

POLICE TO ENFORCE SPEED LAW TO-DAY

New Aldermanic Ordinance Goes Into Effect in Greater New York.

RECKLESS DRIVING BARRED

Limit of 20 Miles an Hour in City; 25 Miles in the Suburbs.

The full text of the ordinance regulating the speed of automobiles and other vehicles...

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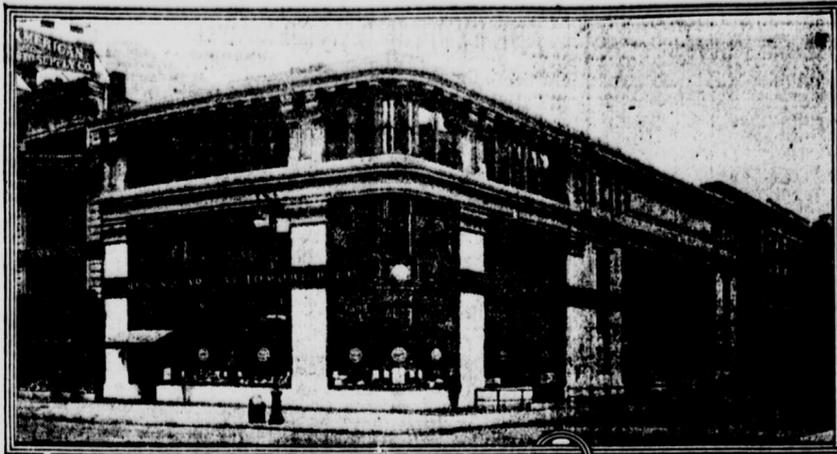
Section 65. No person shall operate a motor vehicle...

Section 66. No person shall operate a motor vehicle...

Section 67. No person shall operate a motor vehicle...

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USED CAR DEALERS BRANCHING OUT



New home of Times Square Automobile Co. at 50th Street and Broadway, formerly the building of Wyckoff, Church & Partridge, Inc.

Motorists, Note! New Speed Law

AUTOMOBILISTS should take notice and warning that the new speed ordinance goes into effect to-day, June 1. It calls for a maximum speed of twenty miles an hour within the city and twenty-five miles an hour in the suburbs.

Reckless driving in general is prohibited and fifteen miles an hour will be considered reckless driving, the burden of proof to the contrary to rest with the driver. Automobolists must pass at least eight feet away from street cars that have stopped to discharge or take on passengers. If there isn't eight feet of curb room they must stop. The full text of the law is printed elsewhere on this page.

MACHINE WILL TEST ROADS BUILT INDOORS

British Device Will Work Independent of Weather Conditions in Open Air.

Just as over here stationary testing machines for chassis and tires are taking the place of roadwork for automobiles, there is a British device for trying out road making materials without laying them where traffic actually is. The Road Board of Great Britain sanctioned the construction at the National Physical Laboratory of this road machine, which is called the first of its kind in any country. It is a building containing a circular track on which experimental lengths of roads can be readily laid down and tested to destruction by the passage over them of wheels driven by motors which are guided and steered in a circular track by a revolving framework.

The machine, which takes a year to design and construct, is now at work. The track has been filled with four lengths of water board, made up in four different ways and the behavior of these lengths will be compared and each of them tested until it is broken up. The designers hope by means of this machine that they will be able to arrive rapidly at conclusions which otherwise would take years to reach on the actual roads themselves. The roadway is under cover and protected from weather influences, thus eliminating weather conditions entirely. It will be possible to introduce certain weather conditions one at a time and to study their effect one by one.

For instance the track can be heated by hot air blown onto it; rain can be imitated by spraying devices; it can be artificially cooled to the freezing point.

General Selling Plan for Metz Cars.

The Metz Automobile Company, which is offering the Metz 22 roadster, is selling it on a cash charge account on sixty or ninety days or four months time. Temporary salesmen have been taken on the second floor at 1709 Broadway.

Busy Days These for Hupp Motor Car Co.

The Hupp Motor Car Co. is busy with the shipment of Huppobiles going out from the factory at Detroit.

One day's shipment of Huppobiles going out from the factory at Detroit.

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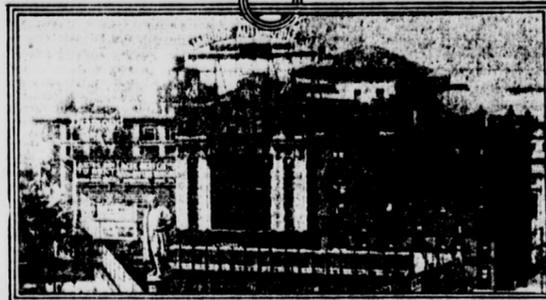
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The Jandorf Automobile Co. has taken the whole of the United States Tour Co. building at 61st street, near Broadway, a colossal undertaking.

'STREAMLINE' BODIES NOT SHARP IN FRONT

Properly Designed, Says Aeroplane Man, They Should Have Broad Bows.

\$5,000 PRIZE FOR BEACH RACE.

