

F CARS.

Bare Facts

ave tried to  
ekson cars."  
nager of the  
of Jackson.  
eer a clear  
of a purely  
making up  
ack of tech-  
n your state-  
out wrong."  
company of  
some state-  
order placed  
rs. "We did  
order 1,000, a  
want more  
mand in this  
ople East to  
have created

# SANCTION IS GIVEN RACE

## A. A. A. BACKS INDIANA EVENT

### CLASSIFICATIONS FOR CROWNPOINT MEETING IN JUNE ARE ALSO DECIDED UPON BY CONTEST ASSOCIATION.

The only one thing needed to assure a successful automobile race at Crownpoint, Ind., June 18 has been received, the sanction from the A. A. A. The classifications for this event, which is attracting so much interest in Indianapolis, have also been made public. These are in the form of a special dispensation from the Automobile Manufacturers' Contest Association, being a slight departure from the ordinary set of rules. These classifications are:

Cope Trophy Race -- Open to stock chassis of 1909 models or earlier, of which ten have been built, and 1910 models of which the parts for ten are on hand at the factory of the entrant prior to June 1, 1909, manufacture of same to have commenced. The entrant is to furnish an affidavit providing the eligibility of the entry under the foregoing conditions, and is to furnish a bond of \$5,000, made payable to the treasurer of the A. A. A., which bond will be forfeited to the A. A. A. in the event of entrant failing to construct ten cars according to his affidavit, said cars to be completed on or before Oct. 1, 1909.

This race will be approximately 410 miles over a twenty-four-mile circuit on the public highways. Minimum weight of chassis, with tanks empty, 2,250 pounds. Maximum piston displacement, 22 cubic inches in the whole engine.

Light Car Race -- Open to stock chassis under the same conditions as the Cope trophy race, but to have a maximum piston displacement of 200 cubic inches in the whole engine. No spring is to be used. Open wheel construction. All wheels to have pneumatic tires. Water radiator used in conformity with the design of 1909 type. No angle of steering column and gear is to be used of more than 90 degrees. Also the axle and wheel assembly.

Stock Car Race -- Open to stock chassis under the same conditions as the Cope trophy race, but to have a maximum piston displacement of 200 cubic inches in the whole engine. No spring is to be used. Open wheel construction. All wheels to have pneumatic tires. Water radiator used in conformity with the design of 1909 type. No angle of steering column and gear is to be used of more than 90 degrees. Also the axle and wheel assembly.

# Auto Fans' Hints.

The following methods of taking out dents in hollow metal articles is recommended by a repair man in an English contemporary: If the tank of a radiator is indented, a loop should be made in a piece of stout brass or bright steel wire, bent at right angles, and soldered to the lowest part of the dent. A larger loop should then be made in the other end of the wire, and with the aid of a lever and a block of wood resting on the tank to form a fulcrum so as to dispose the force of the pull on the lever over a fairly wide area, the dented surface can easily be pulled flush with the rest of the tank surface. Dents in head lamps and other small articles can be taken out in a similar manner, though in place of the lever a strong cord should be attached to the wire loop and its free end fastened to a vise or any convenient anchorage. In case it becomes necessary to treat a horn it is grasped in the hands and a few gentle jerks will remove the dent. The wire loop in both cases can easily be removed by means of a blow lamp or a soldering iron. No doubt more elaborate methods can be resorted to for this sort of work, but probably the above method is as quick as any, for a piece of wire can be bent to any shape to suit the job under consideration. No tools of any value are necessary, and such as are used, viz., a piece of stout wire and a soldering iron, can be found in almost any house. Of course, if the dented article is made of too strong a gauge of metal something stronger, such as black cable socket, must be used for soldering in for the hollow or dent.

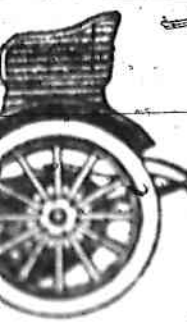
Nothing improves the final finish of a car more than a clean set of mats, while the reverse is equally the case. Some chauffeurs paint the mats from time to time to restore them to their original condition, and undoubtedly this is the best method of keeping them bright. A simple method is to soap them and scrub them well with a nail or scrubbing brush. This cleans them, but the mats are left patchy at places where they are worn much. Paint will not do this.

