

CYCLISTS FINISH ENDURANCE TOUR

Two-Wheelers in F. A. M. Run Arrive After Grueling Trip From Cleveland, O.

FEW RIDERS HAVE ACCIDENTS

Many Contestants Finish Behind Schedule, but Penalties Are Not Yet Compiled.

PROGRAM FOR TODAY.

9 a. m.—Photograph at the Circle monument.

9:30 a. m.—Ride to Kokomo, Ind.

10 a. m.—Runs to the principal points of interest in Indianapolis and vicinity.

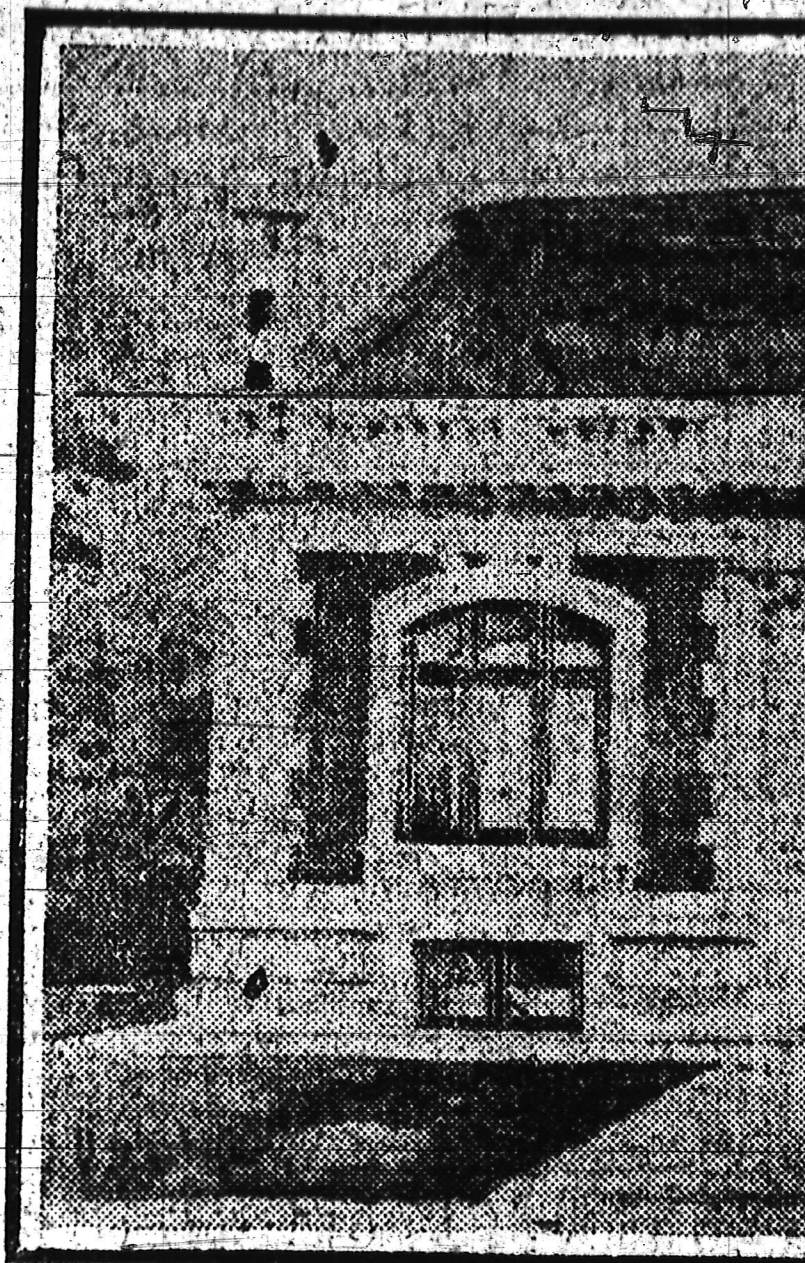
1:30 p. m.—Motorcycle street parade, starting from the Circle monument.

