

The Albany Automobile Club's Five Days' Tour.

Particulars are at hand regarding the proposed tour of the Albany Automobile Club, which will be made from June 16 to 20. The start will be made at 8:30 a. m. from Broadway, north of State street, and the first day's run will be from Albany to Poughkeepsie, a distance of 78½ miles. The second, on Saturday, will be from Poughkeepsie to New York, 84 miles; the third, from New York to New Haven, Conn., 82½ miles; the fourth, New Haven to Springfield, Mass., 69 miles, and the fifth, Springfield to Albany, 93 miles. Pilots will precede the tourists during each stage, and will mark all turns and doubtful places with confetti. No special rules or restrictions will govern the run, except that each participant is requested to stop at the hotel and garage which is noted in the official announcement, and with which arrangements have been made. The committee in charge, consisting of Mathew Van Alstyne, chairman; Howard Martin and E. W. Leahy, has requested that racing and fast driving be not indulged in by the participants, and that the rights of others to the road be respected. A folder has been issued by the committee, giving the towns through which the run will pass, their distance from the starting point of each day's run, and general directions in regard to the route. It is proposed to make this an annual affair.

Chicago-St. Paul Tour.

Circulars have been issued by the automobile clubs of St. Paul and Chicago regarding the coming tour between these cities. The St. Paul Club has arranged to have a large force of repair men for cars and tires distributed along the road at the principal points, so that the participants may have the benefit of their services. A preliminary start, as it were, will be made from Chicago on June 30 by those who do not care to travel as fast as the regular schedule. Others will start on July 1, and are due to arrive in St. Paul on the 4th. The southwestern section, which comprises the Kansas City entrants, those from Omaha, Des Moines, and the cities of Kansas, Nebraska, Iowa, South Dakota and Colorado, will come up to Omaha and run across Iowa to St. Paul. The Western section, from North Dakota, Montana and further West, will come in from Grand Forks, Cookston, Brainerd, Fergus Falls and St. Cloud.

Ten days' entertainment has been provided for in St. Paul. On July 4, the tourists will arrive and be received with a band concert. On the evening of July 5 a banquet will be held at Rice Park. On July 6 there will be a parade, and in the afternoon a race meet. On the 7th excursions will be made into the outlying district. On the 8th the convention will be called to order and the legislative program will be disposed of, after which a run will

be made to the Indian Mound and around Lake Gervais. Races will be held at the Fair Grounds at 3 o'clock, and in the evening a reception will be given by the Commercial Club. On Saturday, the 9th, a boat trip will be made on the river in the morning, and in the afternoon a series of straightaway races will be held on the road to Fort Snelling. The day will end with a run to the Town and Country Club by the river road, where dinner will be served. July 10 will be Minneapolis day, the program for which will include a parade and a run to the lake, where the visitors will be entertained at the Tonka Bay Hotel. A smoker will be held in the evening at the auditorium. July 11 provides a run to Stillwater and a visit to the State Institutions. Wednesday the 12th will be given to sight seeing and a short run, and on the 13th the start will be made on the return trip.

National Racing Circuit Established.

The racing board of the A. A. A. has decided that there shall be a national circuit to determine the American championship at large, and probably amateur and open championships at all distances under the standard weight classifications. The track motor car championship of 1905 will be decided by a point score. In order to become eligible for this championship series an entrant must obligate himself to compete at all circuit meets as long as his point score places him in first or second position in the championship table. There will be added to the cost of a regular sanction \$25, and the entire amount obtained in this manner will be expended in the form of a special trophy, to go to the owner of the car scoring the greatest number of points during the circuit. The free for all championship race will be open to cars of all recognized types and weights, with the first prize not less than \$150, in cash or plate, at the option of the winner. The distance of the race will not be less than 5 nor more than 10 miles. The winning car will be credited in the point scoring with four points, the second with two points and the third with one point.

