

Read the story,
as told by the
New York Herald,
and then give a moment's
thought to the questions that follow.

NEW YORK HERALD, FRIDAY, AUGUST 23, 1906

COURSE SHOWS AUTOMOBILES

Cuts Chicago to New York Record by 17 Hours

Little Franklin Car Makes Journey of ¹⁰⁶⁰ 1,240 Miles Over the Roads in 39h., 53m., an Average of More Than Thirty-One Miles an Hour, Travelling Day and Night, with Four Drivers Alternating at the Wheel, Without a Mishap Excepting One Punctured Tire.

At last the trip over the roads from Chicago to New York has been accomplished by an automobile in less than two days. A light little air-cooled Franklin runabout last night completed the run of 1,240 miles in 39h. 53m., cutting the record between the two chief American cities down at a single effort by 17h. 53m. Among intermediate records made was 19h. 15m. from Buffalo to New York.

In many respects the record is the most remarkable yet established in this country. Running ceaselessly day and night the little car averaged more than thirty-one miles an hour over rough country highways, through sand stretches and across mountains. For long stretches where the "going" was fair a speed of forty-five and fifty miles an hour was maintained, while in other stretches fifteen miles an hour was the limit.

When it is remembered that in the recent Golden Tour many competing cars found difficulty in maintaining an average of

nineteen miles an hour, running only 150 to 170 miles—and that all in daylight—the magnitude of the Franklin performance will be better appreciated. A good criterion of the speed is afforded in the run of 214 miles from Cleveland to Buffalo, in which the same railroad train carried three relays of drivers, in each case the automobile awaiting the arrival of the train at the station where drivers were to be changed.

The start of the run was made at Chicago at three o'clock Wednesday morning, and at the same hour yesterday morning the car was well on the route between Buffalo and Syracuse. At seven o'clock of eight o'clock last night the record ride was terminated at Weehawken, where the ferry was taken to New York.

On the trip C. S. Carus, James Dalley, C. Talbot and M. S. Bates alternated at the wheel, two men riding in the car, while two travelled by train. The usual route was followed to Syracuse, from which city the trip to New York was made via Delhi and across the Catskill Mountains to Kingston, thence to Newburg and along the west side of the Hudson to Weehawken.

The times of arrival at principal points follow:—

Wednesday—Left Chicago 3 A. M. Arrived South Bend 6:40; Elkhart, 7:30; Bowling Green, 1:25 P. M.; Cleveland, 5:40; Erie, 9:20.

Thursday—Left Buffalo 12:40 A. M. Arrived Syracuse 8 A. M.; Newburg, 5:25 P. M.; Weehawken, 7:33 P. M.

The former record was 56h. 58m., by L. L. Whitman and C. S. Carus in a six-cylinder Franklin, made last year. They had broken the previous mark that had stood for several years by about two hours. Several attempts made to beat last year's record resulted in failure. The new record holding Franklin is of four cylinders and of 1906 model. It develops twenty-eight horse power and has thirty-four inch wheels, larger wheels than previously used on Franklins.

Between Buffalo and Syracuse the gasoline became exhausted and for fifteen miles the car was run on kerosene taken from the supply provided for the side lamps. The only mishap of the trip was one punctured tire. Diamond tires were used.

How about it?

An average of 26.5 miles an hour for 1060 miles, over country roads; through sand; and across three mountain ranges. This time includes waiting for the railroad train which carried relay drivers.

✓ **Beat the Chicago, Boston and New York Express** from Cleveland to Buffalo by one hour—214 miles in 7 hours.

Cut 17 hours off the best previous record; and that was held by a Franklin.

Only trouble: one puncture. Absolutely no motor-car troubles.

THE NEW RECORD



Chicago=New York 39 hrs. 53 min.

From	To	Miles	Arrived	Schedule time	Actual time	Miles per hr.
Chicago	Elkhart, Ind.	133	7.30 a. m.	6.00.00	4.30.00	29.5
Elkhart	Bowling Green, O.	145	1.05 p. m.	6.30.00	4.55.00	29.5
Bowling Green	Cleveland, O.	125	5.40 p. m.	5.30.00	4.35.00	27.3
Cleveland	Erie, Pa.	118	9.20 p. m.	5.30.00	3.40.00	32.2
Erie	Buffalo, N. Y.	96	1.40 a. m.	4.00.00	2.55.00	28.8
Buffalo	Syracuse, N. Y.	163	8.00 a. m.	7.30.00	5.20.00	30.6
Syracuse	Newburgh, N. Y.	220	5.27 p. m.	10.00.00	8.52.00	24.8
Newburgh	New York	60	7.53 p. m.	2.30.00	2.18.00	26.1

