

MARMONS TEST COURSE

VISIT COBE RACE TRACK

LOCAL AUTOMOBILE MANUFACTURED CARS RECEIVE "SAMPLE DRIVES" ON POPULAR CROWNPPOINT ROADS, SITE OF RUNS.

Two Marmon automobiles left for Crownpoint, Ind., yesterday noon to have a tryout on the new Indiana course. One was driven by Howard Marmon, designer of the car, and the other by Stillman, one of the Marmon factory drivers.

Two of the Marmon "Thirty-two" cars have been entered for the Cobe Trophy, one to be driven by Stillman and the other by Harroun. H. H. Rice, sales manager of the Marmon, went to Chicago Friday night to look after the formalities of entering the cars and met the Marmon party at Crownpoint last evening.

Will Establish Camp.

While there they will establish the Marmon training camp and arrange for the parking of all Marmon cars that may be driven to the races by their owners from Indianapolis, Chicago and other cities. Complete arrangements will be made for caring for Marmons, and touring parties will not have to hustle for their own accommodations.

The Marmon factory has never gone into the racing game, preferring that the Marmon should be known above all as a reliable, durable and comfortable family car, but the little "Thirty-two" has ample capability in the way of speed, and its builders expect to make a good showing with it. The two cars entered are stock models in every respect.

CLUB HOME FOR MILWAUKEE.

Board of Directors Proceeds With Acquisition of Land.

The Milwaukee Automobile Club has authorized its board of directors to proceed with the acquisition of a tract of land outside of the city limits and arrange for plans for a clubhouse, and the board will doubtless choose a site on the Blue Mound road. Enough land will be purchased to care for future needs, as many members are in favor of laying out golf links and an athletic field, with a concrete saucer track of one mile or a half mile. The track scheme is yet too vague to be definitely stated, but it is said that the plans of the board have this in view.

The clubhouse will cost \$12,000, and is expected to be one of the most beautiful country clubs in the West, besides having all conveniences and modern improvements.

Frank Staley, the Studebaker Automobile Company's general manager in this city, expresses pride in his new model "O" touring car just received from the factory. This machine promises to be one of the most popular cars this season.

DETROIT ELECTRIC DOES HIGH MILEAGE AT SPEED

Travels 60.4 Miles at Rate of Twenty-two Miles an Hour on Single Charge.

The Detroit electric roadster, in a speed and mileage test recently held at Rochester, N. Y., came off with the remarkable showing of 60.4 miles on a single charge of the batteries, traveling the entire distance at the rate of twenty-two miles an hour.

The test was held at the request of the Rochester Railway & Light Company, and another well known electric was the Detroit's competitor. The speed test was over the open road between Rochester and Charlotte and return. The Detroit made the total distance of thirteen and one-half miles in forty-two and one-half minutes, while the other car required fifty-two minutes, an advantage of nine and one-half minutes for the Detroit. This run was made over a good road, with several stiff grades to climb both ways, and a stiff west wind to combat, and on the fifth or highest speed of which the car is capable.

The finish of the charge was made by running about the city, after a trip of fourteen miles to Pittsford and return, on the fifth speed. The Detroit's total distance on one charge was sixty and four-tenths miles, while the other car, running at slower speed, made but forty-nine and five-tenths miles on the single charge—ten and nine-tenths miles more for the Detroit.

AMERICAN STARS ENTER LONG SEVERE ROAD TEST

Pathfinder for Norristown (Pa.) Endurance Run Does Great Work on Trip.

When the official pathfinding party of the Norristown Automobile Club covered the proposed route for the endurance run to be held May 18 and 19, it had traversed one of the most strenuous courses ever laid out for a run of that kind.

All five cars stood the pathfinding trip in good shape, and but for tire trouble, all would have returned with perfect scores.

The feature of the entire run was the remarkable showing made by the American Traveler. Throughout the trip, the car showed that it was not only a good, fast machine on level ground, but one of the speediest when it came to climbing hills.

On the four-mile climb over Jack's Mountain, Charlie Cleaver, the driver, maintained a speed of forty-five miles an hour.

