Irwin, was yesterday set aside by Judge T.L. Lewis in the superior court, and a new trial was ordered. Attorneys for Godman, it is believed, will abandon the case for, under Judge Lewis' analysis of the testimony, they are of the opinion that it would be impossible to sustain a verdict. Godman worked as a chauffeur for Irwin and, on September 29, 1912, left San Diego with Irwin's son, William, on an automobile race up Palomar grade. The automobile went off the grade and Godman was severely injured. He brought suit for \$10,000 damages, claiming that he was practically ordered on the trip.

Judge Lewis ruled yesterday that the testimony showed that it was not necessary for Godman to have made the trip, but that he went of his own accord. This precluded a suit for damages against his employer. A suit against William Irwin is already barred by the statute of limitations. The question of negligence on the part of young Irwin in driving the car, Lewis held immaterial to the action, but that it would be difficult to determine what would constitute careful driving in an automobile race. Godman was deputy marshal at Coronado for a time. During the motion for a new trial Attorney Eugene Daney produced a photograph of Godman proudly holding a big fish in his injured hand. The picture was taken after the verdict for \$6000 was returned.

On August 7, 1920, the San Diego Evening Tribune ran a story on what it claimed was a record-setting hill climb of 36 minutes up Palomar Mountain [39]. Previous and later record-setting runs up Palomar Mountain including the 1912 record of 35 minutes started at “a line parallel to the south side of the corral fence at the foot of the grade” or “at the foot of the grade” of “from the gate” [2,5,29,31,40]. This 1920 run started at the highway which adds on distance and time, so it may well have been a new record, but it wasn’t run over the prescribed course used by others. The newspaper article notes record-setting runs back to 1912 but is incorrect in stating the previous fastest time being 40 minutes. The San Diego Evening Tribune reported on August 7, 1920 [39]:

Essex Demonstrates Its Cooling System

Stephen Bailey, 4 ½-year-old son of Dr. Milton Bailey, who got astride the Essex radiator just 60 seconds after the car had climbed the 12-mile Palomar mountain grade in record time in the intermediate gear. The water never boiled once on the trip, and for the 246-mile trip only one quart of water was used, including the intermediate work.



Here is a trip that shows what a real pulling car will do. It is an intermediate gear climbing exhibition along with plenty of high gear work besides. A stock Essex made a 246-mile hot weather run that according to reports hasn't an equal. Over Palomar grade, the Nigger canyon route, in 36 minutes in intermediate gear without getting the water any more than warm is the record that was chalked up. Just 60 seconds after reaching the top of the 12-mile climb young Stephen Bailey was seated astride the radiator and according to him it was just as comfortable as his pet hobby horse ever thought of being.

The time of 36 minutes up the grade is, as far as warranted reports give it, a record. Several other makes of cars have tried the run and there are very few that fail to boil the water at least once on the grade. The Essex never boiled the water once and had plenty of power at all times despite the fact that the temperature was over 100 degrees all the way up. The hill, until the very top, is exposed to the sun in such a way, as people who have made the run know, that every bit of the rays of the sun reaches all parts of it. In places it is reported that it was much hotter than 125 degrees.

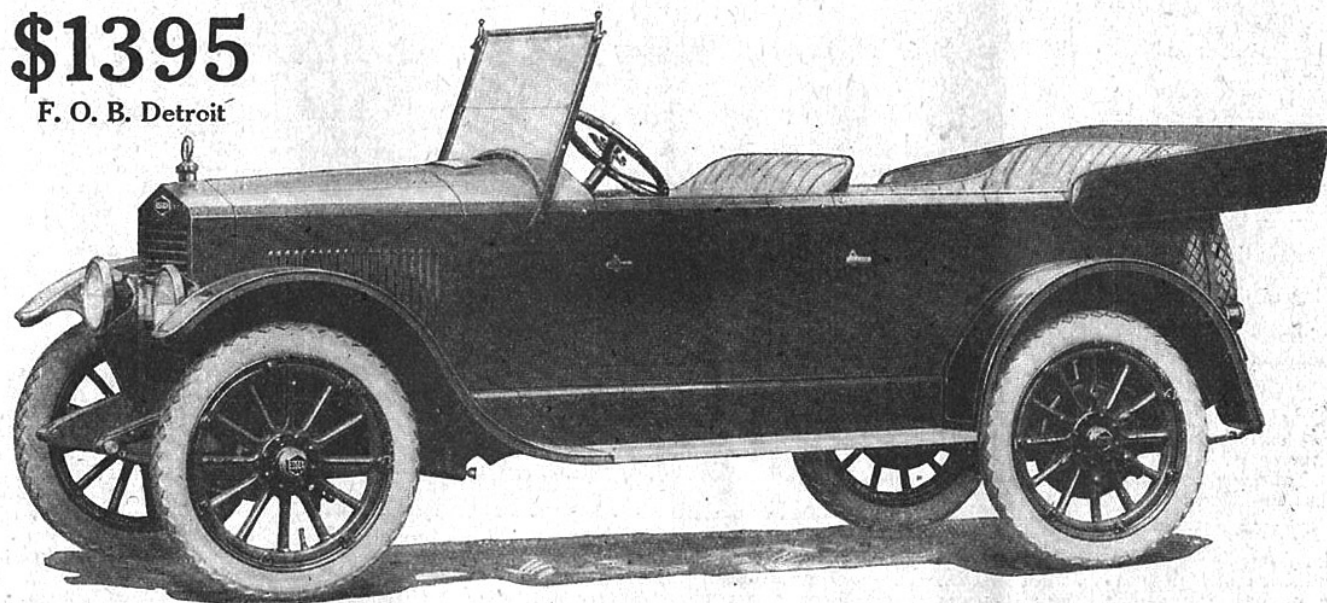
T.O. Bailey, 1820 Mead street, San Diego, who filed on land up in the Palomar district 33 years ago and homesteaded a ranch there at that time, said when the Essex reached the top of the hill that it was the first car he had ever seen climb the mountain that he couldn't warm his hands on. The 4 ½-year-old son of Dr. Milton Bailey of this city, who is the lessee of the Palomar hotel at Nellie, shows that the car couldn't have gotten very hot, as the picture would indicate.

The car used for the entire trip, a distance of 246 miles, 9 ½ gallons of gasoline; one pint of oil and one quart of water. The elevation at the top of the hill is 6126 feet above sea level and the rise in 15 miles along the grade is about 5000 feet. The grade is over 15 percent in many places, especially on the switchbacks. On the time for the hill the starting point was taken from the highway, which makes the distance of the grade 15 miles. The actual grade is about 12 miles.

Records hung up by various cars date back as far as 1912 and the times for the grade range all the way from 40 minutes up to 50 minutes. The record made by the Essex is one that will be hard to beat despite the fact that the trip was not made for a speed trial. A stock Essex was used, the car having been driven about 7100 miles. The party of three left the J.W. Freiden agency and traversed the entire trip with no trouble whatsoever. The only feature that was attempted to bring out was the wonderful cooling system of the Essex, which was proven on the Palomar grade without doubt. J.W. Hoyt drove the car the entire distance.

\$1395

F. O. B. Detroit



Essex Popularity Grows

Sales Exceed Output Three to One

Hailed as a New Leader

1919 Essex

The San Diego Union ran this story on October 16, 1921 [27]:

Nash Breaks Palomar Mountain Hill Climb Record; Fast Time Turned In

The Nash, breaking the Palomar mountain hill climb as it looked rounding the curve where the west side road connects with the east side. Walter Folcke, at the wheel, drove an excellent race. W. Edward Shaw, local dealer, was waiting at the top of the grade to see the machine finish in front of Dr. Bailey's house at Nellie. The time broke the standing record made by Dave Campbell away back in 1912.



Nash now holds the Palomar hill climbing record. The mark set away back in 1912 by Dave Campbell was lowered just 20 seconds last Monday morning by a Nash sport model driven by Walter Folcke. Campbell's time for the gruelling grind was 35 minutes from the gate to Nellie; while Folcke completed the journey in 34 minutes 40 seconds. Campbell's time was made during the competition held in 1912 for the Percy Benbough trophy and the diamond medal. Many makes of cars attempted to mount the difficult 12.7 miles trip, but all failed to beat Campbell. When the record was made, Fred

Jackson, Percy Benbough, Roy Campbell, Dutch Ruether, and Dave Campbell were in the car, a Stevens-Duryea. They had no top on the car and no windshield.

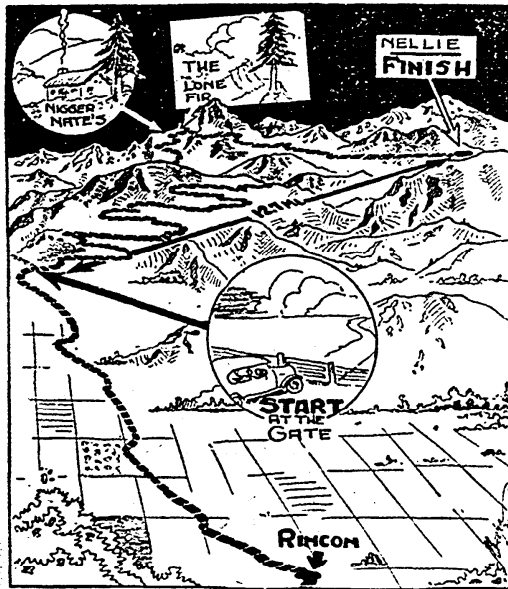
The Nash, a regular stock model, with top and windshield, carried only three people over the summit. This is the only mistake that was made on the record-breaking battle with Father Time and motor car endurance. With one or more passengers, more traction on the rocky grade could have been gained and faster time made. As it was, two besides the driver didn't hold the car to the road as much as was needed. The road taken, in case there are some who don't know the route and haven't been over San Diego's hardest grade, follows the famous Nigger canyon. Just a short way north of Rincon the grade starts and winds up the side of a bare mountain side. The road is narrow and steep, with many sharp turns. Hairpin curves are found on every 100-foot ascent, and many of these resemble more the Humb brand hairpin than the regular straight ones. In some spots the grade is as steep as 20 percent, but the average is 12 or 15. No car known makes it in high speed, and few can complete the journey in second.