3 p. m.—Run to Riverside Bathing Beach.

8 p. m.—Reception and entertainment at the German House, with vaudeville entertainment, and band concert, refreshments following.

The origin of man and his certainty of being resolved ultimately into his native element, dust, was forcibly brought to mind yesterday afternoon when the contestants in the light annual F. A. M. endurance run arrived at the Denison Hotel. The dust-covered, oil-smearred and wornout riders of the two wheelers, who

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learned from the last 100 miles of the endurance run. The entire distance was 805 miles.

Come in Like Cyclones.

The police had great difficulty in keeping the eager spectators back from the checking-in station when the soldiers of speed began to arrive yesterday afternoon. Those who were near the limit of their schedule time rode in like belated Kansas cyclones, and it was remarkable that no accidents resulted. Many of the riders wore inner tire tubes around their shoulders and tied at the

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Ninety-nine left Columbus, O., yesterday morning at 6 o'clock. Sixty-four arrived here before 6:35, the end of the running time. Fifty-two of these were on their scheduled time and were not penalized. The list of penalties can not be announced until the reports from all the checking stations have been received and officially sanctioned. This will require some time. The technical committee that examined the machines here last night gave a report that no parts had been changed between the run from Columbus, O., and this city. This committee was composed of Howard Marmon, George Weldy and W. G. Wall.

The official automobile arrived at 4:50 o'clock. It carried G. H. Hamilton of this city, chairman of the contest board of the F. A. M.; Earle L. Ovington, president of the F. A. M. of New York city; Oscar Hendstrom, designer of the Indian machine, and C. H. Wallerich of the Overland Automobile Company. An Overland car was used by these officers and stayed well ahead of the caravan of bent-over cyclists.

McCarver Arrives Second.

The crowds began gathering around the Denison Hotel, the official headquarters during the convention days, about 3 o'clock. The first riders to arrive and receive the welcome signal that their long tour was over were Joseph De Salvo of Chicago and John McCarver of this city. They checked in at 5:24 o'clock. Harry Sturm and W. B. Harding were the official checkers. The riders did not sign the checking sheet until after they had visited the most welcome and "more most" needed bath tub. All were smiles despite weary legs and aching heads.

The riders entered the city by way of Washington street, turned on Delaware and rode north to Ohio, then to front of the Denison Hotel. The machines were taken from the exhausted riders at the checking station by members of the local motorcycle club and pushed to the Cadillac automobile garage, half a square away, where they are housed under police vigilance. No one but officers are permitted to enter the room.

Few accidents happed during the day's run from Columbus. Harry Graff was hurled from his machine while going at

speed began to arrive yesterday afternoon. Those who were near the limit of their schedule time rode in like belated Kansas cyclones, and it was remarkable that no accidents resulted. Many of the riders wore inner tire tubes around their shoulders and tied at the waistline like soldiers' blanket rolls, adding more similarity to the comparison. Tired eyes blinked behind dust-covered goggles, and nervous hands gladly relaxed their hold on the trembling handle bars. Some of the men were so anxious not to be late that they rode in on flat tires.

A change was introduced in the rules governing this year's endurance run. Instead of a schedule giving a fixed average rate of speed for the whole distance an innovation was used by varying the rate of travel according to the locality, so that the riders could be entirely respectful of speed laws. From Cleveland to Coshocton the running schedule and arrivals at checking stations and controls was based on an average speed of fifteen miles an hour; Coshocton to Columbus, seventeen miles an hour, and nineteen miles an hour from Columbus, the first night's stop to this city. A latitude of twenty-nine minutes was allowed for early arrivals, although any who were thirty minutes in advance of schedule time were given penalties. A five-minute allowance, fast or slow, was given for variation of watches. Late arrival imposed a point off for every minute not in excess of thirty and two points a minute thereafter.