The circuit dates as at present arranged are as follows:

June 10, Morris Park, New York city; June 16, 17, Hartford, Conn., Hartford Automobile Club; June 21, Baltimore, Md., Automobile Club of Maryland; June 24, Philadelphia, Automobile Club of Philadelphia; June 28, 29, Pittsburg, Pittsburg Automobile Club; July 3, 4, American Automobile Association Meet, Morris Park, N. Y.; July 22, Empire City Track, Yonkers, N. Y.; August 1, 2, Grand Rapids, Mich.; August 4, 5, Detroit, Mich., Motor Club of Detroit; August 11, 12, Cleveland, Cleveland Automobile Club; August 18, 19, Buffalo, Buffalo Automobile Club; September 4, Boston, Mass., Automobile Club; September 9, Providence, R. I., Automobile

Club; September 23, Morris Park, New York city; September 29, Poughkeepsie, N. Y.; September 30, Empire City Track, Yonkers, N. Y.

Cincinnati Hill Climbing Contest.

The first annual hill climbing contest under the auspices of the Automobile Club of Cincinnati was held May 17, on the Paddock road, just north of Avondale. The details were arranged by President Val Duttonhofer, Jr., of the Automobile Club. The course was from the beginning of the ascent of the grade at Paddock road to the top of the hill—a distance of 3,975 feet, or 15 feet less than three-quarters of a mile. The road had been put in fairly good condition, but was somewhat rough on account of the heavy rains, and broken stones covered it in some places. The best time made was 1:00 3-5, by Andrew Hickenlooper, in the fourth race, which was a free-for-all.

By means of telephone arrangements George B. Hawley and Hon. Julius Fleischmann had the cars under their control from the time they started at the foot of the hill until the finishing line was crossed at the summit. The fifth event on the program, which was a race between the cars which made the best time in the first four events, was not run off.

A summary follows:

First Race—Runabouts, not over 11 horse power: A. W. Granger, (Franklin) first; H. R. Smith, (Knox) second. Time, 1:51 2-5.

Second Race—Touring cars, 12 to 20 horse power, carrying two passengers: Frank Miller, (Logan) first; Sid Black, (Reo) second. Time, 1:51 2-5.

Third Race—Touring cars carrying four passengers: Sid Black (Reo) first; R. Mitchell, (White) second. Time, 1:48 2-5.

Fourth Race—Free-for-all. A. Hickenlooper, (Pope-Toledo) first; M. C. Fleischman, (Pope-Toledo) second. Time, 1:00 3-5.

The Oldsmobile Transcontinental Race.

On May 16 the two Oldsmobiles reached Mendota, Ill., Huss arriving several hours ahead of McGargel. Davenport, Ia., was reached on the evening of the 18th. Both drivers were said to have shown the effects of their trip, and both they and their cars were covered with mud, owing to the very hard going. The evening of the 19th found them at Wilton Junction, Ia., both cars arriving at practically the same time. They reached Brooklyn, Ia., on May 20, at 8 o'clock in the evening, and stopped to repair a broken chain. On approaching Iowa City in the afternoon they were met by the Iowa City Automobile Club, by whom they were escorted into town. On the evening of Monday, May 22, the cars were reported as having arrived at Omaha, Neb., and no serious difficulty, except the bad condition of the roads, had been encountered.

Morris Park Opening.