Tin Can flats, ... [Nate Harrison's] , the Lone Fir, Silver Crest, Planwydd and Nellie are all on the way in the order named. ... Nate [Harrison], who died only a short time ago, and who always spoke of himself as "the oldest white man on the mountain," made the canyon famous. When the Nash made its dash about all the distance was done in second speed. Low gear was used possibly five times on the steepest turns in order to keep rambling ahead. High gear came in only after Silver Crest was reached, that being about two miles from Nellie. The car stood the strain without any perceptible damage. To give one an idea of the roughness of the road and the severeness of the test given the car, I am going to tell about one thing that did break on the Nash. This was one of the iron rods that holds the spare tire on. The other one held onto the tire, however, so we didn't have to stop – in fact, we didn't notice that it was broken until on the way home.

And to prove that the car wasn't tuned up or geared especially for the test, they let me drive the car into San Diego. I pulled Valley Center and Poway grades in high speed with power to spare. But there is more proof that the car is a stock one. The Nash driven up the hill wasn't a new one and it wasn't built for the journey or for any other dash, except the daily toll that all Nashs are built for. It belongs to W.G. ("Billy") Halbritter, and it is the machine that he recently completed a transcontinental run, accompanied by Gusweller in another car. The car had 10,500 miles registered on the speedometer.

But, before we go further, let us go back into history and recall a road race that one Walter Folcke can be remembered in. The dash from Los Angeles, to San Diego, to Phoenix in 1911. This time a Locomobile took the bacon. A little ratty-looking affair, called the “Blue Midget,” was entered. One Folcke, then of the gas company, had worked both ends of the candle to fix this frail wagon. He left the northern city in 17th position. The Loco arrived in San Diego first, Barney Oldfield came nosing in second, and, surprise of surprises, here was the Blue Midget. Folcke came down in his chaser in 3 hours and 1 minute. It was the same Walter Folcke that took the Nash to victory for W. Ed. Shaw, local dealer, Monday. There may be better drivers than this young man, but they are few and far between. He gave the car everything it had – yet he was careful on the corners and never took a chance like so many foolhardy speed artists are wont to do. Folcke knows the art of piloting a motor car on grades.

W. Edward Shaw, of the local Nash agency, planned the hill climb. And suffice it to say, when the top was reached there was certainly one happy dealer. He had a broad smile and all he could say was “Good boy, Folcke! I knew the car would do it!” Folcke, J.W. Lee Tucker, Union-Tribune photographer on the trip, and the writer rode in the Nash. The writer was the official timekeeper. An open road was awaiting the throbbing motor car on its way up the heights, for Shaw and his party had gone on up the hill to clear the road and post the few places where it was possible for machines or wagons to come in. Supervisor Westfall of that district had granted Shaw the right to make the dash, and when Shaw told him how fast he was going to make it in, he remarked: “You won’t go over 15 miles an hour on the hill.” The actual average for the run was 21.9 miles per hour. On many of the open stretches in second gear a speed of 40 and 45 miles an hour was attained.



Nash

Breaks

Palomar Mountain

"Nigger Canyon"

Hill Climb

**Dave Campbell's 1912 Mark Lowered
New Time 34 Minutes, 40 Seconds**

The car, owned by H. G. Halbritter, had been driven across the continent and the speedometer showed 10,500 miles when the run was started. Halbritter purchased the car from W. Edward Shaw, local dealer, only a few months ago and has been getting excellent service from the car. Halbritter was at the finish to watch his car come dashing up to Dr. Baily's front door, in record breaking time.

The Nash was strictly stock. Top and windshield and other special equipment, including spare tire, were all on. Other machines in past years have always removed top and windshields and have carried more passengers in order to make better speed.

Permission to stage the run was granted by Supervisor Westfall and men were posted at the few intersections of roads to warn machines and wagons of the approaching speeder. The road was cleared of all travel. The deep angle trenches used to divert the winter snows off the road were being installed and crossing them took off several seconds of the time enroute. Nigger Canyon was in its usual condition, neither good nor real bad.

**San Diego's Steepest
And Most Difficult
Grade Mastered By
"Another"**

Nash

Sport Model

Chart

| | |
|---|-----------------------|
| Distance | 12.7 miles |
| Time | 34 minutes 40 seconds |
| Greatest Elevation | 5200 feet |
| Approximate Elevation at Foot of Mountain | 1500 feet |
| Grade Percent: | |
| Average | 15 |
| Highest | 22 |
| Driver, Walter Folcke. | |
| Owner of car, H. G. Halbritter. | |
| Official Timers and Passengers, John W. Swallow, J. L. Tucker. | |

(Pennzoil Lubricating Oil Was Used By The Nash)

W. Edward Shaw

Columbia at B Street

Main 636

In a 1957 oral history interview, William G. Halbritter said [3]:

My wife and I made a trip to the east in a Nash sport model Phaeton. W. E. Shaw wanted me to give him some publicity on it for advertising purposes. I told him he would get much more publicity if he would put that car of mine on the Palomar mountain and take the record away from Dave Campbell. I wouldn't drive it myself because my wife would not go for that at all. So I got Walter Folcke to drive my car up that mountain. He drove it up there and broke the record by 40 seconds. Two of the Union boys timed it. John Swallow was one of them that rode in the car, and myself, and then there was another thin, dark-complected boy who was on the Union. Walter Folcke and I rode in the front seat. I don't know what became of the trophy. There was an awful lot of publicity on it. Lord, I wish I had those pictures. It was a narrow car with wire wheels -- very pretty car in those days.



1920 Nash 686 Sport Touring Jim Benjaminson photo



Percy J. Benbough, undated

The San Diego Union ran this story on October 23, 1921 [28]:

OLD-TIME PALOMAR RECORD TOLD ABOUT

“It was back in 1912 that I conceived the idea of a Palomar hill-climbing contest,” said Percy J. Benbough. “I had driven all over Palomar many times; had torn rear ends out of cars on the grade, and slept out all night guarding them, so I knew what drivers were up against. I offered the P.J. Benbough trophies – a silver cup and

diamond medal – to the motorist making the fastest time from the gate, about a mile from the foot of ‘Nigger’ canyon grade to the Bailey’s Palomar mountain hotel. About 15 machines made the start; many of them never got through, and only about two came within many minutes of the record established. Dave Campbell, in a Stevens-Duryea with windshield off and top folded back, made the run in 35 minutes flat. These trophies were held open for further contest for 90 days. A great many cars, many of them high-priced ones, tried again for the trophies, but in vain. So ‘Dave’ held them for all time. I think the record of 34 minutes 40 seconds, made Oct. 8 in a stock Nash sport with top, windshield and regular touring equipment, is remarkable – yes, wonderful – especially taking into consideration the condition of the roads after a seven-inch rain storm on the mountain. Much credit is due W. Edward Shaw, Nash distributor; ‘Billy’ Halbritter, the owner, and Walter Folcke, driver of the record-breaking Nash, in lowering a record of nearly 10 years’ standing.”

The Escondido Times-Advocate ran this item on October 24, 1921 [29]:

ELMER OAKS MAKES GOOD TIME ON PALOMAR CLIMB

Elmer Oaks, driving his Chevrolet “Baby Grand,” made a good record in climbing the west grade of Palomar mountain Saturday. With two passengers, L.R. Sibbald and Dudley Axe, he drove from the gate at the foot of the mountain to the home of Jack Roberts, well over on the mountain’s top, in 38 minutes and 50 seconds, which is going right along every minute. This approaches close the recent Nash record of 34 minutes, 40 seconds.

Oaks’ run in his Chevrolet stopped at Jack Robert’s Planwydd place, which is about a mile short of Baileys/Nellie, where the Nash stopped its run (as well as other cars in the past).

The San Diego Union ran this story on October 30, 1921 [30]:

CAMPBELL COMMENTS ON PALOMAR CLIMB

Dave Campbell of the Campbell Machine company, one of San Diego's pioneer automobile dealers, winner of Palomar hill climbing contest in 1912, and winner of the San Diego to Phoenix road race of 1912, comments on the Nash-Palomar run and says:

"The Palomar hill climb contest was started by Percy Benbough and created much rivalry among local dealers. I opened the contest with a seven-passenger Stevens-Duryea, with 142-inch wheel base, carrying five passengers and making the record of 35 minutes flat. During the 90 days following, while the contest was still open, practically every make of motor car represented here at that time was used in an endeavor to better my time. I was never called upon to attempt to lower this record, as my nearest competitor did not come within several minutes off the 35-minute record. Having driven in this contest I think I realize more fully than the average person the severe strains the car and driver are subjected to. It takes a strong and powerful car to stand the strain and make the grade in under 35 minutes. Great credit is due the Nash car and Walter Folcke, the driver, for lowering my former record, which has stood for more than nine years."

The San Diego Evening Tribune ran this story on December 3, 1921 [31]:

LEXINGTON SMASHES PALOMAR MOUNTAIN RECORD

STOCK JOB DISPLAYS SPEED

By Syd Cox, Automobile Department

Lexington "76," chronic record breaker, driven by Harry Tarkington and carrying Garner Lewis of the Los Angeles Lexington branch and the writer as passengers, lowered the time for climbing Palomar mountain to 32 minutes 59 3.5 seconds last Tuesday, Nov. 29, 1921. The time was checked by two stop watches. The car "76," named after the famous minute men of 1776, was driven down from Los Angeles on Sunday, Nov. 27, laid out in the rain and snow at Planwydd Sunday night, Monday and Monday night, and on Tuesday afternoon, with the road, after you had passed the timber line, slippery enough to make it unsafe, was driven down to the foot of the mountain and the race against time was begun. On the first trial the run to ... [Nate Harrison's] was made in 14 minutes flat, breaking the record to this point by nearly three minutes. Shortly after passing this point the car was forced to stop; the auxiliary air valve on the carbureter had become stuck in

a wide open position. This so leaned the mixture that the motor became starved and would not respond to the throttle. On the second start the run to ... [Nate Harrison's] was made in 13 ½ minutes, this time being also checked by A.T. Stees, who owns the store at Pala, and by Mr. Bradley, who had accompanied Mr. Stees in his car as far as Tin Can flats to watch the speed trial. Everything went fine on this second run until we had reached a point about a mile above ... [Nate Harrison's]. Here we chased three horses out of the road. As horses do under like conditions, these Dobbins elected to race ahead of us up the road before they condescended to climb up the bank out of the way and give us undisputed right of way. Of course, this constituted a loss of time.

The road taken, in case there are some that do not know the route and have not been over San Diego's hardest grade, follows Nigger canyon. The grade starts just a short way north of Rincon and winds up the bare side of the mountain. The road is narrow and very steep, with many sharp turns. In some spots the grade is as steep as 22 percent, but the average is about 15. No car known has so far made the grade in high gear and few can make the climb in second gear. The course extends from the gate to Nellie, and following points are passed on the way: Tin Can flats, ... [Nate Harrison's], Lone Fir, Silver Crest, Planwydd and Nellie. ... Nate [Harrison], who died only a short time ago, made the canyon famous. The car stood the strain well and the entire run was made in second gear. Harry Tarkington, driver, made the statement at the completion of the run, that if his record is lowered and he is forced to come back and make the run again, he will cut the time to 30 seconds flat [PB: the writer's mistake, he meant 30 minutes].

