

ON SECRET TIME RUN

Touring Club Completes Plans for Sociability Tour.

THROUGH HISTORIC LAND

Programme Includes Easy Driving Over Good Roads for Prizes and Picnic Lunch.

Great interest is being shown in the owners' sociability run to Waterbury, Conn., over the fourth of July, which the Touring Club of America is planning.

Since the first announcement, about a week ago, scores of inquiries have been made at the office of the club, Broadway and 76th street, regarding various details of the three days' trip over what is undoubtedly the most picturesque two-hundred mile route in the vicinity of New York and Western New England.

During the last week the entry blanks have been prepared and ample accommodations provided for a large number of motorists at the Hotel Elton, which will be the headquarters in Waterbury, and where the travellers will spend Sunday, July 3.

In addition to its sociability features the tour has been planned along thoroughly practical lines. Its primary object is to demonstrate that a large number of motorists can drive their cars over the most scenic route available by giving due regard to the laws of the states and municipalities through which the tourists pass.

This means the observance of sane and reasonable driving, which brings into prominence the secret time schedule, the purpose of which is to promote safe and sane motoring and to prove that such events can be made most enjoyable by giving due regard to the laws of the states and municipalities through which the tourists pass.

Vice-President Sherman in selecting the secret time will be guided by the automobile laws of New York and Connecticut as well as the ordinances and regulations of the various cities and towns along the line and special regard will be paid to the traffic conditions in New York and other cities visited.

The conditions of the tour stipulate that the cars may start Saturday morning, July 2, from the Touring Club of America, Broadway and 76th street, between the hours of 9 and 12. Entrants will be supplied with score cards, a United States flag and the banner of the Touring Club of America.

The run that day will be ninety-two miles, along the Connecticut shore route to Stratford, then turning northward through Ansonia and the Naugatuck Valley to Waterbury. Cars will be obliged to check in at Waterbury by 8 o'clock in order to figure in the competition.

On Sunday, July 3, an informal run of thirty-five miles has been planned to Hartford, where a stop will be made for lunch. This run is not included in the secret time schedule, and participants in the tour may wish to spend the day in any other way they may desire.

The return trip to New York will start between 8 and 10 o'clock on Monday morning, July 4, a distance in this case being 102 miles, by way of Danbury, Carmel, Lake Mahopac, Bearkill Manor to Jobbs Ferry, and then down to Hudson River, where the party will pass through some of the most delightful country in Westchester County. Cars must check in at Hudson by 7 o'clock on Monday morning.

The route selected has been most appropriately planned, and it is expected that the travellers will pass through much of the country rendered memorable in the history of the Revolutionary War. The motorists will traverse the hill near which General Putnam made his dazed retreat from a flight of seven steps from the houseward trip on July 4.

Basket lunches will be provided by the Hotel Elton for all participants in the tour on their departure from Waterbury, and the camping place for the luncheon party will be located in the vicinity of Lake Mahopac.

1911 PACKARD CAR HERE

Supplementary Spring and Black Enamelled Parts New.

The arrival of the 1911 Packard "Thirty" touring car at the Packard Motor Car Company, of New York, Broadway and 61st street, was a matter of interest last week to all motorists. A glance at the car reveals new and exclusive features, and closer inspection brings to the fore details which must be seen to be appreciated.

The new four door body, with the speed changing levers inside the door; the de-mountable rims included in the standard equipment; the French gray wheels and running gear, as compared with the cream yellow of other makes; the black bakelite enamel horn, steering column, radiator, frame, fenders, hood and lamps give the car an air of exclusive individuality all its own.

Among the details the new Packard spring design commands particular attention. A light spring assumes the load up to a weight of two or three passengers, beyond which a lower, supplementary spring comes into use. Fastest possible riding qualities under all loads are the result.

Mechanical improvements on the 1911 Packards are all in the nature of detail refinement in developing previous models. The four-cylinder motor of the Packard "Thirty" has 67-hp, a 57-inch stroke and develops 29 brake horsepower at 69 revolutions a minute. The wheel base of the "Thirty" touring car is 123 1/2 inches. The wheels are all 36 by 4 1/2. The standard equipment includes top and de-mountable rims.

MORGAN STOPS PROMOTION

Manager of Many Motor Contests Ends His Work.