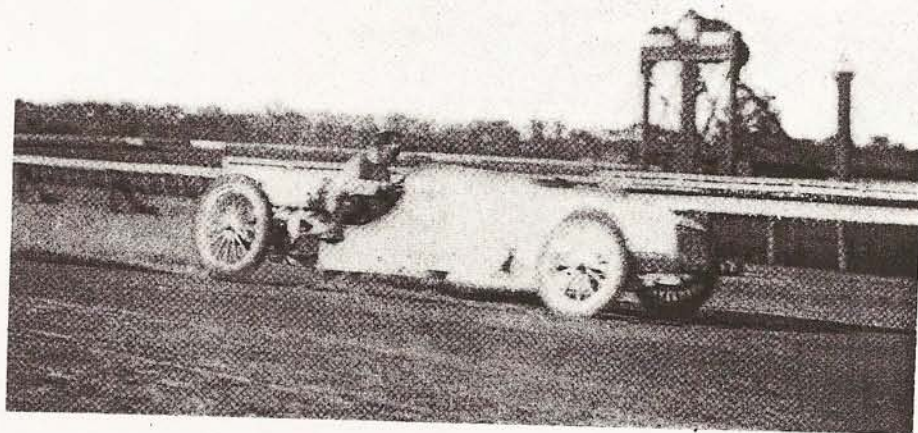
Morris Park, N. Y., was opened as an exclusive automobile racing course on Saturday, May 20. It is estimated that 4,000 people were present to witness the event. They saw one track record, the 1 mile, lowered, and looked upon what proved to be the flat failure of the star event, the match run between Barney Oldfield, in the Peerless Green Dragon, and Charles Basle, in H. L. Bowden's 90 horse power Mercedes, through the ease with which the latter won two straight heats and the race.

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The summary:

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One Mile for Amateur Drivers Owning Their Own Cars—Won by Richard Stevens (60 horse power Mercedes). George I. Scott (60 horse power Mercedes), second. Time, 1 minute 9 seconds.

Five Mile Match, in Heats—Oldfield in 60 horse power Peerless vs. Basle in H. L. Bowden's 90 horse power Mercedes:

Basle	1	1
Oldfield	2	2

Winner's time, 5 minutes, 34 3-5 seconds; 5 minutes, 58 4-5 seconds.

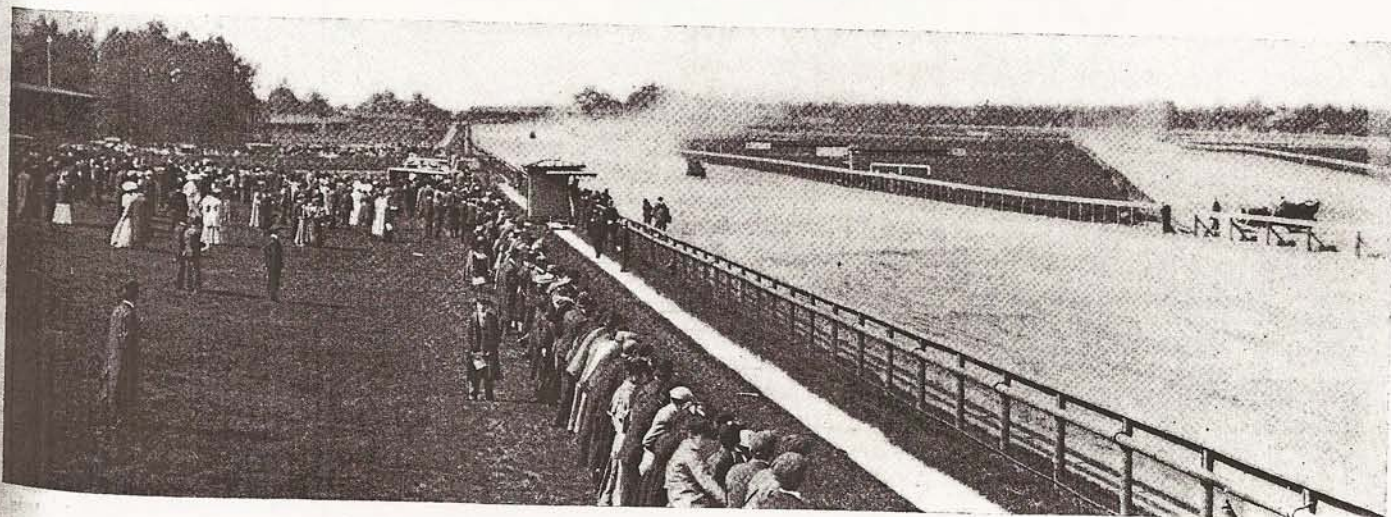
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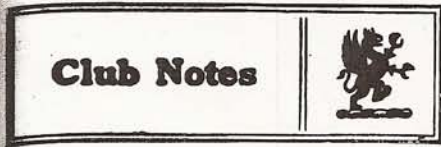
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Three Miles—Free for all. Won by Chevrolet (90 horse power Fiat); Webb Jay (White), second. Time, 2 minutes 51 4-5 seconds.