Seventy-six, according to A.N. (Art) Preston, local Lexington distributor, "is a stock model in every sense of the word, had traveled 43,671 miles up to and including Nov. 28, 1921, and is the same machine that made the speed run on the beach at Ensenada a short time ago where a speed of nearly 90 miles an hour was attained. "The Lexington," he continues, "also holds records for the climb at Pikes Peak and to date is the only car that has managed to negotiate the famous Baxter street hill, Los Angeles, in high gear. These tests," Mr. Preston goes on to say, "were not intended to create anything in the nature of a sensation but are merely made to prove beyond all doubt the truth of the manufacturer's claims that the Lexington (Ansted) motor is an unusual power plant, equal to any demand that may be made upon it and sturdy enough to withstand the stress, strain and abuse that a test of this kind requires."

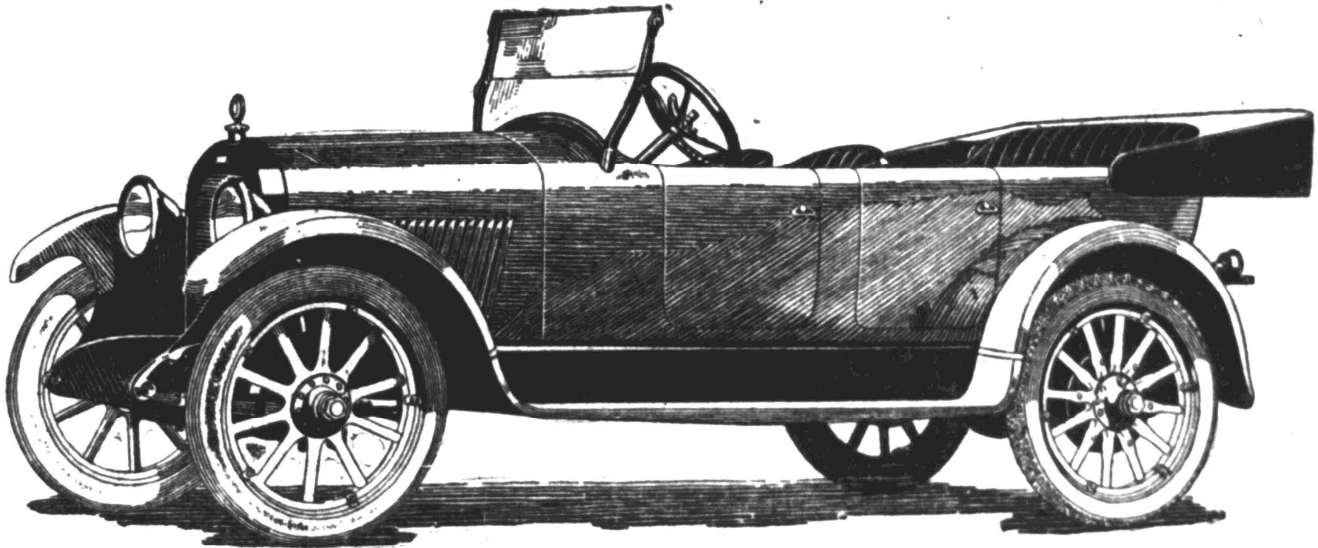
Lexington

MINUTE MAN SIX

Touring Car, \$1,785; Tourabout, \$1,785; Sedanette, \$2,750; Sedan, \$2,850; Coupe, \$2,650. All prices quoted f. o. b. factory.

Before You Buy a Car See the Beautiful "Lexington Minute Man Six"
THE BEST BUY FOR YOU. LET US PROVE IT. A DEMONSTRATION WILL CONVINCE YOU.

We have the cars and can make immediate delivery.



MELTON ELECTRIC CO.

218 N. MAIN ST.

HENDERSON, KY.

Lexington Minute Man Six

The San Diego Evening Tribune ran this story on July 8, 1922 [32]:

WILLS BEST ON STEEP PALOMAR

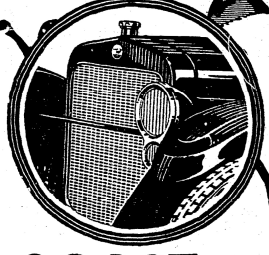
Fighting its way up the mountain, digging in feverishly for a toe hold here, scrambling frantically from the edge of a precipice there, dodging trees, rounding hairpin turns at breakneck speed, with death the penalty for one false move or the slightest hesitation on the part of the driver – valiantly strove the Wills Sainte Claire on its record-breaking race against time up Palomar mountain, last Thursday afternoon. Never before in the history of Palomar mountain has there been such perfect co-ordination between car and driver. Never before has a motor car performed so wonderfully. Conditions were met and conquered that would chill the blood of the ordinary driver and break the back of a less sturdy machine. The road was badly cut up, owing to trails made by another machine earlier in the day, and the loose dirt

formation on the turns so closely resembled sand that it took a heart of iron and a nerve of steel to negotiate the curves at high speed under such adverse conditions. The latest record was established by a Wills Sainte Claire, stock roadster, and the time was 29 minutes 59 2-5 seconds, which is nearly two minutes better than the best previous time. The car was purchased by H.F. Morgan from the Powell Motor Car company about five months ago and it was the amazing performance and endurance qualities of this machine that prompted Morgan to purchase the Wills Sainte Claire agency from the Powell Motor company a short time ago.



According to a statement made by Morgan previous to the record breaking run, the roadster which has been named the “King of Palomar”, previous to its initiation into the racing game had covered 10,381 miles between San Diego and the Santa Fe Springs oil territory, where Morgan has large holdings, over all sorts of roads and never been into a garage for repairs previous to its attempt at Palomar mountain. This is the same car which a short time ago pulled a 20-passenger G.M.C. bus over Torrey Pines grade under the additional handicap of having to stop five times on account of traffic congestion. “There are thoroughbreds and thoroughbreds,” to quote Morgan, “but it is not often that you meet a high spirited thoroughbred like the Wills Sainte Claire – one that can stand the excruciating punishment of heavy labor that only trucks of the plow horse variety are called upon to perform – and not break down under the strain.” Palomar mountain at this time of the year is beautiful. While the grade is steep and 12 ½ miles long the top of the mountain, like everything else worth while in this world is well worth the effort, when once attained. At one place on the mountain, on a clear day, it is possible to view Los Angeles, San Pedro, and the Catalina

Islands. The Pacific ocean is easily seen from a number of places and Sentenac canyon also comes into sight. The weather at all times, at this stage is ideal: warm, balmy, sunshiny days and cool fragrant, invigorating nights.



**THE
FLIGHT
OF THE
GRAY GOOSE
OVER
PALOMAR
MOUNTAIN**

29 Minutes, 59²/₅ Seconds
Is the Record Established by the
**Wills
Sainte Claire!**

History of the Flight of the Gray Goose:

Thursday, June 29th, we went to Palomar and clipped the hill climb record of 31 minutes and 59 seconds held by the Lexington to 31 minutes and 15 seconds. The Nash went up and broke our record the following week, giving them the honors for the hill, we felt sure we could do better than that, so we tried it again, and we now have acclaimed to the world that the WILLS SAINTE CLAIRE is all that we have tried to educate the public to believe.

We are again the victors of Palomar Mountain. Our record now stands at 29 minutes, 59 and two-fifth seconds.

Isn't that enough proof of the ability of the WILLS SAINTE CLAIRE to make good? You will receive in the WILLS SAINTE CLAIRE you buy, just the same amount of power, stamina and stability. You may never need so much power, but it's there, should you want it.

---Do let us demonstrate this car to you. Have you ever ridden in a WILLS SAINTE CLAIRE?

Wills Sainte Claire Company
OF SAN DIEGO
(R. CARROL SHANNON—H. F. MORGAN)
Front at B Phone 66174

Motor West magazine published this item on August 1, 1922 [33]:

Records Fall on Palomar

Palomar Mountain, altitude 5800 feet, in the “back country” of San Diego, ascended by a road 12 ½ miles long, badly cut up and with steep grades, recently was the scene of record-breaking rivalry between three well known makes of cars. A Lexington set a mark of 31 minutes, 59 seconds, some time ago; then on June 29 a Wills Saint Claire car, driven by H.F. Morgan of Wills Sainte Claire Co., San Diego, reached the summit in 31 minutes, 15 seconds. Shortly after came a Nash, sent out by W. Edward Shaw, San Diego dealer, which shaded the second record by $\frac{3}{4}$ second. The Wills Sainte Claire returned July 6 and climbed the mountain in 29 minutes, 59 $\frac{2}{5}$ seconds. According to Mr. Morgan, this car covered 10,381 miles between San Diego and the Los Angeles vicinity before its Palomar performances. A short time ago it pulled a 20 passenger automobile stage over Torrey Pines grade, through congested traffic that compelled five stops.

Motor West magazine published this item on November 1, 1922 [34]:

New Records on Palomar

The automobile speed record up Palomar Mountain, a 12 mile climb in the altitudes back of San Diego, has fallen again. This time it was a Paige car, driven by J.M. Sterling, head of Paige Co. of Southern California, Los Angeles, who on October 13 negotiated the 186 turns in 28 minutes, 44 $\frac{2}{5}$ seconds, against the former record of 29 minutes, 59 $\frac{2}{5}$ seconds, made by a Wills Sainte Claire. The day before the same car, driven by Mr. Sterling, made what is said to be the first ascent in high gear all the way. The road, Mr. Sterling reported, is in bad condition, and heavy fog and a strong wind hindered speed somewhat.