On the Montauk run, W. J. Morgan, long known as a promoter and manager of motor contests of various kinds, announced his withdrawal from that field of activity. He has been engaged in this work since 1905, when he ran the first races on the beach at Ormond, Fla. His contests have always been characterized by the originality of the idea governing them and the careful execution of detail attending their running.

He will relinquish active management of the Motor Contest Association on July 1, and will be succeeded in that position by E. L. Ferguson, long known as a successful manager of tours like the Glidden.

In addition to the Ormond Beach races Morgan handled and originated the climb to the Clouds, which was a run up the carriage road to the top of Mount Washington in 1904 and 1905, which still stands as the most notable hill climb in this country; the six-day reliability automobile and the tests day and night from Seabright to Sea Girt in New Jersey. Morgan also suggested the Wilkes-Barre climb, naming the mountain Giant's Despair. He managed the race across Florida in 1907 and the Flag to Flag race the same year, when he persuaded Assistant Secretary of the Navy Truman Newberry to send the gunboat Scorpion from the Charleston Navy Yard to act as escort to the 49-foot motor boats that raced between Miami, Fla., and Nassau, in the Bahamas.

PALMER & SINGER "FAST PLAYING VIRGINIAN" IN MONTAUK RUN.

AUTO NEWS OF THE DAY

Bits of Trade, and Odds and Ends of the Sport.

T. W. Goodridge, prominently identified with the motor industry since its inception, has joined the forces of the Matheson Automobile Company. His first duties will be to establish agencies for the Matheson line of cars from Pittsburg to the Coast. F. J. Manning, formerly connected with the Warner Speedometer Company, has also joined the Matheson Automobile Company as a salesman in the New York district.

With the granting of a license to the Midland Motor Company, of Moline, Ill., just announced, there are now eighty-two different makes of cars licensed under the Selden patent.

In the Atlanta-to-New York good roads tour the Welch-Detroit car, entered by the local Bulck branch and used by the starter and secretary of the tour, made one of the most unusual runs ever made by any car in a tour.

Being the last car in the tour to leave the controls, it was under obligations to play the part of the "Good Samaritan" to the weak and disabled cars it overtook. It carried five passengers and one thousand pounds of baggage. On the fourth day out the Welch-Detroit towed nineteen cars out of the mud and mire and still got in on time.

On the fifth day it made a run of 25 miles through rain and mud for the night. After arriving in this city on Monday night, without a single mechanical repair or adjustment, the car was started on Tuesday morning in the "Around Long Island, Montauk or Bust Tour," where it again played the "Good Samaritan" by pulling out one of the largest cars in the run and arriving in New York with a perfect score.

A. G. Southworth, manager of the New York branch of the Bulck Motor Company, is proud of the showing his boys made with Bulck cars in the 400-mile "Montauk Light or Bust" reliability contest. He believes they made a better team score than has been made by any other make of car in a reliability contest in this country.

Five Bulck cars were entered, and each one finished without a mechanical adjustment. The \$1,000 Model 10 Bulck, driven by Charles Jones, made one of the three perfect scores in its class. This little car easily outdistanced the largest cars of the tour, and one hundred miles to a quart of oil.

The New York branch of the Bulck Motor Company believes in contests, and intends to enter Bulck cars in all local events. Manager Southworth firmly believes that all perfect score cars in the Montauk run should be made to run over the course until all but one car are eliminated. The spirit of a contest is and has always been for all time to produce a winner.

Carlisle H. Burgess and A. V. Davis arrived in New York on Friday afternoon, in a Maxwell runabout from the Detroit Lodge brought a message from Roosevelt to attend the National Grand Lodge reunion on July 11 in Detroit.

The city of New York has ordered ten Cadillac 30s for municipal service. This follows an order for four Cadillacs for the fire department of the Borough of Brooklyn. Fourteen Cadillac ambulances are already in use by the hospitals, and three had previously been in use by the Brooklyn departments. Brooklyn was the first borough of greater New York to adopt motor cars as an adjunct to the performance of municipal duties.

The fourth week's run of the woman's transcontinental tour, in which Miss Scott and Miss Phillips, of New York, headed, gaged, covered the ground between Toledo, Ohio, South Bend, Chicago, Milwaukee and Rockford, Ill., and Clinton, Iowa. So far the Overland girls have covered nearly 2,500 miles of road, though many long detours have been made to north and south of the direct route and many places of interest have been visited along the way.