The Empire City Club has offered a challenge cup for the 1,000 mile track record, which must be won three times by any one manufacturer's car before it shall become his permanent property. All contests for the cup are to be held at the Empire Track, New York.



VIEW OF THE HOME STRETCH, MORRIS PARK, FROM GRAND STAND.



Rhode Island and Massachusetts Clubs at Sharon, Mass.

On May 20 the Massachusetts A. C. entertained the Rhode Island A. C. at the Massapoag Lake Hotel, Sharon, Mass. About 100 cars made the run from Boston to Sharon, where the Rhode Island Club was met, having come up from Providence 123 strong in thirty-six cars. The day was hardly the best that could be wished for for motoring, as a chilly east wind was blowing, but the event was marked by much enthusiasm. Both clubs made the run to Sharon in an informal manner. There were a large number of ladies in each party. Dinner was served at 2 o'clock, and the return trip started toward evening.

STAMFORD (CONN.) A. C.

There is a possibility that the club may be amalgamated with the Stamford Yacht Club within the near future. It is proposed to hold an automobile run on June 24. Emerson Brooks will act as marshal.

TERRE HAUTE (IND.) A. C.

Fourteen cars owned by members of the club took part in the first run to Mt. Meridian House, near Green Castle, on May 15. The start was made at 10 o'clock in the morning, and the return after dinner.

DAVENPORT (IA.) A. C.

James Abbott, the Government expert on good roads, who is accompanying the transcontinental Oldsmobiles, delivered an address before the club on May 15, on the work that the Government is doing for good roads.

RHODE ISLAND A. C.

The committee appointed by the board of governors to consider the proposition to establish new headquarters in the building on Garnet street, opposite the clubrooms, held a meeting last week to consider the matter. The plan under way provides that the club shall occupy nearly the entire second floor of the building, which at the present time is being remodeled, and will be altered to suit the wishes of the club if it is decided to lease the property.

JAMAICA (L. I.) A. C.

At a meeting held in the James Building, in Jamaica, on May 13, the club was organized, and the following officers elected: President, Wm. T. Yale; vice president, P. G. James; secretary, Chas. D. Crossman; treasurer, Wm. H. Furman. The object of the club is the promotion of social intercourse among all persons interested in motor cars, whether owners or not, securing for them their legal rights, aiding and abetting the cause of good roads, and the maintenance of a garage and repair

shop. The club started with a membership of about twenty-five.

FORT WAYNE (IND.) A. C.

The club is arranging to take the children of the three orphan asylums for an outing. Dr. L. P. Drayer has been appointed a committee to make the necessary arrangements. The matter of establishing "rest houses" at various farmhouses along the roads in the touring section has been taken up and a committee appointed to confer with the owners of desirable places. The idea is to have on the club lists various houses at which club members may obtain entertainment and refreshments at their own expense, and that these places shall be suitably marked by signs.

CLEVELAND A. C.

Conditions for competition for the Mileage Cup have been issued and are, in brief, that the mileage shall be recorded by a standard odometer, which must be read and recorded by the secretary on or subsequent to May 1, and prior to or on December 1. In the case of the failure of an odometer to operate after its record has been taken by the secretary, it is necessary for the automobile to be taken to the secretary, who will make a record of the mileage indicated by the inoperative odometer, and a new one may then be substituted. Competition is open to all members of the club.