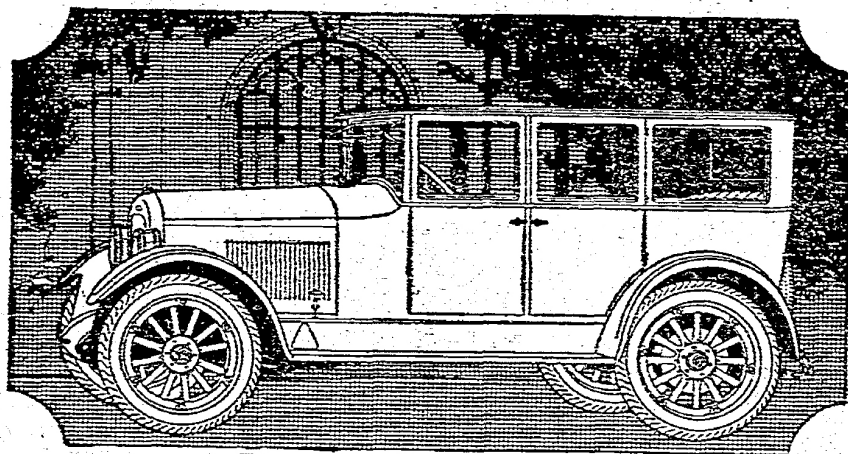
The
JEWETT
Will
Do It

JEWETT

The
JEWETT
Will
Do It

A Thrifty Six Built by Paige

A Roomy Sedan of Sturdy Strength



6 Cylinders—50 Horsepower—5 Passenger

Here **\$1735** Not There

The price of the Jewett Sedan is so astonishingly low that unless one has personal knowledge of the character and quality of this car of amazing value, a false classification is not an unnatural impression.

The Jewett is not a "light six" Sedan. It is a roomy, powerful, five-passenger enclosed car of distinction. It is powered with a six cylinder, $3\frac{1}{4} \times 5$ inch motor installed in a husky chassis in which every unit is built for excess strength.

Here is a Sedan that can be matched only by enclosed cars selling for at least \$500 more than the Jewett. This is a statement certainly worth investigating. You can prove its validity by a demonstration which will be arranged to suit your convenience.

The Paige "6-66" is still the master of Palomar—holds speed record and is the only car that ever climbed Palomar in high gear, which proves that other dealers may be selling better cars, but they can't prove it on the road.

F. OR B. ETTER NAYLOR

Front and B

66174 Phone 64848

The Escondido Times-Advocate published this item on November 10, 1923 [35]:

HILL CLIMB DRAWS MANY

EVENT OF MONDAY, FEATURING A FORD CLIMBING PALOMAR ON HIGH, WILL GET MUCH NOTICE

Oscar Hall has attracted the automobile men and writers of the two big cities of southern California in his record of last Sunday in climbing the west grade of Palomar mountain in close to a half-hour, driving up the grade in a Ford, on high, plus the new axle that helps along in such cases. So much interest has been aroused that two newspapers in each of those cities has arranged to send a special man to Escondido, along with Ford representatives and an official timekeeper, to see the test Mr. Hall plans to make Monday afternoon in repeating his record of a week ago. The hill climb will be made under full inspection and if Mr. Hall is successful in making the record he put up last Sunday, his name and fame will go as far and wide as the big newspapers of the two cities can fling it. Escondido people, likewise, are taking interest in the big test, and it is quite probable that several cars will go out from here to witness the test to which Mr. Hall will put his stock car.

The San Diego Evening Tribune published this on November 17, 1923 [36]:

‘FLIV’ SETS NEW MARK ON LONG GRADE

By Frank L. Longenecker

By racing at terrific speed up the Palomar mountain grade, all the way in Ruckstell high gear, in the astonishing time of 28 minutes, 39 1/5 seconds, a Ford touring car, standard except for a Ruckstell axle, broke all known official records Tuesday morning for the famous Palomar hill climb and picked off for itself the most coveted of all San Diego county motor car records. Death defying, flirting with destruction – hackneyed old phrases these – but any one who doubts that a speed trip of that sort up Palomar is not all of that, and more, can make the trip any time with Oscar Hall, Ford dealer, at Escondido, who piloted the record breaking Ford up the mountain. Hall says that with the roads in a little better shape, he can make the record even lower. So come on daredevils.

With Art Gailey, mechanic, as a passenger, to assist in holding the Ford on the ground as Hall hurled the small car into sharp curves on the grade and raced down straightaways where a slip meant instantaneous death in the valley hundreds of feet below. Hall's Ruckstell equipped Ford roared out of

the control gate just at the foot of Palomar grade at exactly 8:39 o'clock. In just a little less than 28 minutes, 39 1/5 seconds from the time of leaving the control, the sharp staccato barking reports of the rambling Ford motor were heard echoing in the valleys, and on the instant the record breaker flashed through the gate at Bailey's resort and was clocked in King of Palomar mountain by Tribune-Union auto department observers. "And a little Ford shall lead them," softly murmured Charley Johnson, of Powell Ford headquarters, which organization sponsored the successful attempt to break known Palomar records.

All San Diego county motorists know Palomar. They know that it is a climb that always requires second gear, and often low gear also. That the Ford made it in Ruckstell high is a feature in itself, in addition to the record breaking time. In fact, the Ford had to make the grade in high because the Ford low and reverse bands were removed before the run began. To add further glory to the brilliant record, it should be reported that the roads are in the worst possible condition for holding tests of any kind on Palomar. Work has been done on the grade to protect the roadbed against winter rains and snow. For a long distance up the mountain, at intervals of from 100 to 200 feet, mounds of earth have been thrown across the road to act as water breaks when the rains come, and to prevent the road being sluiced away. These mounds acted to retard speed and to cause loss of traction as the Ford smashed into them and bounced down on the other side. The Ruckstell axle gives a Ford three extra speeds, two forward and one reverse. It is a reduction gear installed in the left side of the rear axle housing and is controlled from the driver's seat. It provides an intermediate speed between Ford high and low, a speed lower than Ford low, and a similar low in reverse. Each Ruckstell speed gives 55 percent more power than the corresponding Ford speed, according to Donald W. Meyer, branch manager of the Ruckstell Sales company, Los Angeles, who came down for the trial. In operation, the mechanism is noiseless. Shifts can be made instantly without feeling for gears because it is of the planetary type. It provides a gear change for all possible conditions. The Ruckstell intermediate is ideal for hills worse than Palomar, and useful for braking the car on compression in coming down long grades. In conjunction with a high ratio drive gear, the Ruckstell axle will give an increase to Ford speed of 20 percent, while 80 percent less work done in Ford low effects a saving in gas and oil through cutting down engine revolutions. Gears are always in constant mesh, so there is no chance of missing a shift, and it is absolutely fool proof.

The Powell Ford headquarters party left the Maryland hotel at four o'clock in the morning in order to arrive early at Palomar for the trials. The party who witnessed the test run was composed of Maj. George B. Bowers, a ranch owner of Escondido; Bert Schneider, Fred Young, Charley Johnson

and Phil Bartlett, of Powell's Ford headquarters; E.L. Elliott, of Pittsburgh, Pa.; Donald W. Meyer, branch manager of the Ruckstell Sales and Manufacturing company, Los Angeles; Oscar Hall, Ford dealer at Escondido and driver of the record breaker; Art Gailey, mechanic from the Hall agency. The test run was officially observed and timed by Neal S. Anderson, auto editor of the Tribune-Union, and the writer.

When the Ford touring car broke the speed and high gear record on Palomar, there were a lot of interested people who made the trip to the side of the old mountain to witness the event.

In the [following] layout, top is Oscar Hall, Ford dealer at Escondido, who drove the car to victory, pointing to the Ruckstell axle which made the event possible.

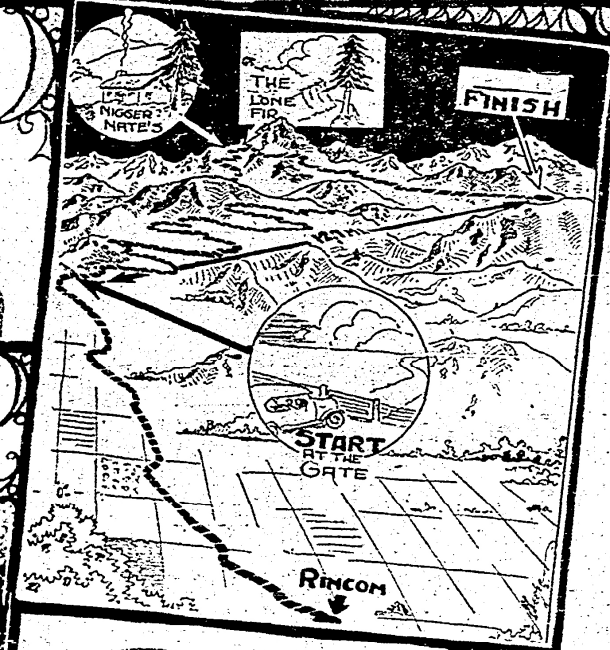
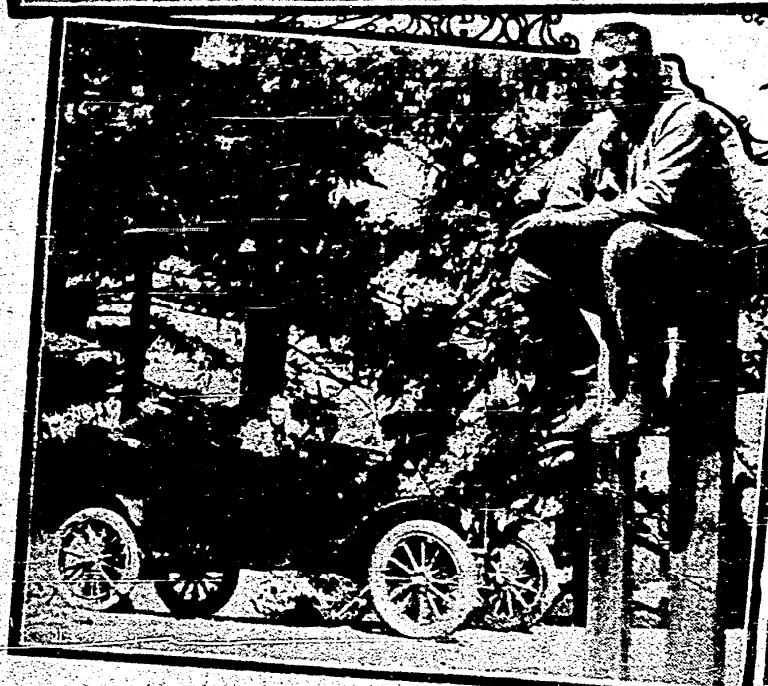
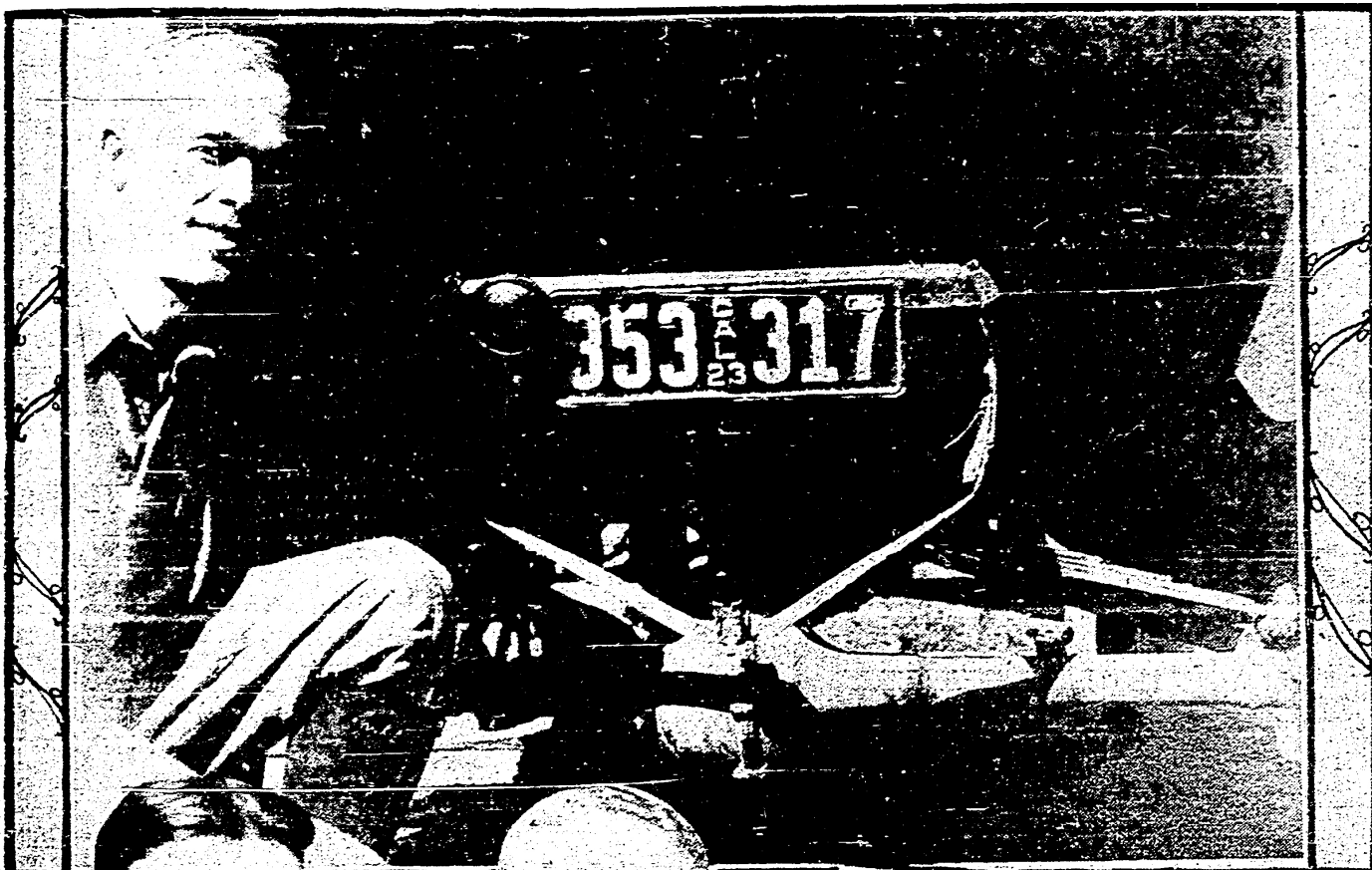
Center, left, is Don Myers, branch manager for the Ruckstell Sales company, who was on deck to cheer the little car on its way; next to him is another picture of Hall.