The contest, which was open for amateurs under the F. A. M. rules, was divided into the following classes:

Class 1A, for private owners riding single-cylinder motorcycles; Class 2A, for private owners riding multi-cylinder motorcycles; Class 1B, for riders engaged in the trade using single-cylinder machines; and Class 2B, for trade riders using multi-cylinder motorcycles. Each competitor was given an initial credit of 1,000 points, from which his penalizations subsequently were deducted. Gold medals will be awarded for perfect scores and silver ones for all scores of not less than 900 points. Magnetos and batteries were not sealed.

In Classes 1A and 1B there is a 25-point penalty for dismounting or touching the feet to the ground in the hill climb and 10 points for pedaling, which is taken to mean more than one revolution of the cranks at any time. The riders of multi-cylinder machines were penalized 50 points for touching feet to the ground and 25 points for pedaling.

Connersville, Ind., which is near the noon control, yesterday was selected as the scene of the hill climb test. Here the riders dismounted and signed checking sheets, after which the contestants were sent up the hill, one at a time, in the order of their arrival. The time required for making the ascent was taken into consideration. The grade is only 5 per cent and the hill only one-fifth of a mile long.

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Few accidents happened during the day's run from Columbus. Harry Graff was hurled from his machine while going at the rate of thirty miles an hour near Connersville, Ind. He was trying to pass a wagon that was anchored in the center of the road and, running into a deep rut, was thrown to the ground with great force. He was compelled to forsake the tour. Erwin G. Baker of this city broke a rear wheel and was forced to ship his car home on an interurban. Harold J. Levis of Rochester was compelled to quit the run because of injuries resulting from a collision with another rider. A remarkable performance was made by Harold B. Alderman of Buffalo when he broke his rear wheel sixteen miles from Cleveland and rode back, procured a new wheel and caught the cavalcade in time to check in without penalty.

Farmers Cheer Riders.

The reception along the route yesterday was reported to be far in excess of what the most utopian dreamers anticipated. Farmers lined the roads and gave the riders the right of way. Not one argument or quarrel is reported to have resulted from farmers trying to interfere with the progress of the riders. The tourists used caution and pulled off a conservative run, as well as making excellent time. It was a cause of mutual help on the part of riders and travelers along the roads. The route, which was laid out by Indianapolis parties, was carefully dotted with signboards and no difficulty was experienced by riders losing the way.

The roads from Cleveland to Wooster were good. To Newark the roads were bad in places, but no one had yet met with severe trouble. At Columbus, after riding 173 miles, the cars were in better shape than was expected. The riders rested as one man at Columbus at 9 o'clock, realizing that the next day's run to Indianapolis was the more severe and would take all their resourcefulness to bring their machines through. From Columbus to Springfield the roads were good, but frames began to weaken. Some fell by the wayside. The G and J "first aid to injured car" was forced to make many stops and help riders remount and repair tires or other small damages. W. Stephens proved a welcome companion to the riders, as he rode along in his automobile, lending a helping hand to all in trouble.

From Springfield to Dayton the roads were fine, giving all a "joy ride." From Dayton to Richmond, Ind., there were straight roads, but the running time was so severe that it told on some of the machines. At Connersville a hill climb contest was made, which, under ordinary conditions, would have been easy to mount, but the riders were worn out and machines were weakened, so that it was

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CLUBS MAKE TOURS.

Many Organizations Conduct Private Runs Here for National Convention.

Many motorcycle clubs over the country made special runs here yesterday to attend the national convention. The Excelsior Clan, twenty strong, from Chicago, arrived here at noon yesterday. They came by way of Lafayette. J. S. Woodworth and H. G. Adams were the leaders of this tour. The entire route had been previously dotted with sign boards. It is the same route as will be followed by the automobile tourists who are coming here for the automobile races next week.

Another run was made from Milwaukee. R. A. Alberman and F. A. Bremer led this squad. The distance of 325 miles was made in good time. A crowd from Hamilton, O., arrived here about noon yesterday, led by four men riding abreast. The pathfinders were Lew Schaub, John Kirk, Frank Davis and H. E. Pilgrim. The Akron (O.) riders arrived about 2 o'clock and registered at the official headquarters. They were piloted by E. G. Gammeter, Clarence Maranville and Mart Metzger.

