

Star, Sunday, May 25, 1911, p. 13 Auto Section #7

praging 21 60-157 miles an hour
 4.7 miles between Indianapolis
 is. Archey carried 28 passen-
 is big car, three thirty-third
 ions, John B. Cockrum, Dr.
 idersch and Chalmers Brown.
 a Cleveland, a distance of 388
 made in 10 hours and 15 min-
 average of 29 23-41 miles an
 the run from Buffalo was
 5 hours and 30 minutes, an
 22-122 miles an hour the
 he full trip being 12 hours and
 5. It is said that this estab-
 law road record for the trip
 napolis to Buffalo.

ICYCLISTS PLAN BIG MEET

500 TO PARTICIPATE

wa Tour Looked Upon as
 Notable in History of
 Popular Sport.

ies being made by motorcycling
 illustrated in the formation of
 s-Iowa Race Meet Association
 borate plan for a big tour, com-
 a series of race meets and
 in July. At present sixteen
 motorcycle clubs are banded to-
 the larger organizations—these
 about 300 motorcyclists.
 n of the Illinois-Iowa Associa-
 h is now foremost in the at-
 motorcyclists, contemplates a
 ing July 5 from Rockford, Ill.,
 expected that nearly 500 motor-
 participate in the event.
 bs will assemble in Rockford
 holding a parade that even-
 participating in a race meet at
 on July 4. Wednesday morn-
 5, they will be off on the first
 300-mile run. The hilly coun-
 of Rockford will provide a few
 and at Galena an exhibition
 scheduled. The day's run will
 ubuque, the distance being 115
 The riders will arrive early
 the afternoon to witness the
 regatta on the Mississippi.
 ll be held then. There will be
 and a parade in the evening—
 e morning of July 6, a motor-
 ing program will be started. In
 soon there will be another series
 boat races.

FIVE DAYS OF JOY.

to Clinton, Ia., down the west
 the Mississippi, will start on the
 of July 7, with an exhibition
 saquoketa. This will end with
 tion run, the distance from
 being seventy-eight miles. The
 ll have dinner at Clinton and
 ry off for Dixon, Ill., thirty-five
 ay, where they will stay over
 will be the objective point on
 line of July 8 and arriving there,

LEAN LOW STYLISH TO AVERT ACCIDENTS

Speedway Managers Take Steps
 to Prevent Congestion of
 Traffic Next Tuesday.

TWO ROUTES MAPPED OUT

Signs Will Guide Visitors to Race
 Course by One Road and
 Back by Another.

Every means is being employed by the
 management of the Indianapolis Speed-
 way to prevent congestion in traffic on
 the roads leading to the Speedway May
 30. With this end in view they have
 erected signs along the Crawfordville
 road, which branches off from Indiana
 avenue, advising drivers of all kinds of
 vehicles, and especially wagons, to use
 the road only for traveling west, or
 toward the Speedway. In this way they
 believe that they can prevent accidents
 which might occur if too many vehicles
 would try to pass going in opposite di-
 rections.

It is the plan of the Speedway manage-
 ment to have vehicles travel west on In-
 diana avenue and the Crawfordville
 road, and in returning from the Speed-
 way to Indianapolis to take the road
 which runs south, directly west of the
 Speedway. This will bring vehicles into
 the city by West Washington street,
 which is a road as good as the other,
 excepting that it has not been the main
 travel route to the Speedway.

The loop system, as planned now, it
 is believed, will preclude the possibility
 of many accidents and at the same time
 make traffic driving much easier for
 every automobilist. Large signs are be-
 ing placed so that there can be no mis-
 take in the road. The Speedway Man-
 agement requests, especially the local
 motorists, to observe this so as to give
 the visitors as much opportunity as pos-
 sible to spend the day in absolute com-
 fort.

SIGNS INSIDE THE SPEEDWAY.

Inside of the Speedway new signs have
 been erected which will direct visitors
 to their seats almost without the aid of
 ushers. These signs have been placed in
 every part of the grounds, indicating
 what the exact part is for and who is to
 occupy it. All parking space tickets and
 all seat tickets have been numbered to

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 These victor
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 than \$5,000.

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The exhibit of Trophies
 the branch, including the
 Atlantic-Pacfic Beach and
 phia, never shown here
 well worth seeing. They
 visible, concrete evidenc
 tional supremacy.

THREATEN FASHION'S PO

AUTO MAKERS DROP CUS

Will Discontinue Yearly Models
 Make Improvements on Cars W
 out Regard to Season.

Dame Fashion, queen and rei
 monarch of the feminine world, is
 ing her grip on automobile bu
 and her power is threatened. In
 rapid growth of the motor car ind
 in the last fifteen years Fashion ha

...more there will be another series of heat races.

FIVE DAYS OF JOY.

to Clinton, Ia., down the west of the Mississippi, will start on the 5 of July 7, with an exhibition Magnoketa. This will end with a 1000 mile run, the distance from here being seventy-eight miles. The will have dinner at Clinton and carry off for Dixon, Ill., thirty-five miles, where they will stay over

will be the objective point on the 10 of July 8, and arriving there, they will take part in a two-day program, this being the third and last of the run. The distance from Dixon to Elgin is eighty miles, making the entire distance covered approximately 300 miles.

event lasting through five days—the biggest thing ever attempted by a sole organization and it indicates the future of the motor industry. It shows that the motor is "arrived," and that it is "on the way." Five hundred motorcyclists in a 1000 mile run, combined with three race events, sprinkled through a distance of 300 miles, is a remarkable demonstration of progress in a machine only a few years old.