Right, center, is a "Wheeler" map of the route taken by the car up the mountain.

Lower left, is the Ford at Bailey's after the record run, with an insert of Charles T. Johnson of the Powell Ford headquarters, watching the race from a good vantage point.

Lower, right, is Phillip Bartlett of the Powell Motor company smilingly watching the Ford hit the long grade to a clean-up of records, and Art Gailey of Escondido, who was the passenger in the car on its shattering trip up the "hill."

The car used on this trip was absolutely stock, with the reverse and low bands taken out; had been run about 4000 miles, and had no extras except the Ruckstell axle, which the Ford Motor company acclaims as stock equipment, as this accessory has been sanctioned by the Ford company.



OH! FOR HEAVEN'S SAKE—A

FORD

STOCK TOURING

Ruckstell Equipped

CLIMBED OLD PALOMAR IN HIGH GEAR

ON THE WEST GRADE **IN 28 MINUTES 39¹/₅ SECONDS** Breaking All Available Records

Just an ordinary Ford touring car, absolutely stock in every detail with one of those much-talked-of and high powered RUCKSTELL AXLES climbed the long motor killing grade of Palomar Mountain, on the west side, to victory. It was driven by OSCAR HALL, Ford dealer, at Escondido. Starting at the gate at exactly 8:30 a. m. and landing at Bailey's in 28 minutes 39 1-5 seconds later. The low and reverse bands were taken out of the car in front of The Union-Tribune newspapermen who timed and observed

the record run. It was done in Ruckstell high all the way. It was the greatest achievement yet recorded in motor car history. A Ford has broken all the records which have been set by cars ranging up in the \$3000 class. They have all fallen beneath the Ford. There is no use arguing the matter any longer. The Ford can do anything and when it is Ruckstell equipped, Oh, Boy! look out for records to break. The first to pop was old Palomar. If there is anything else you need proven any of the authorized Ford dealers listed below will gladly show you.

| | | |
|-----------------------------------|------------------------------|---------------------------------------|
| MERRILL'S GARAGE, Oceanside | POWELL MOTOR CO., San Diego. | R. T. DAWSON CO., San Diego. |
| MIDDLEWORTH CO., La Jolla. | H. G. SUMMERS, Chula Vista. | LESTER DAVIS, East San Diego. |
| WASHBURN & McCLEARY, La Mesa. | E. REX GORTON, El Cajon. | JOHN C. FERGUSON, Ramona. |
| RICHARDS & BOWMAN, National City. | | RUCKSTELL SALES & MFG. CO., Berkeley. |

"You Don't Mean to Tell Me a Car Can Climb a 40% Grade?"

**"Yes-siree Bob! That is just
exactly what an automobile
will do every day next week"**

RIGHT ON FIRST AND C STREET and
STATE AND BROADWAY

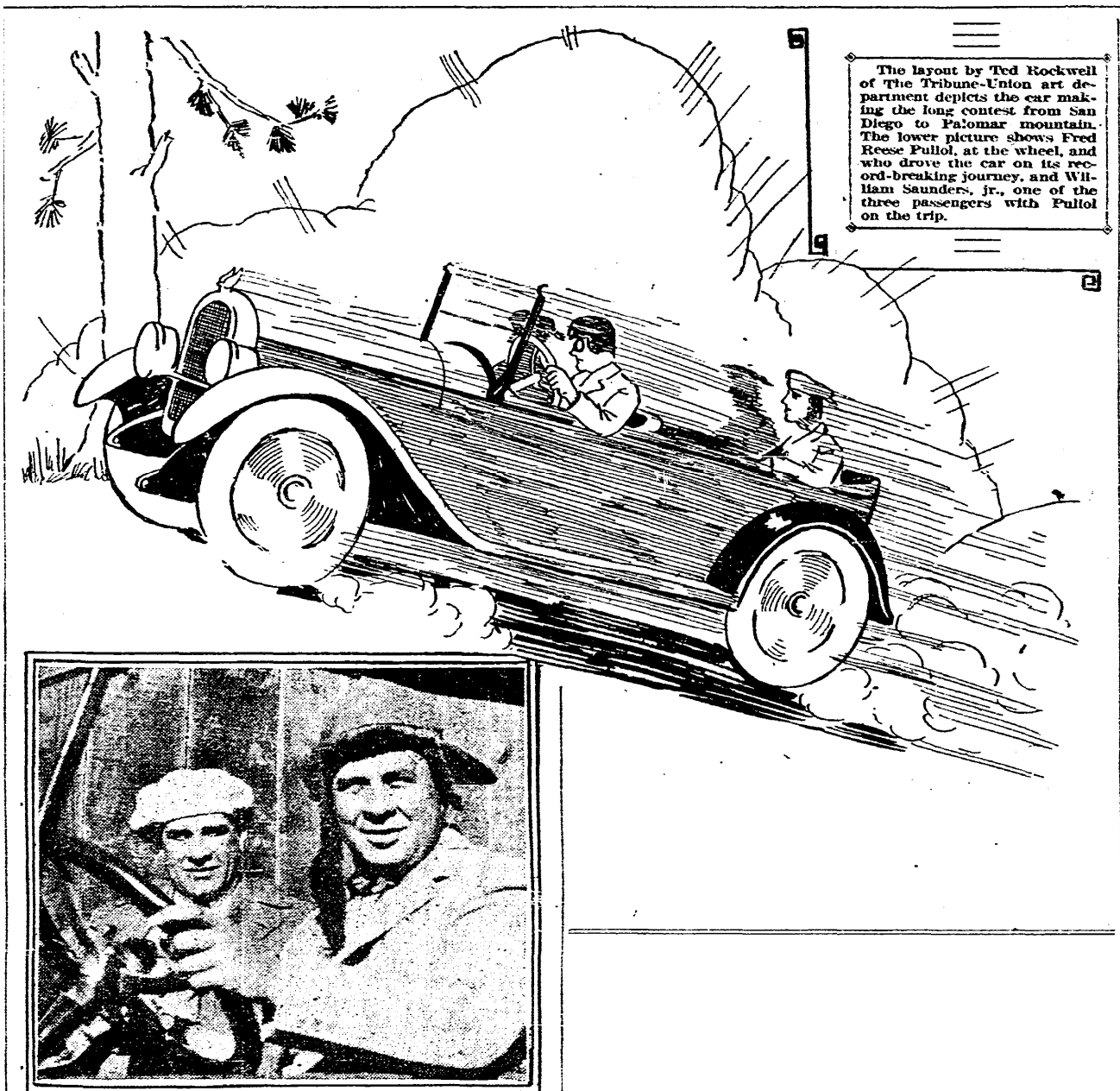
The Car With PERFORMANCE

Holds the most difficult high gear record for speed and power in the state of California. Only car to ever climb Mount Diablo in high gear to the top (Jan. 3, 1924). Broke all high gear records for speed up Palomar mountain (Nov. 17, 1923). Broke all high gear records for speed up Mount Wilson (Nov. 9, 1922). First car into Huntington Lake, a feat calling for real power and sturdy construction (March 25, 1923). First car to reach the rim of noted Crater Lake (1922-1923). These are records no other car can claim. Will climb at ease all mountain grades.

