

IF YOU'RE A "GRID" FAN YOU'LL READ THIS STORY

Chicago Motor Club Recommends Routes to Two Football Battles on Saturday

Mindful of the definite improvement credited by experts to the University of Chicago football team, many Cook county motorists will be pointing their cars late this week toward Madison, Wisconsin, where Coach Stagg's men tackle the University of Wisconsin team next Saturday.

The Chicago Motor Club recommends two main routes to the scene of the conflict. The first, which will be selected by those living in the northern part of the county, is via Lake Geneva. The distance of this route from Chicago to Madison is approximately 153 miles, and is via the Rand Road, or Illinois No. 60, to Volo; Illinois-20 to McHenry; US-12 through Lake Geneva, Elkhorn and Whitewater to Madison.

This Route 160 Miles

The second route is about 160 miles long. It leaves Chicago via Illinois-5, or the Lake street road, and runs through Elgin to Rockford. Illinois-2 is the highway from the latter city to Beloit, Wisconsin. From Beloit one drives on US-51, combined with Wisconsin-26, to Janesville, and from there on Wisconsin-13 to Madison.

Slightly less traffic may be encountered on the second route. The first, however, runs through the nearby Illinois and Wisconsin lakes region, and those who possess a penchant for duck hunting may want to remain in those parts overnight and turn out, bright and early, in the morning. The rabbit and pheasant season opens Saturday, and those species of game will be, or should be, found adjacent to both routes. Of course, one must look to those important details of licenses and permission to hunt on private property.

Three Routes to Indianapolis

Other grid fans in this vicinity may want to see Illinois, 1927 champion of the Big Ten conference, play Butler at Indianapolis. Three routes to the Hoosier capital are offered. The shortest is about 198 miles, and is by way of US-41 through Hammond, Dyer, and Kentland to the intersection with US-52, which is followed through LaFayette and Lebanon to Indianapolis. The second route leaves Chicago on Illinois-1, which is followed to Danville; Illinois-10 and Indiana-34 through Kern to Crawfordsville; Indiana-32 to Lebanon and US-52 to Indianapolis. The mileage is approximately 231. The third route begins on US-41 out of Chicago and runs to Schermerville; US-30, the Lincoln Highway, through Valparaiso to Plymouth; US-31 through Peru to Indianapolis. The distance is about 223 miles.

The above routes are over concrete highways. It is to be expected that some congestion will be encountered, particularly on the narrow eighteen and twenty-foot roadways, just outside Cook county. The same conditions may prevail on the Madison highways just beyond the Cook county limits. Most of the roads in this county have either been widened to forty feet or are scheduled for such action.

BIRD-SYKES CELEBRATES

Bird-Sykes company, Graham-Paige distributors, in Chicago, will have reached its twenty-fifth birthday, a distinguished pioneer of automobile row on November 17. On that date in 1903 George H. Bird and Bernard G. Sykes entered the motor car sales business together, although the industry was looked upon as a doubtful experiment and people in it considered adventurers.

Brake Testing Easy Declares Dealer of Graham-Paige

A simple test by which any motorist can readily ascertain whether his brakes are dragging, a condition that seriously affects car performance and operating economy, is passed on to the motoring public by Carl Hanson of Hanson Motors, Winnetka, Graham-Paige dealer.

To test for dragging brakes, attain a speed of 30 miles an hour on a

smooth and level road, then shift to neutral and let the car coast. When the speedometer shows 25 miles an hour, begin timing the deceleration. If your car is not rolling 5 miles an hour or faster at the end of 60 seconds, have the brakes inspected.

To offset the effect of the wind, the driver should make the test in both directions over the same level stretch, and note the average time taken to decelerate from 25 miles per hour to 5 miles per hour. The average should be 60 seconds or more.