F. D. Dorman, formerly secretary of the Maxwell-Briscoe Motor Company, and more recently secretary of the United States Motor Company, has been elected vice-president and general manager of the Maxwell-Briscoe Motor Company, with headquarters at Tarrytown, N. Y.

After having been open for five months, the school of instruction of the Pierce-Arrow Motor Car Company has been closed for the summer. The courses of instruction will be resumed during the winter. For several years this school has been in operation, the students being of three classes, chauffeurs, owners and garage men. Classes are of two weeks' duration and include thorough instruction in the subjects of assembly, adjustment and general care of the car and some driving practice.

A novel test to determine the strength of a new quick-detachable rim consists of dropping a rim with an inflated tire through a shaft a distance of five stories, and then taking the same rim and running it with a deflated tire over very rough roads for a number of miles. At a demonstration made last week with the Dorian rim, the test was made, and the results were successfully made by this new device.

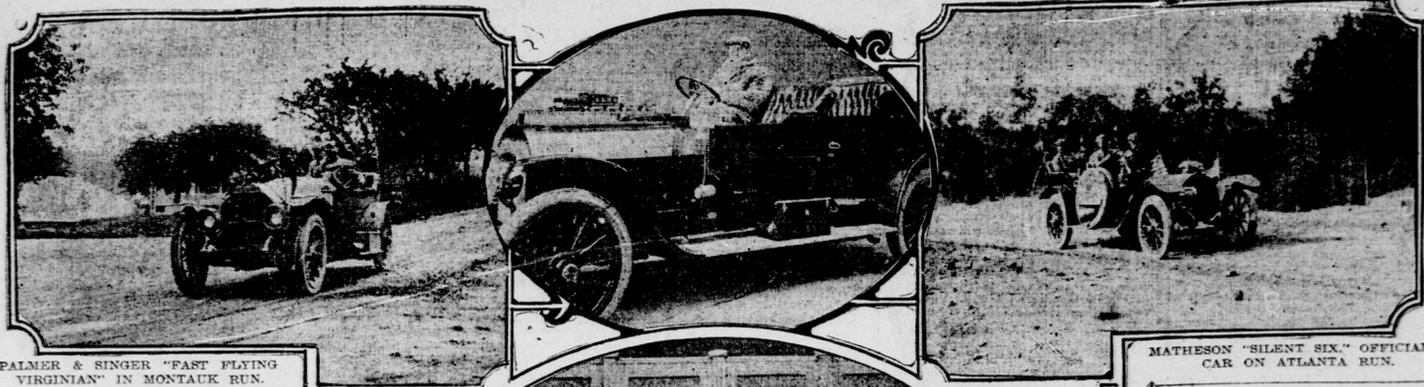
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The Pope-Hartford car which was one of the fortunate finishers with a perfect score in the Atlanta-New York run carried the fatal No. 13. This number, which is not usually sought and which was not even issued at Wilkes-Barre, was asked for by the entrant of the Pope-Hartford, Edward H. Inman, who is well known in Atlanta. He and his friends who accompanied him took the trip merely for the sport of the thing. The entry was not a factory entry, in any sense, and was a purely amateur contestant in every way. With the exception of three punctures the car came through without trouble of any kind whatever. Mr. Inman says that he thinks the work of his car has forever discredited the superstition about the number.

The Pennsylvania Rubber Company, located at Jenneville, Penn., has increased its capital stock to \$2,000,000 in contemplation of the erection of several new buildings.

AUTOMOBILES WHICH HAVE BEEN CONSPICUOUS IN RECENT TESTS.

HARRY GRANT, VANDERBILT CUP WINNER, IN ALCO RACER.



MATHESON "SILENT SIX" OFFICIAL CAR ON ATLANTA RUN.