This wonder car will be demonstrated on a 40 percent incline at the corner of State and Broadway and First and C, all next week, starting Tuesday, Sept. 2. You are invited to see this climb and take a ride to the top of the incline. The most flexible car in America with lowest first and upkeep cost.

**YOU WOULDN'T BELIEVE
IT---WOULD YOU?
NOW BE CONVINCED!**

FAST, STURDY CHRYSLER BREAKS SAN DIEGO TO PALOMAR SPEED RECORD



The layout by Ted Rockwell of The Tribune-Union art department depicts the car making the long contest from San Diego to Palomar Mountain. The lower picture shows Fred Reese Pulliol, at the wheel, and who drove the car on its record-breaking journey, and William Saunders, jr., one of the three passengers with Pulliol on the trip.

By Neal S. Anderson, Automobile Editor

In this article the reader will find the word "stock" used several times and I want it understood that I mean just that, and nothing else. The Chrysler car used on this run was a stock model in every detail. I will say that the top was not on the car, other than that, there were no changes. And should any one doubt that statement, I am able to furnish the proof. But before I write the story of this remarkable record, I want to make a little speech. There may be many who will doubt the assertion that the Chrysler was stock and to them,

allow me to state. If they did change the gear ratio to a higher one, say a 3 to 1, in order to attain the speed necessary for this run, then they reduce their power, which was needed on the grades. Then if they reduced the gear ratio to a lower one, say a 5.1 to 1, to attain the power necessary, to put the car over Palomar mountain at its best, then they would lose the speed necessary to make the run. Now before the wise acres start saying this car was not stock, figure a few of those things, and then figure out what other change could be made on the car to help it along on the run. Go on and see where you get. Nowhere, is the answer.

So I can now start and say this – A stock model Chrysler touring car carrying four passengers, left the Western Union office in San Diego, after being checked by Charles Bowen, night man in charge at 4:14 a.m. Monday morning and the little car bearing its four passengers, Bill Johnson, Will Saunders Jr., and E.C. Ewing and driven by the king of them all, Fred Reese Pullol, hit the trail for the long grind of 76 miles to the top of the big old hill called Palomar. On through Escondido, to Rincon, and turning left to the Nigger Canyon grade, they arrived at the gate where the writer was stationed to take the time. It was shown by the watch to be 5:37 a.m. At Silver Crest, 10 miles up the grade, where Nelson Roberts was stationed they passed at 5:59 a.m. and Morris Penter of the Tribune-Union advertising department at Bailey's clocked the car at 6:06. Making the time in one hour and 52 minutes from San Diego to Bailey's. But that wasn't all.

They established a new record for the hill, from the gate to Bailey's in 29 minutes, and this is the first stock car ever attempting to make the climb and was the only car to carry four passengers. All other cars were not stock. The present record for a non-stock car is still standing, that being 28 minutes and 39 1-5 seconds. Now then, you have the time and the mileage. Let's look at some other features on the run. The car crawled the long grade after its fast time from San Diego and at no time was it near the boiling point. It showed it has power, durability, and stamina in every way and sort of disproves some things mentioned around town. I might also add that from Escondido to the foot of Palomar a heavy fog slowed the progress to a very dangerous condition. Immediately after leaving the gate the car shot into the open air again and the great race was on up the hill. Speed was not the prime purpose of this run. The Chrysler was already known as a car that will do a nice 75 miles per hour, if one cares to travel that fast.

Endurance in high speed work was the real test, and the combination of regular roads and this long Palomar grade at this speed tells a story of amazing endurance. If one has ever driven a car at 60 miles an hour, one knows it is a terrible strain for a car. Then stop and consider what this man Pullol had to develop in that car to hold that time. And what the car had to

put up with on that grade. While no member of the automobile department rode in the car it was so arranged that there could be no “footsing” of the time. The car was checked out by a signed card at the Western Union in San Diego, I was at the gate at the foot of the mountain and took the time there, Nelson Roberts, of the automobile department, checked them at Silver Crest, and Morris Penter, of the Tribune-Union advertising department, clocked the car in at Bailey’s hotel. Five watches were used for the clocking and each being checked at Western Union before the observer cars left for the top of Palomar mountain Sunday afternoon.

It was a real run of endurance and speed, and it showed that the Chrysler had them all. I was glad I saw the event. I do not want to give all the credit to the car. I do want to say this, the driving of Fred Reese Pullol was a big factor in making the event possible and he is one of the brainiest men I ever saw behind a wheel. While the car had the stuff to do its work, it was Pullol that put it over, because he knew how. At least that is the way I feel about it. And I guess that will be about all.

On May 17, 1925, the San Diego Union published an article entitled “AS THE MOTOR COP SEES IT” written by McConnell Neely, a motorcycle officer of the San Diego Police Department; it opened with this paragraph [38]:

In the automobile section of any newspaper one can find several solutions of curbing the reckless driver, written by an automobile dealer or a member of one of our citizen safety leagues. A policeman is given much advice by these people but is seldom asked for his opinion on the traffic problem. In this same section is printed an account of a speed record performed by a popular make of car, driven by a man, who, by his own admission, drives at race-track speed. When you read of a run to Imperial valley and return, to Palomar mountain, or any other so-called difficult drive, great stress is given to clever driving and how the car made certain dangerous grades at high speed, but nothing is said about the number of motorists who were forced off the highway by this “clever” driver, who sliced all the curves. ...

Appendix: Proposed race to Palomar Mountain in 1908

In November to December 1908, Francis Byron Naylor and Wilson Samuel Smith could not come to terms with a proposed race from San Diego to Palomar Mountain with Naylor racing a Buick White Streak and Smith racing a Franklin; the main disagreements were the driver allowed and whether the race would be one way or a round trip [17].



Francis Byron Naylor, undated



Wilson Samuel Smith, c1912

On November 19, 1908, the San Diego Union reported [18]:

ISSUES CHALLENGE FOR AUTO RACE TO PALOMAR

Buick and Studebaker Agent Deposits Forfeit Against Claims of Franklin

Only Stipulation is That a Strictly Stock Car Be Used By His Opponent

Prospects appear bright for the holding of another special automobile race between rival San Diego agents in the near future. F.B. Naylor, San Diego agent for the Buick and Studebaker cars, is out with a challenge to Wilson Smith, San Diego agent for the Franklin machines, for a race from San Diego to the top of Palomar mountain. Mr. Naylor has put up \$100 with the sporting editor of The Union as one-half of a side bet for the race, and desires Mr. Smith to cover this amount, after which the details of the proposed race are to be arranged.

“Mr. Smith has been doing considerable talking of late to the effect that the Franklin can make the run from San Diego to the top of Palomar mountain in faster time than any other car to be procured in San Diego,” says Mr. Naylor “He has made this assertion so often I have decided to call him, and am so confident that he is mistaken in his belief that I am going to give him the opportunity of securing \$100 of my money, in addition to the glory of winning a race, if he can do it. The \$100 which I have deposited with The Union is to be covered with a like amount by Mr. Smith, in case he decides to take up the challenge. The entire purse is to be awarded to the winner of the race, or, in other words, to the agent of the car which makes the fastest time between San Diego and the top of Palomar mountain. The details of the race can easily be arranged if Mr. Smith has sufficient confidence in his car to take up this challenge. All that I insist on is that none but strictly stock cars shall be used, and that Mr. Smith shall drive his Franklin car. Mr. Smith is free to use any type of Franklin car he pleases so long as it is a strictly stock car and driven by him. I will give him until Friday noon to cover the money, and if he does not put up \$100 by that time I will take it to mean that he has not sufficient confidence in the Franklin car to make the race, and will, of course, expect him to make no further claims for the machine he represents in this city.”

Mr. Naylor stated that in the event of his challenge being accepted he will drive either a Buick “Forty” or a Buick “White Streak.” Such a race as is proposed by Mr. Naylor will excite a great deal of interest among all San Diegans who have even a slight touch of the automobile fever. It would not only be of great interest locally, but the result would be watched for by automobile enthusiasts all along the Pacific coast.

On November 20, 1908, the San Diego Union reported ^[19]:

FRANKLIN AGENCY ACCEPTS NAYLOR CHALLENGE

Wilson Smith Willing to Race Stock Car to Top of Mt. Palomar and Back

MAKES ADDITIONAL TERMS

Would Take Four Persons in Each Machine and Increase Wager to \$300 Side.

That San Diego will shortly be the starting point of an automobile race that will be watched with interest by dealers and owners of cars all along the Pacific coast, now seems almost a certainty. Wilson Smith, agent for the Franklin car, has accepted the challenge issued by F. B. Naylor, agent for the Buick and Studebaker cars, yesterday morning, through the Union. Mr.

Smith is at present in El Centro, but friends early yesterday morning apprised him of the challenge that had been issued by Mr. Naylor. Mr. Smith immediately wired for particulars, and as soon as these had been furnished him, sent the following message to the sporting editor of the Union:

“El Centro, Cal., Nov. 19, 1908.

“Sporting Editor, San Diego Union:

“I am in receipt of message from San Diego concerning F.B. Naylor’s challenge for race to the top of Palomar mountain, as published in the Union, with his Buick against the Franklin machine. Nothing would please me more, but am surprised that Naylor would make a time limit until only Friday noon of this week in which to cover his money, when it is common knowledge that I am out here in Imperial valley and will not return until next week.

“Naylor must want a cinch when he puts in as one of the conditions that I must run the car, knowing of my poor eyesight and the advantage he would have over me, as I am compelled to wear glasses all the time, and am frequently under the doctor’s care.

“I accept Naylor’s challenge on the condition that Naylor allow some one also to run the car for me, and that the bet is \$300 a side, instead of \$100; that each machine be strictly a stock car; that each car is to contain four persons, or more, and that the race take place before January 1, 1909. Details to be arranged later. If Naylor does not accept these terms appearance would indicate him a four-flusher and bluffer.”

“WILSON SMITH.”

It is more than likely that Mr. Naylor will agree to the increasing of the purse to \$600. In case, however, he should decide to race his Buick “White Streak” against the Franklin car, it would be necessary for Mr. Smith to make a slight change in his conditions, for the “White Streak” has a capacity for only three people, as it is equipped with but a single rumble seat. It is reported that some of the other San Diego dealers are anxious to have the race made a free-for-all affair in order that they may also participate. If this should be done it is more than likely that some of the Los Angeles dealers would want to enter their cars, and the race would thus become considerably more than a local event. With other San Diego dealers and some of the Los Angeles dealers competing, the Palomar mountain race would completely eclipse the famous Mt. Baldy race in general interest and in all other respects. The route to be covered is one well calculated to test any car to the utmost. All sorts and conditions of roads, good, bad and indifferent, are to be met on the

proposed route. The finish of the race would be 6,000 feet above sea level. The last twelve miles of the route are one long, steep hill, with plenty of rocks and boulders on the road to make the going difficult and rather dangerous. The total distance the racers would have to cover is close to 65 miles.