A. C. OF MAINE.

At the annual meeting held at Portland, Me., on the 16th, the following officers and committees were chosen for the ensuing year: President, Nathaniel M. Marshall; vice president, Robert B. Low; secretary, Albert H. Hinds; treasurer, Henry F. Merrill; membership committee, Howard Winslow, Herman E. Murdock, Maynard D. Hanson; finance committee, Edward T. Burrows, George E. Sawyer, Col. Fred. N. Dow; run committee, Albert H. Hinds, George N. Coyle, Albert E. Poole; auditing committee, William N. Taylor, Maynard D. Hanson, Curtis H. Simonds; committee on law, Judge Enoch Foster, Col. Frederick Hale, Howard Winslow.

JACKSONVILLE A. C.

At a meeting of the club on May 16 it was decided to hold automobile races on the Atlantic-Pablo beach on July 4. The committee on constitution and by-laws submitted its report, and the same was adopted. A committee on membership was appointed to call upon automobile owners in the city and endeavor to enroll them as members of the club. The board of directors was completed by the election of six members, and now stands as follows: President, H. A. McEachern; first vice president, Charles A. Clark; second vice president, Fred E. Gilbert; secretary and treasurer, H. B. Race, and Walter F. Coachman, George L. Bahl, Ernest C. Budd, E. O. Uedemann, A. D. Covington and J. M. Barrs.

MINNEAPOLIS A. C.

The annual meeting of the club was held on May 16, and the following officers were elected: Col. F. M. Joyce, president; Asa Paine, vice president; R. G. Smith, secretary; A. E. Pagel, treasurer; E. J. Phelps, Dr. C. E. Dutton, Harry Pence, Horace Lowry and C. F. Haglin, trustees. Committees were appointed to take up the matter of insurance, and to make an immediate report on by-laws. Previous to the meeting of the club the entertainment committee for carnival week held a business meeting, at which several sub-committees were appointed to take charge of details. The club voted to raise \$5,000 for the entertainment of the St. Paul and Chicago Clubs while visiting the city en route on the St. Paul-Chicago tour. George W. Cooley, County Surveyor, delivered an address on good roads.

PITTSBURG A. C.

At a meeting held at the club house on May 18 the new president, George E. Turner, appointed committees to complete the several events which the club has in contemplation, and also standing committees as follows: House—E. J. Kent, chairman; W. W. Darlington and W. J. Lewis. Membership—W. J. Lewis, chairman; Thomas R. Huntley and Paul C. Wolff. Racing—W. W. Darlington, chairman; E. J. Kent, W. J. Lewis, W. L. Dixon and Edward Kneeland. Laws and Ordinances—James Francis Burke, E. J. Kent and Peter Hermes. Auditing—A. R. Neeb, chairman; C. M. Miller and C. H. Dickinson. The appointment was also made of R. F. van Vleck as assistant to the secretary, with headquarters at the club house. He will look after the affairs of the club house under the direction of secretary W. L. Smith.

Calendar of Automobile Dates and Events.

- May 25—Worcester (Mass) A. C. Hill Climbing Contest.
- May 27-30—Chicago A. C. Race Meet.
- May 30—Empire City Track (Yonkers, N. Y.) Race Meet.
- May 30—British Gordon Bennett Eliminating Trials.
- May 30—Bay State Race Meet, Readville, Mass.
- June 10—Morris Park (N. Y.) Race Meet.
- June 16—French Gordon Bennett Eliminating Trials.
- June 16, 17—Hartford (Conn.) Race Meet.
- June 17—Empire City Track (Yonkers, N. Y.) Race Meet.
- June 21—Baltimore (Md.) Race Meet.
- June 24—Philadelphia Race Meet.
- June 24—Brighton Beach (N. Y.) Race Meet.
- June 28, 29—Pittsburg Race Meet.
- July 3, 4—A. A. A. Race Meet at Morris Park, N. Y.
- July 4—Columbus (Ohio) Race Meet.
- July 5—Gordon Bennett Cup Race.
- July 11—Glidden Trophy Tour.