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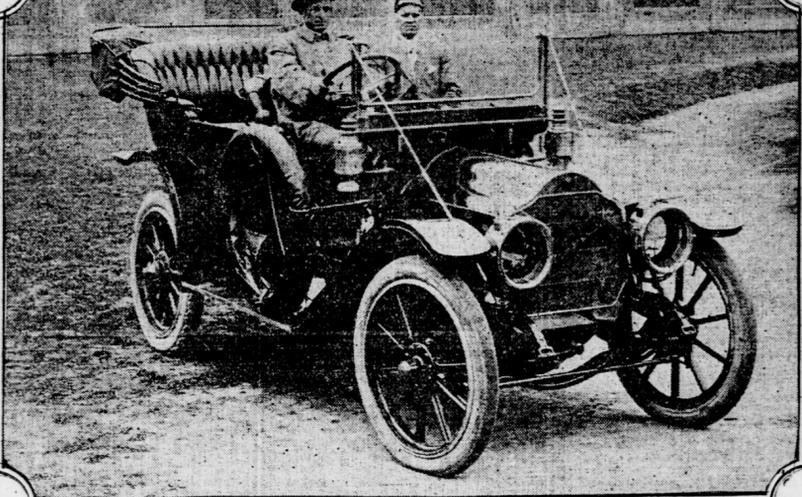
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FRED CLARKE, MANAGER OF THE PITTSBURG PIRATES, IN HIS STUDEBAKER CAR.

Stories of Cars in Action

Endurance of Men and Motors in Recent Contests Tried by Nearly Impossible Roads.

The big Palmer and Singer gunboat, the Fast Flying Virginian, which R. G. Apperson drove in the run from New York to Atlanta, made another sensational run to Montauk Point and return in the run around Long Island. The car carried the same equipment that it had in the Atlanta run and again distinguished itself through the bad lands and on the flat.

The car was entered in the Atlanta run after completing a 2,500-mile trip through the mountains of Virginia and North Carolina, even removing shock absorbers in order to comply exactly with the letter of the law. It carried its full complement of passengers and an excess of baggage and equipment. The weight, coupled with the bad roads, was hard on the tires, and twenty-three punctures and two blowouts were suffered on the trip. One blowout cast a rear shoe when within five miles of the checking station at the end of a 190-mile run. In the deep mud it took over four hours to wash and scrape the thick clay off the rim to get a new shoe in place and the car was penalized a point for each minute which it was consequently late in reaching the control. This prevented it attaining a perfect score.

The roads had been freshly laid with new soil in order to prepare them for the tourists, and in view of the steady downpour of rain became practically a quagmire. The big F. F. V. had no difficulty in ploughing through at speed and held the middle of the road, besides climbing hills without the slightest trouble.

Apperson's sportsmanship was conspicuous throughout the trip, and when asked at its completion to enter the Long Island run he went in without hesitancy, stopping only to fit a new set of tires. The engine was not touched during any part of the 1,700 miles and showed plenty of power at all times.

Fred Titus's three-year-old demonstrator also gave abundant evidence of power, carrying eight passengers to Montauk and return, besides 200 pounds of baggage, without trouble even in the bad lands.

Having tasted the joys of a world's championship, Fred Clarke, the manager of the Pittsburg Pirates, is out after the same scalp this season. Realizing that it will require all his available time and energy, he quit his job as a constable to enter the new Studebaker "40."

With the close of the baseball season the car will be headed for Wintfeld, Kan., and then the dust will fly. For out in the famous Walnut River district of that state is the old Clarke ranch, with its thousand broad acres, a beautiful modern ranch home, the splendid collection of blooded

stock and duck and quail shooting galore. Here is where the veteran manager enjoys life in the "between seasons," and with the overreaching of his ranch and indulging his hobby for hunting the days are as pleasantly strenuous as those back "in harness." And with his new car Manager Clarke expects to cover "some ground" around home this year.

In spreading the good roads propaganda throughout the country motorists are performing a service of incalculable benefit to the national advancement. The recent good roads tours which have awakened the South to the true significance of improved highways have reflected credit upon their organizers and the cars which have competed for touring laurels. But what of the cars which manufacturers supply at great cost and the temporary disorganization of the general distributing business, to help out the officials and accommodate the members of the press?

Manufacturers admittedly are not philanthropists. If they enter the runs as contestants their cars come under the limelight of publicity, but as hard working official machines, running on no regular schedule, but keeping up the grind day in and day out to accommodate the thousand and one calls made upon their services—truly the drudges of a run at every one's beck and call—their good work is only known to the officials and contestants with whom they come in direct contact.