Buick White Streak at Lakeside track, 1910
Looks like F.B. Naylor standing at right San Diego History Center

On November 21, 1908, the San Diego Union reported [20]:

NAYLOR WILLING TO ACCEPT OFFER

Challenger of Franklin Cars Says He Will Await Return of Agent Smith.

“If Wilson Smith is really anxious to race one of his Franklin cars against a Buick, I will allow the money I have deposited with the Union to remain up until he returns from Imperial valley” said F.B. Naylor last night.

Mr. Naylor several days ago deposited \$100 with the sporting editor of the Union, and at the same time issued a challenge to Mr. Smith, representing the Franklin car, for a race from San Diego to the top of Palomar mountain.

Mr. Naylor, at the time he deposited the money, stated that he would give Mr. Smith until Friday noon in which to cover the \$100. Mr. Smith is at present in the Imperial valley, but as soon as he was apprised of the challenge sent a message to the Union stating that he would cover the money upon his return to the city.

“Had I known that Mr. Smith was in the Imperial valley, I certainly would not have put a time limit on my deposit,” said Mr. Naylor. “I had no means of knowing that he was not in the city. Upon his return to San Diego he can put up his money if he is still minded to do so. In his message to the Union he says that I am endeavoring to take an unfair advantage of him by insisting that he drive the Franklin car, while I drive the Buick. He claims that his eyesight is so poor that it is out of the question for him to drive his car. Very well. I have no desire to take an unfair advantage of him and am willing that his Franklin shall be driven by some other amateur driver of San Diego. I insist, however, on his naming his driver at the time the details of the race are arranged. I do not care what driver he names, so long as the man is a local amateur.

“Mr. Smith says he will insist that each car carry four or more passengers. This looks to me as though he is trying to name some impossible conditions. He knows very well that the Buick “White Streak” is a two-passenger car. I am willing to make this proposition to Mr. Smith: If he will enter his four-cylinder Franklin car and carry four people in it, I will enter my ‘White Streak’ and carry two people. This will give Mr. Smith a slight advantage, as his car has a capacity of five people. However, I will let it go at that and consider it a very fair proposition.

“When Mr. Smith returns to San Diego he will find my money with the Union, and if he wants a race he can put up his cough. We can then meet and arrange the details for the race, and at that time he can name his amateur driver. Had I known that his eyesight was poor, I would not have insisted that he drive his own car. As he has been driving Franklin cars for a number of years, I naturally supposed that his lamps were good. Money talks with me, and it is now up to Mr. Smith to talk.”

Mr. Smith is expected to return from his trip to the Imperial valley early next week, and at that time, according to his friends, he will cover the deposit made by Mr. Naylor, and thus insure the holding of a race that is already arousing considerable interest on the coast.

On November 26, 1908, the San Diego Union reported ^[21]:

SMITH TAKES UP BUICK CHALLENGE

Franklin Agent Deposits \$100 for Match Race to Top of Palomar Mountain.

WOULD INCREASE PURSE

Air-Cooled Car Sponsor Asks \$300 Wager and Would Test Merits of Two.

That there will be an automobile race between Buick and Franklin cars from San Diego to the top of Palomar mountain, now seems almost a certainty. Wilson S. Smith, San Diego agent for the Franklin car, has deposited the sum of \$100 with the sporting editor of The Union to cover a like amount deposited by F.B. Naylor., San Diego agent for the Buick, at the time the latter issued a challenge to Mr. Smith for a race. Mr. Smith is anxious to have the race from San Diego to the top of Palomar mountain and return, and also wants the amount of the purse to be increased to \$300 a side. These are minor matters, however, to the race itself, and will probably be adjusted to the satisfaction of both parties. Mr. Smith deposited his money with the sporting editor of The Union last night. At the time of putting up his money Mr. Smith said:

“I have just returned from a trip to the Imperial Valley in my Franklin car and for the first time have understood the nature of the challenge as issued by Mr. Naylor, covering a race to the top of Palomar mountain.

“As agent of the Franklin car, I have, from time to time, been compelled to answer criticisms relative to the durability of the air-cooled Franklin cars on long hills and my competitors have stated that the Franklin car burns itself up under those conditions.

“It is not a usual thing for me to bet on a race, but as Mr. Naylor has issued the challenge, I make the following offer in order to show the relative merits of the two cars: I will enter for a race a “Model H,” six-cylinder Franklin from San Diego to Hotel Palomar, Azalea Park, Palomar mountain, elevation 6000 feet above sea level and return against Mr. Naylor’s “Buick Forty,” each car to carry four passengers: or I will race a ‘Model D Franklin,’ with four passengers, against his Buick ‘White Streak,’ with two passengers, over the same course; that wager to be \$300 a side, the winner to take all. Any machines entered are to be strictly stock cars. I will give Mr. Naylor the privilege of allowing any one he desires to run his car, and I reserve the same right, as the object of this race is to test the relative merits of the car and not the ability of the driver. The race to take place on or before January

1, 1909. I reserve the right to appoint one man as a passenger in his car and give him the same privilege.

“In putting up my deposit of \$100 with The Union it is with the proviso that that balance of \$200 be put up with the sporting editor of The Union on demand by him. The offer must be accepted by Mr. Naylor within ten days from date.”

It will thus be seen that Mr. Smith has two propositions to offer, one being to race his six-cylinder car against a Buick “Forty,” and the other being to race his four-cylinder Franklin against the Buick “White Streak.” Either of these propositions would mean a hot race and one in which the public would be greatly interested. It is provided that either the six-cylinder or four-cylinder Franklins carry four passengers, the Buick “Forty” to carry four passengers, if Mr. Naylor should decide to race that car, or two passengers for the “White Streak.”

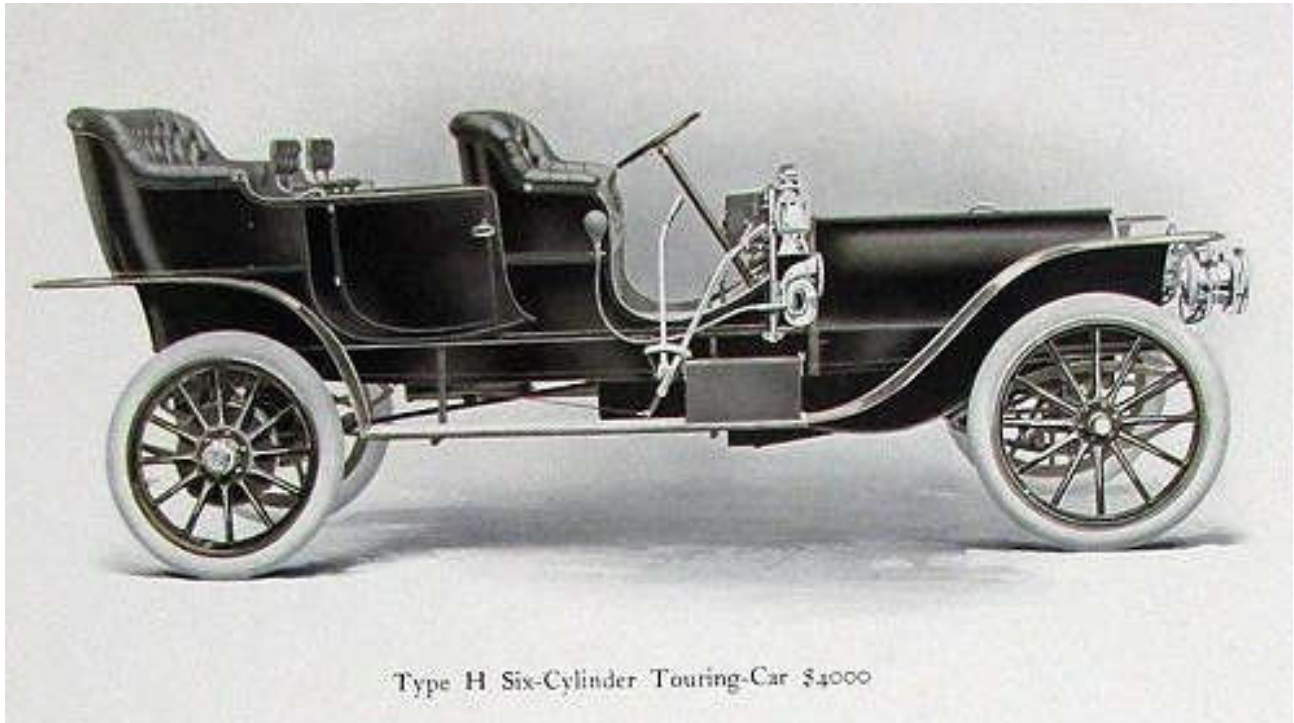
Mr. Naylor’s original proposition was for a race from San Diego to the top of Palomar mountain, while Mr. Smith would like to make it to Palomar mountain and return. It is not yet known just how Mr. Naylor stands on this latest proposition, but in any event there is every reason for believing that there will be a race, and this is what auto enthusiasts are wishing for.

Wilson S. Smith proposed two matchup scenarios:

First, a Buick “Forty” matched up with Smith’s Franklin Model H with a 42 horsepower six cylinder engine. The Buick “Forty” is the 1908 Buick Model 5 Touring, which had a 40 horsepower four cylinder engine.

Second, a Buick Model 10 ‘White Streak’ with a 22.5 horsepower four cylinder engine matched up with Smith’s Franklin Model D with a 28 horsepower four cylinder engine.