1060 Miles 39 Hours 53 Minutes Average 26.5 Miles per Hour

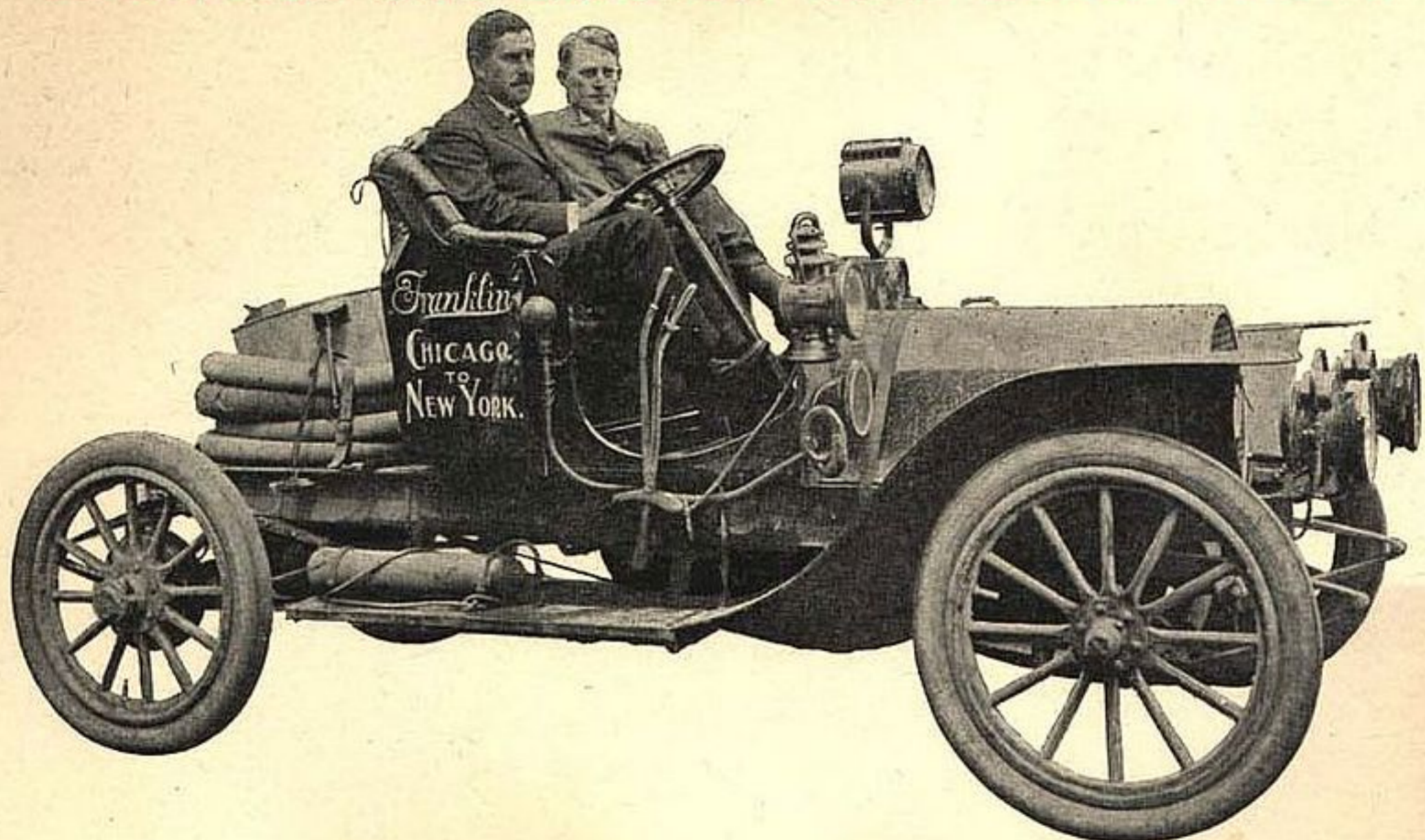
Start made at 3 A. M. August 21, Central time. Finished, 7.53 P. M. August 22, Eastern time.
Former record was 56 hours, 58 minutes.

How about Franklin air-cooling? Does it cool big motor-cars? The cylinders on this model are the largest on any Franklin engine.

How about Franklin strength and reliability? Does weight make strength; or does it come from high-grade materials, and scientific construction? This model weighs only 2000 pounds in touring trim.

How about the new 1908 Franklin concentric valve? Is it a success? There are people who said this "wouldn't work"; just as they said that air-cooling, light-weight, wood-sills; four cylinders and other Franklin features "wouldn't work". Do they work?

Here is the motor car that did it.



Franklin models for 1908

16 h. p. Touring-car \$1850 28 h. p. Touring-car or Runabout \$2850
 16 h. p. Runabout \$1750 42 h. p. Touring-car or Runabout \$4000
 Landaulets, Limousines
 f. o. b. Syracuse, N. Y.

40 per cent. more power without more weight. The greatest advance since automobiling began.

Write for de luxe catalogue which tells how this is accomplished.



H. H. FRANKLIN
MFG. CO.
Syracuse, N. Y.

M. A. L. A. M.



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