"The beauty of this test," says Hanson, "is that it can be performed at

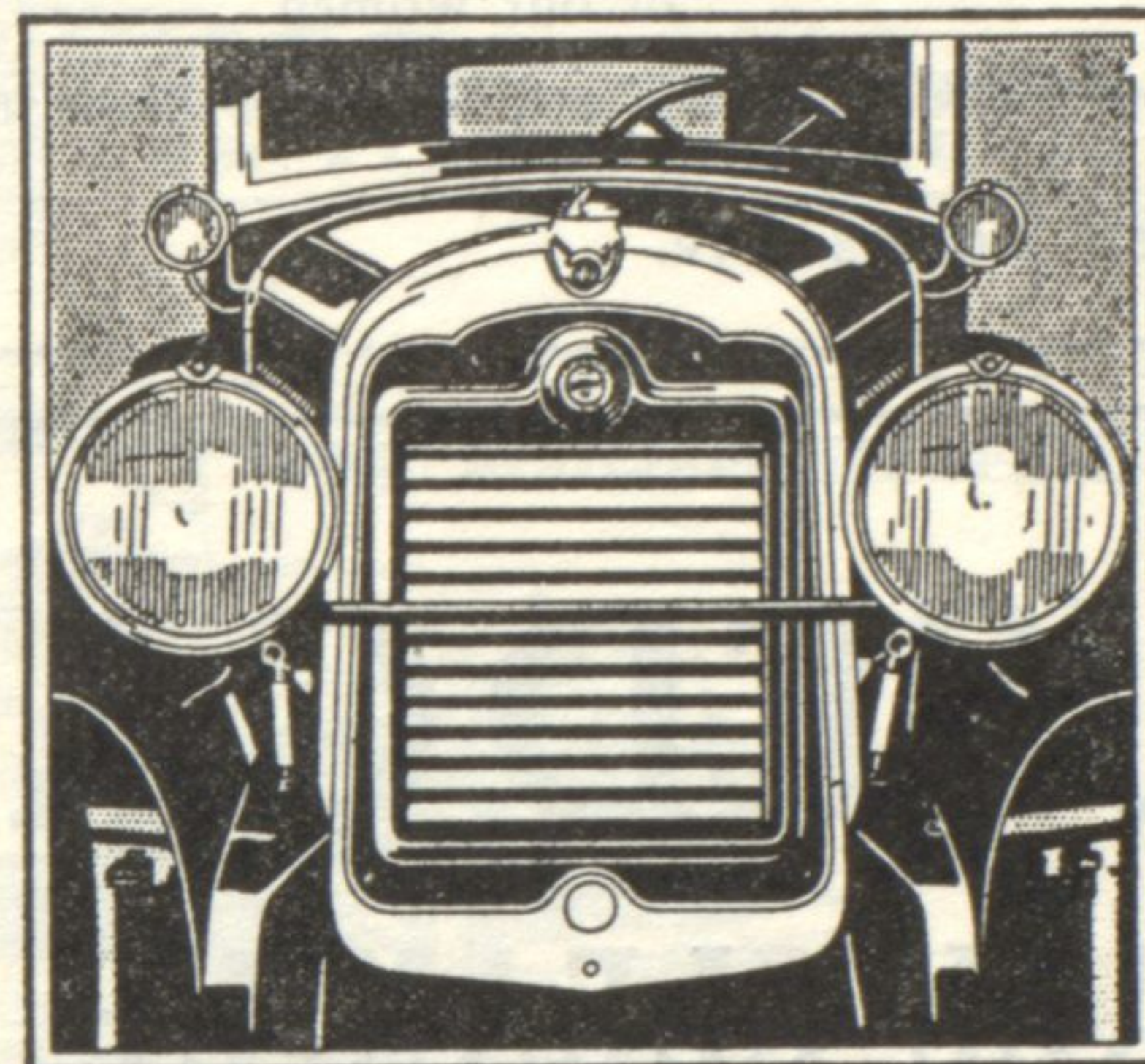
any time you are out in your car. And even if the owner knows that his brakes are not dragging, it is good to make this test regularly, for it will show whether there is any other car disorder that exerts a drag on the running gear. If the car slows down too rapidly, and the brakes are found O. K., then there is too much frictional resistance somewhere, and the quicker the owner has it corrected, the better.

"Most motorists do not realize the extent to which dragging brakes will affect the acceleration and hill-climbing abilities of an automobile.

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