Matchup 1:

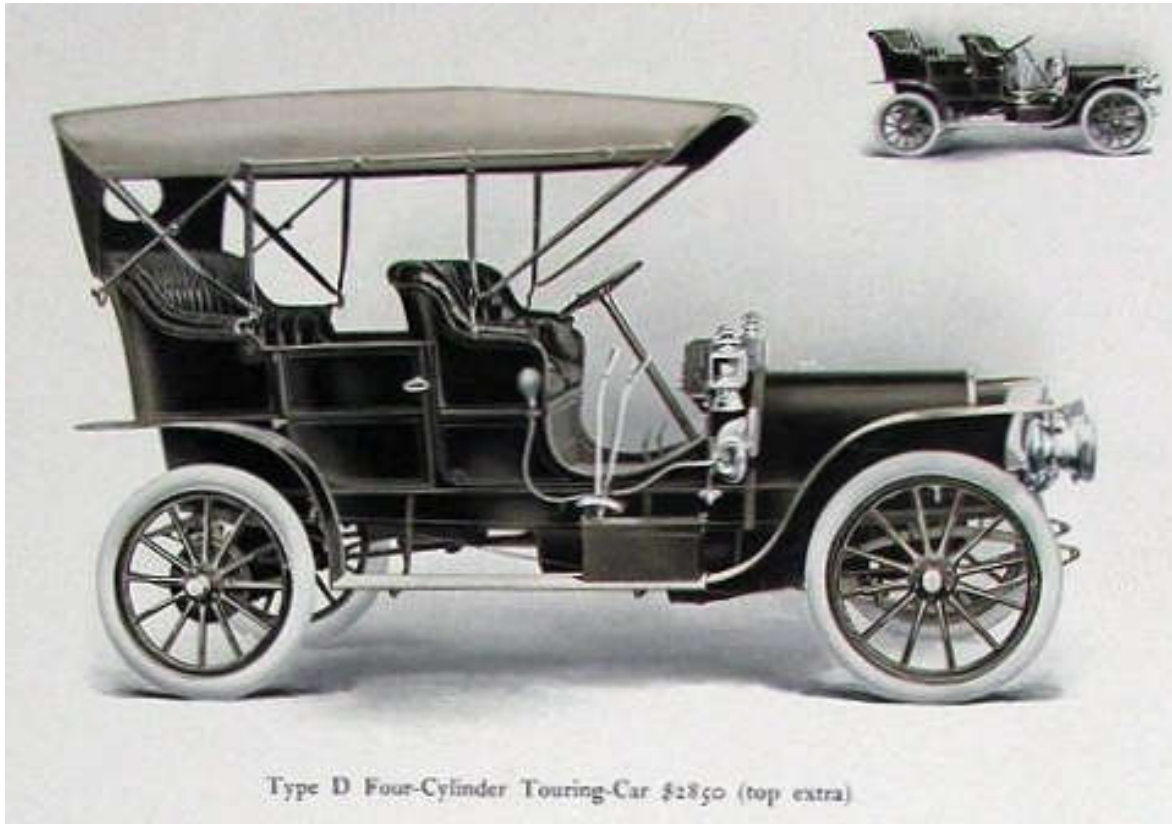


1908 Franklin Model H

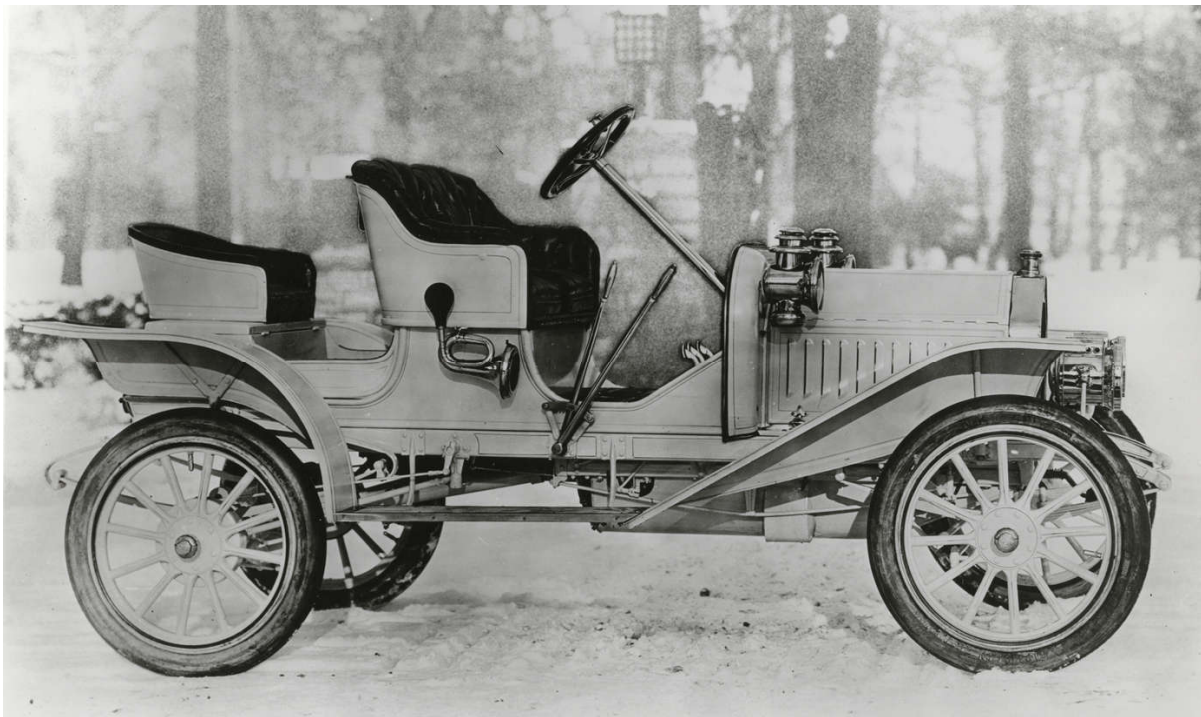


1908 Buick Model 5 Touring

Matchup 2:



1908 Franklin Model D



1908 Buick Model 10 'White Streak'

On December 12, 1908, the San Diego Union reported [22]:

Smith Recalls His Counter Challenge to Defi by Naylor

Franklin Agent Declares Buick Representative Has Not Made Good

San Diego, Cal., Dec. 11, 1908.

Sporting Editor San Diego Union:

Dear Sir – Under date of November 19 Mr. F.B. Naylor challenged me to a race between his Buick White Streak and the Franklin, owing to the fact that I have the Franklin agency. At the time I was out of town at El Centro, in Imperial valley, and on November 20 was compelled to send a message from El Centro to you, answering his challenge, owing to the short time Mr. Naylor gave me in which to accept. I feel that Mr. Naylor took unfair advantage of me at the time, as it was common knowledge that I was making the trip to Imperial valley. He also put in several conditions which were absolutely unfair, one of which was compelling me to run the car, which, owing to my defective eyesight and inexperience in races, would have handicapped me, and would have done an injustice to the Franklin car. It is not a question of the ability of the driver, but the durability of the car, and I accepted his challenge under date of November 26, and agreed to put up \$300 against his \$300 for a race to Palomar hotel, Azalea Park, Palomar mountain, and return.

I gave Mr. Naylor the privilege of choosing his car, a Buick forty, to carry four passengers, against a Franklin 6-cylinder Model H. or his Buick White Streak with two passengers against the Franklin Model D with four passengers. All I asked was the privilege of getting a competent man to run the car, and gave him the same right. I gave him ten days from date of November 26 in which to accept this challenge. He paid no attention to the challenge, has in no way communicated with me and every indication points to his having fizzled out. Having called his bluff and also having waited 15 days instead of 10, I feel that I have every right to ignore him in the future, and request the return to me of my forfeit money. If Mr. Naylor feels he has such a wonderful car let him take the round trip to Imperial that I did in my Franklin, wherein the car went on its own power both ways, is the first car to do it and there was not even a puncture or adjustment in any way on the entire trip. Reference, Messrs. F.E. Patterson and H.M Williard, who were parties on the trip. This demonstrates that the air cooled car is equal, if not superior, to any car on the market.

Thanking you for your interest in the matter,
Yours Very Truly, WILSON S. SMITH

On December 24, 1908, the San Diego Union reported ^[23]:

RIVAL AUTOISTS CANNOT AGREE ON TERMS FOR RACE

Not Much Chance of the Buick and Franklin Machines Being Matched for Long Run

NAYLOR OUT WITH TWO PROPOSITIONS

Wants One Way to Palomar or Round Trip to Cuyamaca – Smith Favors Round Trip to Palomar

Contrary to general expectations, there is not much likelihood of a race between San Diego and Palomar mountain between a Buick “White Streak” and a Franklin car. Several weeks ago, F.B. Naylor, San Diego agent for the Buick automobiles, deposited \$100 to bind a race with a Franklin car. It was thought that this action would result in arrangements for the holding of a race, but on account of the difficulty in reaching a satisfactory agreement for all concerned it now looks as though there will be no contest of the kind. When he deposited his money Mr. Naylor stipulated that the race should be from San Diego to the top of Palomar mountain, a distance of about sixty-five miles. He also stipulated that only amateur drivers should participate, making the suggestion that Wilson S. Smith, San Diego agent for the Franklins, should drive the Franklin entry, while he would drive the Buick.

In response to this proposition Mr. Smith deposited \$100, as his share of a purse of \$300 a side, for a race, but under conditions considerably different from those named by Mr. Naylor. Mr. Smith wanted to have the race over the round trip from San Diego to Palomar. He also wanted any driver whom he might name to drive his car. These conditions were unsatisfactory to Mr. Naylor and Mr. Smith withdrew his deposit.

Now Mr. Naylor is out with another proposition. He is still anxious for the race from San Diego to the top of Palomar mountain, but will not agree to a round trip race. However, he says he is willing to grant Mr. Smith the privilege of naming any driver he chooses providing some other driver than Mr. Naylor be allowed to drive the Buick. In case this proposition is not satisfactory to Mr. Smith, Mr. Naylor says he is willing to race his “White Streak” against a Model D Franklin, from San Diego to Julian and Cuyamaca and return. This would mean an endurance run of more than 150 miles over all kinds of roads, a large portion of which, however, is hilly. Naylor is also willing to allow Smith to name any driver he pleases for this

run and is also willing to race for a purse of \$200 a side, the entire purse to go to the winner.

Mr. Smith, it is understood, is still anxious for the San Diego to Palomar and return race, so that there is not much chance of the rival agents being able to reach an agreement.

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- 1= An Interview with David C. Campbell, June 26, 1959. Edgar F. Hastings. San Diego History Center
- 2= San Diego Evening Tribune, July 6, 1912, page 6, column 1
- 3= An Interview with William G. Halbritter, 1880-1972, October 9, 1967. Jerry MacMullen and C.A. McKenzie. San Diego History Center
- 4= San Diego Union, July 21, 1912, page 43, column 2
- 5= San Diego Evening Tribune, September 21, 1912, page 13, column 1
- 6= San Diego Evening Tribune, September 28, 1912, page 6, column 1
- 7= San Diego Union, September 29, 1912, page 44, column 1
- 8= San Diego Union, October 1, 1912, page 7, column 1
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