ROUTE TO COAST DRAWS.

to Tourists in Country West of Mississippi.

Increased popularity of long distance auto touring is directing attention widely every season to the pleasures of a trip through California. The transcontinental trip from the Atlantic to the coast is, at the present day, no longer a difficult one, either as one of the difficulties of the past, as was the case half a century ago. Good roads and comfortable hotel accommodations are the prime factors in a successful and comfortable auto tour, wherever made, and autoists who enjoy extended travel through our country will be pleased to learn that in respect to improved highways and satisfactory accommodations a marked advance has been made within the last year.

By through the efforts originating in the Touring Club of America over a well-defined route has now been opened to Los Angeles, leading through Mexico and Arizona. As a result of the long trips within the last year by the transcontinental pathfinder, A. L. Ford, and with the co-operation of the representatives of the Touring Club in distant towns and cities along the route, spread movement for improved highways has been aroused through the entire west. Mr. Westgard, during his trip, acted as special agent of the United States Office of Public Roads, and has made a valuable report to the government on conditions as he found them.

REMARKABLE TRIP BY CAR.

has been received at the Oakland office of a remarkable trip by an Oakland car through the San Antonio canyon in California. The distance covered 12 miles and the trip was considered the severest ever made by a motorist. Some of the roads encountered were in a terrible condition. But the road, which are so thick that no driver, no how skillful he may be in handling a car, can avoid.

take in the road. The Speedway management requests, especially the local motorists, to observe this so as to give the visitors as much opportunity as possible to spend the day in absolute comfort.

SIGNS INSIDE THE SPEEDWAY.

Inside of the Speedway new signs have been erected which will direct visitors to their seats almost without the aid of ushers. These signs have been placed in every part of the grounds, indicating what the exact part is for and who is to occupy it. All parking space tickets and all seat tickets have been numbered to correspond with the spaces and the seats, much the same as in the metropolitan theaters.

Three large signs at the entrance of the Speedway bear the legend: "Read Our Signs and Your Tickets to Locate Your Seats." In addition to these, announcements have been placed in all parts of the grounds to direct the patrons as they enter the gates. It is believed that this will do away with the confusion that is almost always attendant upon as large a crowd as will assemble next Tuesday.

For the convenience of the visitors while in the city the Speedway information bureau, established at the Speedway office at Vermont street and Capitol avenue, is attending to the details of obtaining accommodations.

Letters have been pouring in daily, and despite the large number of rooms which have been volunteered by hundreds of Indianapolis citizens, the demand is almost equal to the supply. The civic bodies of Indianapolis have been making appeals to the citizens to open their homes to the visitors and the results obtained have been excellent. It is believed that not a visitor will be left without a lodging place the night before and after the race.

Grand stand "C," on the main stretch at the Speedway, has been placed on sale. The reserved seat tickets in this stand are being purchased rapidly and the plot of the stand is filling fast. Despite this fact, however, there are 10,000 good reserved seats left at the Speedway and room for several hundred cars on the main stretch reserved parking space. After this enormous supply has been exhausted, which probably will not be until the day of the race, there are more than 10,000 free seats and free parking space for 10,000 cars, which offer excellent opportunities to see the long event. These are to be filled by those desiring them, first to arrive the morning of the race.

ROAD TRIP TUNED DISBROW.

Gave Car Good Workout for Grind in Speedway Race.

B. C. Fincke of the Pope-Hartford Automobile Company of New York is responsible for the entry of Louis Disbrow in the Speedway contest. Mr. Fincke is in charge of the team and is having the time of his life. Mr. Fincke conceived the idea of the trip over the roads to Indianapolis as a means to train Disbrow and Whalen, his drivers, and at the close of the race will accompany him over the road to Chicago for the Algonquin hill climb and track races at Harlow and then to Milwaukee, after which the calico of three racing cars and a touring car will return over the roads to New York to take part in the Riverhead road race.

Will Discontinue Yearly Model Make Improvements on Cars without Regard to Season.

Dame Fashion, queen and monarch of the feminine world, long her grip on automobile and her power is threatened. Rapid growth of the motor car in the last fifteen years Fashion eroded her power as evidenced by new models put out each year by pleasure carmakers. The luxurious cars and limousines of today have drawn a large crowd of the had one of the cars noted through the traffic on Washington. Having reached the conclusion that the car of today has attained almost perfection in the design of the bodies near perfection of the motor the Franklin company has decided that henceforth there will be no more models of Franklin cars.

The practice of annual change has been discontinued, the only retain designation by years being which were made by the H. H. Manufacturing Company prior to present time. Cars of 1911, 1912, 1913 and succeeding years will continue to be known, but there will be no more 1912, 1913 and succeeding years.

This announcement of a radical departure from the custom followed generally by automobile manufacturers regarded by many as the beginning of a change of policy in the whole industry.

DROPS ANNUAL CHANGE.

The steady development which has placed the automobile on its basis has necessitated changes, periodic necessity for the introduction of these improvements has been completely met by the yearly model array the annual announcement finding satisfaction in the necessity for present improvement and in the desire on of some motorists for newness.

In explanation this statement: "The design of the Franklin car to maintain a constant and continuous manufacture through an indefinite year. Under the new arrangement will not be, as is sometimes the quantity of cars thrown on the market at a certain time each year and as something entirely new and latest thing in automobile construction and design.

"The discontinuance of the annual model does not, however, mean that no improvements are to be made in Franklin cars. They will continue to appear just as new features, improvements are brought out from time to time in all mechanical work. When taken will, however, be a progression in automobile manufacture.

WILL IMPROVE CARS.

"This change in policy may mean several radical alterations within