The underslung frame and forty-inch wheels proved to be the best combination for all-round work, and the car will be a serious contender for first honors when the endurance run comes off.

In fact, the car made such a decided hit with the officials of the run that Mr. Stoyie of the Stoyie-Vogel Motor Company, Philadelphia, was asked to allow one of his cars to be used by the referee in the coming event.

EXPERT PILOTS TO RACE

WILL ENTER COBE EVENT

STRANG, CHEVROLET, DE WITT AND BURMAN INTEND TO ENJOY SPEED CARNIVAL IN NORTHERN INDIANA IN JUNE.

Some of the best known pilots in the motor business will drive the Buick cars in the Crownpoint, (Ind.) races on June 18-19, including Strang, Chevrolet, De Witt and Burman. Chevrolet will do the driving in the Indiana cup event, while others will appear in the Cobe Trophy.

A Corbin positively will be nominated in the C. A. C. automobile carnival. It will be a thirty-horse power, 4½ by 4½ motor, that will be tried out in the Wilkesbarre, Pa., hill climb on Decoration day. The Ford Company will put two Fords in the light car event.

Thomas B. Jeffery, the veteran manufacturer of Ramblers, has authorized the statement that April this year was marked by the largest month's business in the history of the company. There were more Ramblers built, sold and delivered than in any month last year. Work was begun recently on necessary additions to the Big Rambler factory. The Rambler spare wheel has proved to be a hit, not only among the dealers and agents, but with the owners of cars.

Gratified at Good Showing.

"While this unusually large volume of business was not particularly surprising to us," says Charles T. Jeffery, "it is, nevertheless, extremely gratifying. We have demonstrated beyond any question that the exclusive features which the Rambler possesses are not only selling arguments, but are extremely practical and popular with owners. We have consistently proclaimed the advantages of the Rambler offset crank shaft, and it is a demonstrated fact that this feature adds flexibility of power and makes the car easier to handle in crowded city traffic."

In order to correct erroneous impressions that obtained when the recent E. M. F. Studebaker deal was consummated last week, E. Le Roy Pelletier yesterday stated authoritatively that F. S. Fish and Clement Studebaker Jr. purchased the stock of Everitt and Metzger in the E. M. F. Company, and that the Studebaker Automobile Company has contracted to purchase and market the entire output of E. M. F. "Thirties" after Sept. 1, 1909. The big Third Bend Company contracted for one-half the 1909 output of E. M. F. cars shortly after the E. M. C. Company was organized last July.

Hayden Eames, general manager of the Studebaker Automobile Company, and Mr. Studebaker succeed B. F. Everitt and W. E. Metzger in the E. M. F. directory. W. E. Flanders retains the position of general manager and succeeds to that of president, formerly held by Mr. Everitt. The Studebaker company owns no stock in the Detroit company.

Judge Lacombe of the United States Circuit Court in New York yesterday directed the board of appraisers of that port to return to the court for review the record in the case of Mrs. C. T. Barney, who, after using her automobile two years in Europe, returned it as a "household effect" which had been in use more than one year. The appraisers decided the automobile was not a household effect, but was dutiable at 45 per cent of its value. Mrs. Barney appealed. The decision of the court is eagerly awaited by many owners of machines.

NEARLY 90 PER CENT OF CEMETERIES ADMIT AUTOS

State
AUTO
BUILD
MORE D
THIS

The au
every re
present
the auto
successfu
automobil
and the
point w
througho
like basis
Automob
and corn
located n
cities wi
considera
service u
ditions to

The in
the most
try's con
the fact
many th
thought o
facturers
building
enormous
able to c
in two.
jigs and
when the
sufficient
manufact
By deci
and indiv
are plac
grasp of
to consid
ago woul
of consid
car are b
cars.

Natural
reduced a
The acces
keeping p
ments of
and in co
have adv
The thr
ontific ha
facturer
known sta
of autom
to equip
give satis
Almost
one outst
pleasure
table aut
sales are
vance. T
bles this
ever before
have read
that they
table mar
and give
stant plea
The in

Thinks 'Water Cure' Will Stop Speeders