The Matheson Automobile Company has been particularly prominent in loaning the services of a Matheson Silent Six to help along the good roads cause, and C. W. Matheson is sanguine that the hard service which the machines have seen has been a powerful demonstration of the possibilities of the silent running qualities of the car bearing his name.

"Experience is the surest teacher," says Mr. Matheson. "The lay mind has little conception of the stress and wear and tear endured by machine and driver of an official car on a road run. There is the hard grinding work, and the success of the contest largely depends upon the everlasting working abilities of the official machines which are called upon for the consummation of the all-important details.

"Towing crippled contestants, picking up the allotted points with unfailing regularity and acting as a general man-of-all-work of a run are a few details, which fall to be appraised by the general public, but which go to spell success or failure for a run of any description."

Harry Grant, the racing driver and winner of the last Vanderbilt Cup, says he

will be in all the big road races this year, including the Grand Prize, with the same Alco stock chassis that he drove to victory last year. Grant, when not racing, drives a demounting car about Boston, and recently he has been getting notoriety there as an unintentional obstructer of traffic.

Grant had a very interesting locomotive and tender hauling a flat car bearing the Vanderbilt Cup, all worked out in miniature and set on the hood of his six-cylinder Alco touring car. The locomotive carried electric lights and its wheels were kept revolving by a little electric motor. While Grant and his car were standing in front of a hotel on one of the narrow streets of the Hub, the diminutive railroad train attracted a crowd that so obstructed traffic as to cause a policeman to order Grant to move on.

The law allows a car to stop five minutes in a place, and the deliberate driver "took the cup" up to the last second of his legal allowance before pulling out, telling the officer it was his duty to disperse the crowd. The incident is characteristic of Grant, who is noted for his coolness and fine head work when racing.

ARTISTIC POLICE OFFICERS.

At Paris, where the railway guards paint pictures and hold a salon, and the employes of numerous other branches of the public services develop similar artistic tastes, it is no wonder that we also find art in high esteem among the police. Some one who knows them well has just pointed out that a number of the police "commissionaires" of the Ville Lumiere are excellent painters, musicians and poets.

London Telegraph.

CLIPS AUTO HILL MARK

Louis Disbrow Flashes Up a Steep Grade Like Wind.

[By Telegraph to The Tribune.]

Ossining, N. Y., June 13.—Louis Disbrow, driving Mrs. Cimeo's Knox Giantes car, broke a record here yesterday in the hill climbing contests of the Upper Westchester Automobile Club. Disbrow made the ascent in 37.4 seconds. The previous record for cars of this class—301 to 600 cubic inches displacement—was 53 seconds flat, established last year.

Disbrow gave a beautiful exhibition of driving, and won in easy style. Thomas Kincaid, in a National, was second. It took him one minute and four-fifths of a second to make the climb.

The contests were marred by a heavy rainstorm which broke just before the fifth event was called. That and the final were postponed. Walter Jones, while driving a Simplex car, struck a stone and broke a wheel. He and his assistant were thrown out and badly shaken up, but neither sustained serious injury.

In the contest for cars of 300 cubic inches or under E. C. Fincke won, driving a Pope-Hartford. H. Freeholt, also in a Pope-Hartford, was second.

Joe Taylor drove a Correja to victory in the class for cars selling at from \$1,200 to \$1,600. His time was 1 minute 11 seconds. Despite the weather, a large crowd turned out to watch the competitions, which in the main were exciting.

The summaries follow: Contest for cars of 301 to 600 cubic inches displacement—Won by Disbrow (Knox Giantes); Kincaid (National), second; Clapp (Bulck), third; Martin (Bought-Rockwell), fourth. Time, 0:37.54.

Contest for cars of 300 cubic inches displacement and under—Won by Fincke (Pope-Hartford); Freeholt (Pope-Hartford), second; Horan (P. T. O.), third. Time, 1:01.19.

Contest for cars selling from \$1,200 to \$1,600—Won by Joe Taylor (Correja); Arthur (Maxwell), second; Jones (Bulck), third. Time, 1:11.70.

ANOTHER TITLE STUCKLEN'S

New Hampshire Holder Acquires Bay State Laurels.

West Newton, Mass., June 13.—A trusty putter won for Henry W. Stucklen, of the Braeburn Country Club, the tenth championship of the Massachusetts Golf Association to-day, in which his second shot lay dead to the hole, settled the contest.