Two Hundred Mile Event to Be Feature at Galveston.

Plans for the race meet on the Galveston, Tex., beach are under way. Capt. J. W. Mann was in New York a few days ago making preparations for the contest, which is to be held July 28, 29 and 30. The captain made the trip for the purpose of making known to Northerners that this meet, which is to be held under the auspices of the Galveston Automobile Club and Texas State Automobile Association, is to be the most elaborate programme of straightaway racing ever run, with the largest purses ever offered for such a carnival.

The big feature of the meet will be a 200 mile race, for which a prize of \$5,000 is offered. This sum is more than is offered to the winner of the Vanderbilt cup race to be run at Savannah, Inasmuch as Pablo Beach and Ormond- Daytona in Florida no longer hold out inducements for beach racing, Galveston is going at this enterprise in a big way and expects to eclipse the meets of the past three years, which have been pronounced very successful.

Capt. Mann has promised of enough elasticity of air if it is pushed it forms itself into a kind of cushion in front and takes up its own streamline, whereas if it is not led off correctly at the trailing edge it forms a partial vacuum behind and causes a terrific drag.

The aeroplanist man says he believes that body builders have been wrong in making the back seat the more luxurious, because the front seat is always the more comfortable, as most motorists know. He says that streamline bodies will reduce resistance to the wind would also cut down fuel bills, especially in small cars. Although few cars travel as fast as 60 miles an hour on the road, he says, it is no exception to find a car doing 30 miles an hour against a head wind resistance amounting to 20 miles an hour more, making a load equivalent to 80 miles.

He cites cases of having driven across open spaces against a 50 mile wind with a small car that had to have the throttle wide open, even down hill, to get between 20 and 30 miles an hour. On calm days the position of the throttle would have given at least 40 miles an hour.

His belief is with properly streamlined bodies the car would have reached a much higher speed without anything like the same fuel consumption. He adds: "I feel sure that for cars driven by the owner, especially either very fast high powered cars or small cars that are fast for their size, a properly streamlined body would be a great advantage and that a three place front seat wide enough to seat three with anything like comfort would not only be more pleasant and comfortable but would fit in with the streamline idea."

Bruden's Second Studebaker. A Studebaker 35 touring car has been delivered to William J. Bruden, Secretary of State. This is his second Studebaker car.

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INDIANA TOUR TO COAST FIXED ON

Route Will Cover 8,500 Miles and Will Take a Month to Complete.

TO START OUT ON JULY 1

Average Daily Run of 126 Miles From Indianapolis to Los Angeles.

INDIANAPOLIS, May 31.—The route for the Indiana Automobile Manufacturers Association tour from this city to the Pacific coast was announced by the tour committee to-night. The entire trip between Indianapolis and Los Angeles will cover a distance of 8,500 miles and will be made in thirty-three days running, including five layover days. The average daily mileage will be 126.8.

The route has been completed by W. McK. White, tour chairman; W. D. Edenburn, assistant chairman, and J. M. Ward, Jr., secretary of the association. It leads the tourists through eight States and through cities which have shown great interest in the tour. It will take the tourists over some of the best roads in the West and through some of the most beautiful scenery in the world.

The tourists will depart from Indianapolis on July 1, running over the National road to Terre Haute, the first night stop. On Wednesday they will run to Springfield, Ill., via Paris, Chrisman, Tuscola and Decatur, and on the third day will be in St. Louis, Mo., via Hannibal, via Carlinville and Alton. On July 4 the Hoosiers will start across Missouri, following the old Boone's Lick trail and the new Missouri State highway. On July 5 they will cross the Missouri River either at Booneville or Glasgow.

The first Sunday of the journey will be spent in Kansas City and preparations will be made for the trip across Kansas and Colorado over the Golden Belt route via Topeka and stopping at Fort Riley on Monday night. On July 8 they will be off on a 177 mile run to Ellis via Abilene, Salina, Ellsworth and Hayes.

The run on July 9 will be almost as long, covering 169.8 miles to Burlington, Kan., the night stop. On July 10 they will cross the Colorado River into Colorado and on July 11 the tourists will stop at Limon, Col., for luncheon. The trip to Colorado Springs then will be undertaken over the Lincoln highway, the night stop being at Colorado Springs. A short run is promised for July 11, according to the chart of the route makers. The run will be from Colorado Springs to Denver, a distance of 69.2 miles. The night stop will be at Denver. On July 12 and the following day, night and night will be spent in Denver seeing the sights and resting up for the journey across the mountains.

The people of the Mile High City are wide awake to the benefits of the Indiana project and expect it to do much toward the completion of a national highway from coast to coast. The Chamber of Commerce is vitally interested in the project and has formulated plans for the entertainment of the tourists. The Midland trail will be followed from Denver to Salt Lake City. The tour will leave Denver on Sunday afternoon, July 12, and drive 93.8 miles to Hot Springs, the night stop. The following day the route calls for 104.2 miles to Greenwood Springs via Walcott. A trip of practically the same length is routed for July 15, bringing the cars to Grand Junction, a distance of 104.5 miles.