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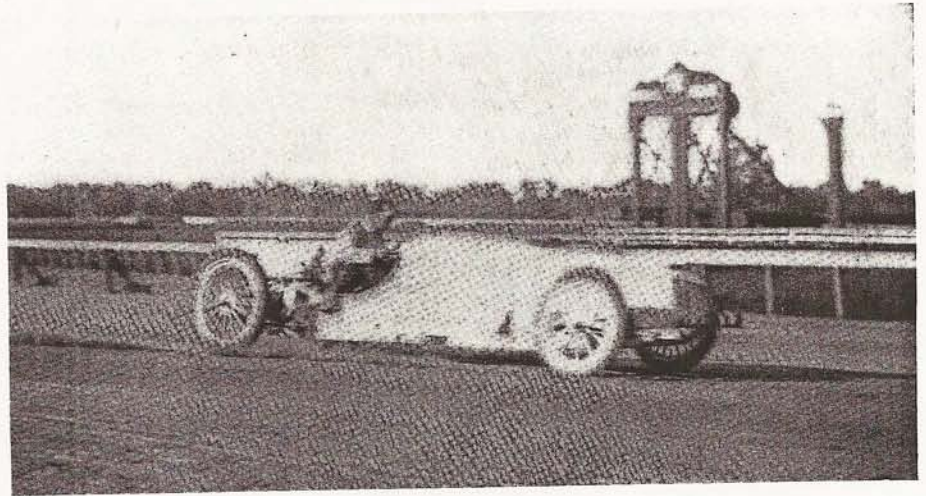
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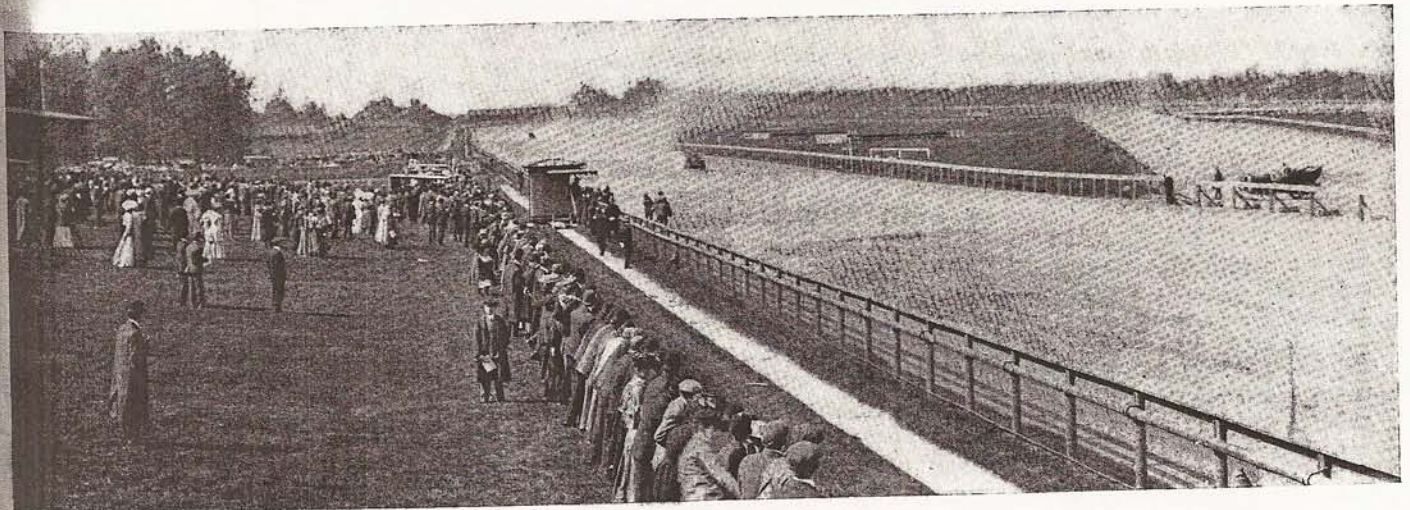
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service and to accept the speed and other regulations that may be imposed by the city council.

