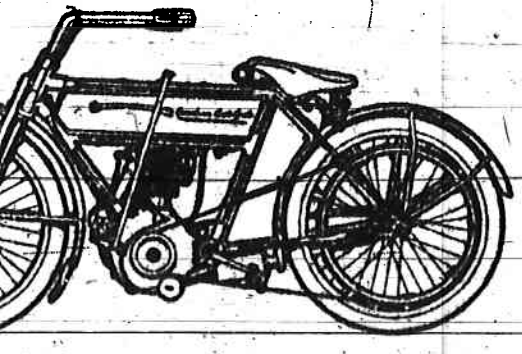


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the competition, as the company had no desire to win by default.
 In the meantime two Pierce Arrow runabouts and two other cars had been for the slower trophies—for runabouts—and a run-off was begun. The route for this was from Saratoga to Buffalo and then over the original four line. However, when Pittsburg was reached, the other cars withdrew and the slowest went to the Buffalo-made cars. This year, the Glidden and the Mower trophies will be contested for by individual cars.
 No drivers have been nominated yet for the four Pierce Arrow cars, but it is understood by the members of the contest board that the men will be named within a short time.

LYTLE SELECTS MECHANIC.

Apperson Race Driver Picks Bates to Do Expert Work.

H. H. Lytle, driver of one of the two Apperson "Jack Rabbits" entered in the race for the Cobe Trophy on June 19, has selected Joseph J. Bates of Toledo to be his mechanic.

Bates is 30 years old and has been in the gas engine line for ten years. For six years he was connected with the Pope Motor Car Company, serving as tester for the last four years. As a "trouble man," he has been sent all over the country. He has had much experience in fast road work and in 1906 was sent to New York as extra mechanic on one of the Vanderbilt Cup racers.

As soon as the Cobe race is over Bates will permanently enter the employ of Apperson Bros. Automobile Company in the testing department.

Lytle and Bates will be the regular racing crew of the Apperson "Jack Rabbit" in all of the largest speed contests of 1909 and 1910.

EASY TO HANDLE REPAIRS:

With 20,000 Cadillacs in Use, Factory Parts Supply Department Little to Do.

The Cadillac Motor Car Company maintains a parts-supply department, stocked with duplicate parts, from the smallest bolt or screw to the largest part employed, for each model put out since it began the manufacture of automobiles. Yet the orders for these duplicate parts, with \$6,000,000 worth going to all parts of the world, are only sufficient to justify the employment of no more than three or four clerks in this department.

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