



Beardsley Electrics Lined Up for the Start of the Tour on Saturday, April 15. They Carried Over One Hundred Passengers.

The Lure of the Open Road

Californians Open the Touring Season

SO long has the electric vehicle been considered as only a town car that its worth for country tours has been greatly underestimated. In California, the land of sunshine and flowers, cross-country tours by electric vehicles, especially in such cities as Pasadena and Los Angeles, have long been in popular favor. Motorists all over are finding California's lure unusually strong during 1916. The famous good roads throughout the length and breadth of the state have proved a paradise for the electric motorist, and the additional rewards and attractions provided by the Panama California International Exposition at San Diego



Beardsley Light Electric at Hotel Virginia, Long Beach.

are influencing hundreds of spring travelers. As a part of the Exposition's motor demonstration field where daily tests and special events were inaugurated May 20, a bronze button is being given every automobile driver who travels more than 500 miles to the Exposition. One Exposition entrance is open to automobile drivers at a nominal admission, and free parking space for the electrics is provided on the grounds.

The Beardsley Electric Company, of Los Angeles,

has successfully staged a number of runs, a recent one being from Los Angeles to Riverside and return.

On Saturday, April 15, thirty-five Beardsley electrics, possibly the largest gathering of one make of electrics ever assembled for a tour, left from the salesrooms of the Beardsley Electric Company for a run to Long Beach. These cars, driven by their owners, and accompanied by over one hundred guests, merrily spun over rolling hills and out beyond, on the broad county highways for which Southern California is so justly famous; through the rich agricultural section whose products are known in every land; past walnut orchards, orange groves, dairy farms and alfalfa fields, and on roadways lined with blooming roses reflecting the radiant touch of nature's master-hand, and down to the towering bluffs upon which has grown the beautiful city of Long Beach, overlooking a broad expanse of the quiet Pacific. Here a banquet was served at the Hotel Virginia to the guests by Volney Beardsley, after which a dip in the briny deep was indulged in by young and old alike.

Much interest was manifested in a new model Beardsley known as the light town car, perhaps the lowest-priced electric built in America, selling for \$1,285. It was predicted by the builders that this economical car would be able to maintain its position along with its larger brothers and sisters and it fully lived up to all the claims made for it. Each car averaged over 70 miles on the trip, and from the fact that they were driven by owners, many of whom could boast of more than three-score years and of whom over two-thirds were ladies, it can no longer be doubted that the electric vehicle has become a unique factor in the enjoyment and pleasures of those who desire comfort and ease of operation, combined with sturdiness and road qualities.

The party left Long Beach at four o'clock and the return trip was made in under two hours and all of the members of the party reached home in ample time for dinner. Not a single mishap occurred and every car finished the run on its own power.

Such tours as this are but forerunners of many

that are planned for the coming summer, and it is prophesied by the native sons that the California builders of electrics will again set a record that the eastern manufacturers will have difficulty in beating.

"Sociability Run" and Contest Held in New York

Electric pleasure car owners in New York City had a day of their own on May 19 when the New York Electric Vehicle Association's "sociability run" took place. The run was planned with the object of encouraging sociability among the hundred or more women drivers of electric automobiles in New York and of demonstrating the practicability of the electric car for long runs.

The start was made at 2:30 p. m., from the Electric Garage, Central Park West and Sixty-second street, the cars then proceeding up Riverside Drive, through Van Cortlandt Park and Westchester to the Siwanoy Country Club, Bronxville. Invitations were sent by the New York Electric Vehicle Association to all owners of electric pleasure cars in Manhattan and the Bronx.

One of the features of the run was a competition in the form of a secret time contest. The distance covered was approximately forty miles. Three judges made the run in their own cars before the day of the contest, each one noting the total time in which he made the run. The average of these records was obtained and was used as the secret time for the run. The contestant coming nearest to driving the car over the route in the secret time was awarded a prize. All that the contestants had to gauge their time by was the approximate speed in miles per hour which they were told to make.

A Remarkable Trip to Kankakee

On April 30, Geo. A. Fortin made another cross-country trip worthy of notice when he drove from Chicago to Kankakee, Illinois, a distance of seventy miles from start to finish in three hours and forty minutes on one charge in a Model 57 Detroit Electric.

About three miles from Kankakee he encountered a bad piece of road. A hill is being cut down and graded and as the work was going on, it was necessary to go over an almost impassable stretch of broken up clay. The rains made it quite soft and slippery, nevertheless the car rolled over just as if it had a fresh charge. This was a remarkable test for the car after it had gone over 67 miles of country roads.

Upon arrival at his garage at 151-9 Station street, Mr. Fortin stated that the voltmeter on the car registered 86 volts and the specific gravity of the cells read 1.175.

Rochester to Buffalo and Return

There was no worry about the high cost of gasoline in this cross-country run made by L. M. Browne, of Rochester, who drove the Detroit Electric which is the "Pilot Car" in a record tour of five electrics that covered 164 miles in a two-day trip. At 9:45 on Monday these five electric automobiles left the Powers hotel at Rochester for Buffalo on the first annual trip of the Rochester Division of the Electric Vehicle Association of America.

It was a gay quintet that rolled into Buffalo over the improved roads of Caledonia and Batavia to be met at the Clarence clubhouse of the Buffalo Automobile club by President George C. Diehl and Secretary Dai

Lewis and a squadron of electrics which brought them to Buffalo.

Purple and scarlet pennants, blue and white flags designated the fleet. With Mr. Brown in the pilot car, a handsome Detroit brougham, was W. J. George, factory representative of the Detroit Electric. An aristocratic Detroit roadster was manned by Henry J. Schneider, who, by the way, is the chairman of the Western New York Division of the Electric Vehicle Association of America. C. H. Dryer drove an R. & L. roadster, a neat four-passenger car; a Babcock Electric was piloted by W. B. Bowie; and a smart Detroit Electric was driven by Charles H. Rohr.

In Rochester the fleet was escorted to the city line by the official car of the Rochester Automobile Club. These ardent advocates of the electric car all attended an important meeting of the Electric Vehicle Association of America held in the tower room of the Buffalo General Electric building on Monday evening. Important papers were read on the subjects of storage battery problem construction and maintenance and a broad advertising campaign for electrics was discussed, which should cover Western New York. There were 14 delegates from Rochester. Tuesday the Pilot car made its return trip to Rochester. L. R. Brown and the other four cars left the Buffalo *News* building on Tuesday afternoon at three o'clock. They arrived at Four Corners at 6:33 o'clock, making a run of 81 miles in three hours and 33 minutes on one charge of electricity. The drive was made without a stop and the average was 23 miles an hour.

"A shorter run will be made next year," said Mr. Brown, "and a large number of electrics will be entered for we find this one of the most practical ways of demonstrating the efficiency of the electric car for touring and long distance performance. The road from Buffalo to Rochester is ideal now, the only rough spot encountered is around Scottsville."

Mr. Brown is vice-chairman of the Western New York Electric Vehicle Association and is enthusiastic in his belief that the electric car has "come into its own." Manager G. B. Pratt, who was the host of the Rochester delegation, says that the past season in Buffalo and vicinity has broken every record for sales.

Henry Ford has an Electric for His Own Use



This Illustration Shows Mr. Ford About to Enter His Detroit Electric, His Fourth of That Make, to Drive to His Estate in the Country.