A stock company is being formed to operate an automobile service between Torrington, Conn., and the Lake during the summer season. It is proposed to make five trips each way daily with a car having a capacity of fifteen passengers.

The new motor buses which will be operated between Roswell, N. M., and Torrance, a distance of 100 miles, connecting with the Rock Island, Santa Fe and El Paso and Northeastern, have been placed in service by the Roswell Automobile Company.

Two motor buses are being built in Chillicothe, Ohio, which will be operated between that town and Bainbridge. They will have a seating capacity of ten passengers, and will make two trips a day. The only communication between these points now is by an old stage line.

H. B. and W. J. Peabody, of Detroit, have organized the Saginaw Motor Express Company, which will begin the operation of a delivery service in Saginaw, Mich., about the end of May. It is understood that they start off with the support of several of the largest retail mercantile houses.

The Automobile Company of Hartford County, Belair, Md., are at the present time negotiating for the purchase of a Packard commercial car, equipped with an omnibus body, which they will operate between Carney and Belair and Havre de Grace. It is probable that other lines will be established from the terminals of several of the city and suburban trolley lines.

The Canadian Pacific Railway will operate an automobile passenger service between Glacier and Field during the summer, using a number of vehicles. The distance between the two points is 73 miles, and the route lies through the mountain district of British Columbia and will take in all of the famous mountain resorts along the line of the railway.

Racing Notes.

Twelve cars have been entered for the Chicago Automobile Club team of two in the race for the Thomas Cup, to be held in connection with the club's race meet on May 27 to 30. An elimination contest will be held.

It now develops that the Locomobile 90 horse power racer, built for the Vanderbilt Cup race will be a candidate for the American team, the owner, Dr. Thomas, of Chicago, having changed his mind in regard to withdrawing it.

The Automobile Club of America has designated Maj. C. J. S. Miller with his Fiat car and Walter B. Christie with his front drive racer to represent the club in the race for the Thomas Cup, to be held in connection with the Chicago meet, May 27 to 30.

Since we went to press last week the

entry of a six cylinder Thomas car, by Harry Houpt, has been received by Chairman Morrell for the Vanderbilt Cup race.

The Automobile Club, of Pittsburg, will hold a race meet at Brunot's Island track on June 28 and 29.

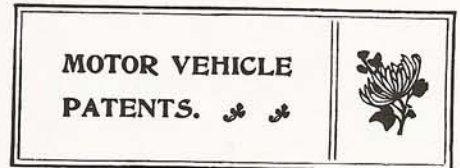
A number of motorists, including A. G. Bachelder, secretary of the A. A. A.; S. M. Butler, of the A. C. A., and Alexander Winton, of Cleveland, made a test of Cape May beach to determine its fitness for automobile speed contests. Mr. Winton drove the Bullet No. 2 at high speed over the course and pronounced it superior to Ormonde. It is proposed to use the course for kilometre and mile record trials.

The Automobile Club of France has announced the order of starting and the colors to be carried by the contestants in the Gordon Bennett Cup race. The French team will start 1, 8 and 15, color blue; the English, 2, 9 and 16, color green; the German, 3, 10 and 17, color white; the Italian, 4, 11 and 18, color black; the American, 6, 13 and 20, color red; the Swiss, 7, 14 and 21, color red and yellow. The cars will be sent off at three minute intervals.

The program for two days' racing to be held at Charter Oak Park, Hartford, Conn., June 16 and 17, under the auspices of the Automobile Club of Hartford, contains six events for each day. On the first day the Corinthian mile, open to all amateur owners, the club handicap at 3 miles, the free for all at 1 mile, touring car race at 3 miles, and 5 mile races for stock cars and racing cars between 881 and 1,432 pounds will be run off. On the second day will be held races for runabouts, stock cars, class A racing cars at 5 miles, a free for all at 5 miles, and the Charter Oak handicap at 5 miles and free for all. In connection with the meet a special 20 hour race will be run, the start being made at 5:45 Friday afternoon and the finish at 1:45 Saturday afternoon.