Two long drives then confront the Hoosiers. On July 16 they will cover 172 miles between Grand Junction and Woodside, via Mack and Green River, and on July 17 175 miles will be covered between Woodside and Salt Lake City, via the Nevada branch of the Midland Trail.

A day's stop will be made in Salt Lake City, the tourists spending the night of July 18 and the following day in the city. On July 19 the tourists will go to Ogden, making the only side trip on the journey. Bright and early on July 20 the party will be off around the south side of the Lake to Kenner's Ranch, where the night control will be made. A run of 124 miles has been planned for July 21 from the ranch to Ely. On the 22d the run will be made to Goldfield and Tonopah, a distance of 147.3 miles. The next day will take the tourists to Bishop, Cal. Then comes the run to Reno on July 24 past Lake Tahoe. On the 25th the route doubles back past Lake Tahoe and to Sacramento, Cal., a distance of 170 miles.

The 26th will see the party on its way to Oakland and nearing the end of its long journey. The route lies via Stockton and the tourists will spend the night in Oakland. The citizens there expect to open the town to the tourists and are intent on having the Indians stage an auto show while in the city. A large building will be opened at night and the tourists will be met by the Governor of the latter State and his staff to be conducted to San Francisco. The run from Oakland to the shortest on the entire journey, if it can be called a run. The distance is only six miles, the trip being made by ferry across the bay. The

party will arrive at Frisco on July 27, where it will remain for the following two days.

On July 28 the tour will start on the last lap of the journey to Los Angeles over the coast road. The new Rincon cutoff will be used and then the tour will follow the plank road over the Pacific, which cuts off eight miles through mountain passes. The trip from San Francisco to Los Angeles will occupy the day of July 29, the party passing through San Jose, Santa Cruz and Salinas.

The last day of July will see the tourists on their way from De Monte to San Luis Obispo via Salinas and Pismo Beach, a distance of 149.9 miles. The next to the last day's run will be from San Luis Obispo to Santa Barbara, a distance of 119.4 miles. At noon on August 2 the tour will end in Los Angeles, 195.8 miles from Santa Barbara.

The route has been selected with infinite care and nothing was done toward selecting any certain route until a report on road conditions had been received by the touring committee.

Sixteen cars already are entered in the tour and it is expected that within two weeks the number will have more than doubled. The following cars have been entered in the tour: No. 1, American, entered by American Motors Company; 2, American, entered by D. S. Menasco; 3, Henderson, Henderson Motor Car Company; 4, Henderson, R. P. Henderson; 5, Stutz, Stutz Motor Car Company; 6, Stutz, Harry Stutz; 7, Marlon, Marlon Motor Car Company; 8, Marlon, Marlon Motor Car Company; 9, Marlon, J. J. Handley; 10, Premier, Premier Motor Manufacturing Company; 11, Premier, H. O. Smith; 12 and 13, Hayes, Hayes Motor Car Company, Kokomo; 14, Pathfinder, Motor Car Manufacturing Company; 15, Premier truck, entered by the C. & J. Terry Company; 16, McFarland, McFarland Motor Car Company, Commerceville, Ind.

There will be no pathfinding party of any sort for this tour, but an official pilot will precede the tour each day, marking the trail.

Elker Carburetor on the Market. A new carburetor will be put on the market this week by T. B. Elker, president of the Elker Carburetor Company, which has opened offices in the new States Rubber Building. Elker has taken

as partner and officer in the concern D'Arcy O'Connor, who will act as general manager of the company.

"There are only two adjustments to the new carburetor," says O'Connor, "one to adjust the air and the other to admit the gasoline. The spray nozzle is in the middle of the throttle disk at the point of greatest suction, and so does away with extra air valves. A tapered adjustable needle, moving back and forth automatically with the opening of the throttle, does away with the necessity for multiple jets and extra gasoline adjustments."

A Taxi Chauffeur at 72 Years. Not all the taxicab drivers in London are young and sprightly blades. One who has just got a license is a veteran of the horse-cab days, having driven a horse for thirty-four years. He is 72 years old and is the oldest taxicab chauffeur in London and probably anywhere in the world.

Studebaker Wins in Russia. Russians make their automobile shows a competitive test of beauty and merit. At Warsaw's recent Sporting and Industrial exhibition, a Studebaker 25 was the winner of the medal.

MOTOR TOURING NOTES. The touring department of the Automobile Club of America reports that construction work on the Port Jefferson road has been completed. This road runs from Patchogue through Modford to Port Jefferson, connecting with the ferry for Bridgeport.

The Boston Post road is closed between East Hartford and Branford. To avoid this stretch the trip should be made via Totoket and North Brantford, where a sharp turn is made to the main route. Owing to construction work on the main road between Branford and New London motorists should turn right just before reaching Flaming, making the run over good country road to Niantic, from Niantic through Grandville and Waterford to New London.

With the exception of the above named stretches the Boston Post road from New Haven to New London is in good condition.

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