REGISTERS AT RUSHVILLE.

RUSHVILLE, Ind., Aug. 11.—Through some misunderstanding the contestants in the motorcycle endurance run from Cleveland, O., to Indianapolis, registered here this afternoon. Rushville was not on the list as one of the stations, but the first machine which passed through here—an Excelsior, ridden by McCarver of Indianapolis—stopped and inquired for the place to register. An improvised list had been arranged to check the machines as they passed and it was pressed into service. The next three machines stopped and asked for a place to register. And then several bystanders decided that they intended to stop here and flagged every motorcycle which passed through and compelled them to register. Many of them complained and two of them refused to stop and went on through. Sixty-eight machines were registered here.

HOLD INFORMAL RECEPTION.

A reception was held last night at the home of the Indiana Motorcycle Club, 444 West Vermont street. It was informal, and was "a get-together meeting." The endurance run men were all worn out, but could not refrain from running over the story of the entire tour many times while seated around the foggy board.

The rumors that the race to be held Friday and Saturday will be pulled off on the Fair Ground track and not the Motor

Five conditions suggest riding the day's run from Columbus. Every day was harder than the machine while going to the top of the hill. The first day was at Connersville Ind. The day was riding a hard a wagon that was abandoned in the center of the road and running into a deep rut. The second day was riding a hard a wagon that was abandoned in the center of the road and running into a deep rut. The third day was riding a hard a wagon that was abandoned in the center of the road and running into a deep rut. The fourth day was riding a hard a wagon that was abandoned in the center of the road and running into a deep rut. The fifth day was riding a hard a wagon that was abandoned in the center of the road and running into a deep rut.

Farmers' Clear Riding

The weather along the route today was reported to be the best since the start. Farmers along the route said that the riding was the best they had ever experienced. The roads were clear and the weather was perfect. The riders were in good luck and the progress of the ride was smooth. The weather was just what was needed for the day's run.

The roads from Cleveland to Wooster were good. To Newark the roads were bad in places, but no one had yet met with severe trouble. At Columbus, after riding 173 miles, the cars were in better shape than was expected. The riders rested as one man at Columbus at 9 o'clock, realizing that the next day's run to Indianapolis was the more severe and would take all their resourcefulness to bring their machines through. From Columbus to Springfield the roads were good, but frames began to weaken. Some fell by the wayside. The G and J "first aid to injured car" was forced to make many stops and help riders remount and repair tires or other small damages. G. W. Stephens proved a welcome companion to the riders, as he rode along in his automobile, lending a helping hand to all in trouble.

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ILLINOIS WARE TOURS

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Some more for National Convention.

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The new Crown V. motor of this city broke a rear wheel and was forced to stop his car some on an inconspicuous Harold J. Lewis of Rochester who complained to quit the run because of injuries resulting from a collision with another rider. A remarkable performance was made by Harold B. Alderman of Buffalo when he broke his rear wheel eleven miles from Cleveland and rode back, purchased a new wheel and taught the assistants in time to check it without penalty.

Farmers Clear Riders.

The reception along the route yesterday was reported to be far in excess of what the most optimistic dreamers anticipated. Farmers used the roads and gave the riders the right of way. Not one argument or quarrel is reported to have resulted from farmers trying to interfere with the progress of the riders. The tourists used caution and pulled off a conservative run, as well as making excellent time. It was a case of mutual help on the part of riders and travelers along the roads. The route, which was laid out by Indianapolis parties, was carefully dotted with signboards and no difficulty was experienced by riders losing the way.

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they made special runs here yesterday to attend the national convention. The Register Club, several strong, from Chicago, arrived here at noon yesterday. They came by way of Lafayette, J. S. Woodward and H. G. Adams were the leaders of this lot. The make route had been previously dotted with sign boards. It is the same route as will be followed by the automobile travelers who are coming here for the automobile races next week.

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