Fuel Consumption Test.

Some interesting tests regarding gasoline consumption per mile have been made by S. F. Edge, of London, England, in preparation for the Tourist Trophy Run. A standard four cylinder, 20 horse power Napier car was fitted with a special gasoline tank holding exactly 1 gallon. The start was made from a milestone just outside of London. The first test resulted in 25 3/4 miles on 1 gallon of fuel, this in these tests showed an average of 25 11-16 miles for each gallon of gasoline. It is obvious from these trials that the car actually fulfills the requirements for the race, and will average something like 30 miles per hour, and 25 miles to the gallon of cluding the climb up Dashwood Hill. The tank was then refilled, and the second test, held on a continuation of the same road, showed 24 1/2 miles. On the third gallon 24 3/4 miles were covered, and the fourth gallon permitted a run of 27 miles flat between milestones on the highway.



786,706. Lifting Jack.—Ernest Wüstner, Philadelphia, Pa. April 4, 1905. Filed October 20, 1904.

786,772. Steering Wheel for Motor Vehicles.—Edward J. Lonn, Laporte, Ind. April 4, 1905. Filed April 8, 1904.

786,775. Electric Motor Controlling Apparatus.—Lars G. Nilson, Hoboken, N. J. April 4, 1905. Filed June 10, 1904.

786,807. Brake Mechanism.—Norman T. Harrington, Detroit, Mich. April 11, 1905. Filed July 30, 1904.

786,845. Variable Speed Gear.—Frederick W. Schroeder, London, England. April 11, 1905. Filed October 13, 1903.

786,871. Lubricator.—Cornelius Callahan, Canton, Mass. April 11, 1905. Filed December 22, 1904.

786,904. Link for Permeable Chains.—John W. Hyatt, Newark, N. J. April 11, 1905. Filed July 17, 1903.

786,937. Oil Pump.—Flavius J. Young, Fort Wayne, Ind. April 11, 1905. Filed July 11, 1904.

786,939. Transmission Gear.—Gilbert R. Albaugh, Cleveland, Ohio. April 11, 1905. Filed December 15, 1902.

787,010. Rubber Patch.—Charles O. Tingley, Rahway, N. J. April 11, 1905. Filed October 5, 1904.

787,070. Support for Motor Cycles.—Johan J. Bourcart, Colmar, Germany. April 11, 1905. Filed September 10, 1904.

787,096. Power Transmission for Motor Vehicles.—Stephen H. Hanson, Akron, Ohio. April 11, 1905. Filed May 10, 1904.

787,173. Tire.—George H. Hastings, Oporto, Portugal. April 11, 1905. Filed September 12, 1902.

787,210. Wheel.—Joseph B. McMullen, Howard County, Md. April 11, 1905. Filed February 16, 1904.

787,212. Sparking Igniting Device for Hydrocarbon Engines.—James W. Packard, Warren, Ohio. April 11, 1905. Filed June 27, 1903.

787,254. Rotary Carburetor.—David B. Young, Culver, Ind. April 11, 1905. Filed May 25, 1904.

787,298. Inflation Valve.—John E. Keller, Jr., Litchfield, Conn. April 11, 1905. Filed May 7, 1904.

787,311. Tire for Vehicle Wheels.—Elbridge A. Scribner, Detroit, Mich. April 11, 1905. Filed March 25, 1904.

787,351. Friction Clutch.—William H. Browne, Erie, Pa. April 18, 1905. Filed November 21, 1902.

787,362. Vehicle Tire and Rim.—Fred Feldhaus, Akron, Ohio. April 18, 1905. Filed September 26, 1904.

787,417. Governing Device for Valve and Igniter Gear for Explosive Engines.—Emil Westman, Minneapolis, Minn. April 18, 1905. Filed April 18, 1904.