Stucklen is twenty three years old, a graduate of Dartmouth and the New Hampshire golf champion, although a resident of Roxbury, Mass.

It was a well played contest up to the last few holes, when Gilbert found himself unable to match Stucklen's long puts, while the latter's grand approach to the thirty-second green, in which his second shot lay dead to the hole, settled the contest.

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PLANS FOR MOTORDROME

Racing Association Collecting Data on Subject.

MANY SITES CONSIDERED

Syndicate of Men Closely Identified with Sport Ready to Build Big Track.

Growing out of the agitation started by John T. Ranier for the fastest and safest motor racecourse in the world, to be in the metropolitan district, half a dozen sites for a motordrome have been offered or suggested to the Motor Racing Association, which is in the last fortnight. Two of these are in Westchester County, one in the reach of Port Chester and Greenburgh; a fourth is on the line of a traction company in Hudson County; another on the Jersey meadows, between Jersey City and Newark, while two are in Long Island, one being near Long Beach, on the south shore, and the other in the vicinity of White Plains, on the north shore.

All of these are easily reached by trolley or motor car. These propositions are altogether aside from the schemes of a Jersey traction company and of a New York corporation to construct motordromes of their own—one near Newark and the other not far from Coney Island.

The Motor Racing Association is giving heed to all the propositions submitted and will select from these the one believed to be in the best interest of the sport. The association has not yet decided, but stands its ground in the matter will be, but is awaiting developments.

It may either undertake the construction of a motordrome or it may lease such a course if constructed by a private corporation. A syndicate of prominent motorists closely identified with the sport and in affiliation with the Motor Racing Association is prepared to take up any scheme likely to evolve just such a track as advocated by Mr. Ranier.

While a location near the water, such as Brighton Beach, would be ideal for a summer racing campaign, the latter is now widely entertained that a world beating motordrome anywhere within an hour's ride of New York City would attract sufficient spectators to make it a financial success for the outset.

A. B. Corder, chairman of the Brighton Beach location of the Motor Racing Association, says: "Take the Brooklands track from England and set it down any place within a radius of fifty miles of New York and you will pack it with spectators at every first class race meet held thereon."

PORT JEFFERSON CLIMB

Fifty-five Cars Already Entered for Long Island Fixture.

About seventy cars will participate in the hill climbing contest to be held at Port Jefferson, Long Island, on Saturday, June 25. There are now fifty-five entries, and many other dealers and individual car owners have signified their intention of participating.

The Automobile Club of Port Jefferson, under whose auspices the climb is to be held, has offered a special cash prize of \$50 in the free-for-all event, which is open to cars of all types and motive power. Of this money \$20 will go to the driver who makes the best time up the 2,000-foot hill and \$30 will go to the driver making the next best time.

In addition to this, the club has offered another prize of \$25, the winner to receive \$20 for entry No. 10, which is for cars of 451 to 600 cubic inches piston displacement.

Fred J. Wagner, the starter of many automobile contests, will act as starter and F. C. Webb will officiate as referee. Although it was announced that entries would close yesterday, it has been thought wise to allow prospective entrants up to-morrow to make entry with George E. Darby, secretary of the Automobile Club of Port Jefferson, Port Jefferson, N. Y.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

PALMER & SINGER 1911 CARS include two new models. For six-cylinder advocates we now offer a Six-Forty as well as our famous Six-Sixty. If you favor a Four, we have a powerful Four-Fifty, besides 4-30 Town Cars.



OUR Cars can go to a given point and return with as much ease, certainty and comfort as any car made. They are not designed for spectacular achievement under ideal conditions but for day after day, week after week service under all conditions.

We will submit our cars to any reasonable test of service, to demonstrate their ability to do those things for which they are built, to the entire satisfaction of experienced motorists.

They are built to give maximum comfort in touring, to speed or to climb hills with equal facility, to travel over any sort of road likely to be encountered in touring, to be operated with a minimum fuel and oil consumption and a minimum of tire wear, to tour without delays or mechanical difficulties of any sort, and to wear as long as any well-made piece of machinery doing an equal amount of work.

To this end they are fully guaranteed. Satisfied customers attest the sincerity of that guarantee.

Our 1911 line offers the widest selection of type, power and body equipment that could be desired. Early deliveries.