When auto wheels are attacked by rust, they have a rough and grainy surface. The wheels should be cleaned with a wire brush, and then painted with a good quality of rust preventive. This will keep the wheels bright and free from rust.

In the case of a car which cannot be driven, the wheels should be kept from rusting by painting them with a good quality of rust preventive. This will keep the wheels bright and free from rust.

sses

liabil-  
AR."



O.  
GENT

This

ough  
uter fi  
the cov  
The str  
the cov  
@ least  
this str  
ing out  
therefor  
the cov  
support

Just  
ed once  
the cov  
the cov  
the cov

# SANCTION IS GIVEN RACE

## A. A. A. BACKS INDIANA EVENT

### CLASSIFICATIONS FOR CROWNSHIRT MEETING IN JUNE ARE ALSO DECIDED UPON BY CONTEST ASSOCIATION

The only one thing needed to assure a successful automobile race at Crownpoint, Ind., June 18 has been received, the sanction from the A. A. A. The classifications for this event, which is attracting so much interest in Indianapolis, have also been made public. These are in the form of a special dispensation from the Automobile Manufacturers' Contest Association, being a slight departure from the ordinary set of rules. These classifications are:

**Cobe Trophy Race**—Open to stock chassis of 1909 models or earlier, of which ten have been built, and 1910 models of which the parts for ten are on hand at the factory of the entrant prior to June 1, 1909, manufacture of same to have commenced. The entrant is to furnish an affidavit providing the eligibility of the entry under the foregoing conditions, and is to furnish a bond of \$5,000, made payable to the treasurer of the A. A. A., which bond will be forfeited to the A. A. A. in the event of entrant failing to construct ten cars according to his affidavit, said cars to be completed on or before Oct. 1, 1909. This race will be approximately 410 miles over a twenty-four-mile circuit on the public highways. Minimum weight of chassis, with tanks empty, 2,250 pounds. Maximum piston displacement, 525 cubic inches in the whole engine.

**Light Car Race**—Open to stock chassis under the same conditions as the Cobe trophy race as to the number of models built, etc., but to have a maximum piston displacement of 300 cubic inches in the whole engine. No weight limits imposed. Optional construction. All must be stock except Extra gasoline and oil capacity, with no change in pipe line, any angle of steering column and gear, any gear ratio of driving system, any tire and rim equipment.

Races to be run under A. A. A. and M. C. A. rules. Entry fees: First car, \$100; second car, \$200; third car, \$300; number of entries in both races to count as total number.

## Auto Fans' Hints.

The following methods of taking out dents in hollow metal articles is recommended by a repair man in an English automobile journal. If the dent of a radiator is the kind of a loop should be made in a piece of stout brass or bright steel wire, bent at right angles and soldered to the lowest part of the dent. A larger loop should then be made in the other end of the wire, and with the aid of a lever and a block of wood resting on the tank to form a fulcrum so as to dispose the force of the pull on the lever over a fairly wide area, the dented surface can easily be pulled flush with the rest of the tank surface. Dents in head lamps and other small articles can be taken out in a similar manner, though in place of the lever a strong cord should be attached to the wire loop and its free end fastened to a vise or any convenient anchorage. In case it becomes necessary to treat a horn it is grasped in the hands and a few gentle jerks will remove the dent. The wire loop in both cases can easily be removed by means of a blow lamp or a soldering iron. No doubt more elaborate methods can be resorted to for this sort of work, but probably the above method is as quick as any, for a piece of wire can be bent to any shape to suit the job under consideration. No tools of any value are necessary, and such as are used, viz., a piece of stout wire and a soldering iron, can be found in almost any house. Of course, if the dented article is made of too strong a gauge of metal something stronger, such as black cable socket, must be used for soldering in for the hollow or dent.

Nothing improves the final finish of a car more than a clean set of mats, while the reverse is equally the case. Some chauffeurs paint the mats from time to time to restore them to their original condition, and undoubtedly this is the best method of keeping them bright. A simple method is to soap them and scrub them well with a nail or scrubbing brush. This cleans them, but the mats are left patchy at places where they are worn much. Paint covers this.

When side brakes are actuated by a wire rope, keep a lookout now and again at the places where the wire rounds a bend, or anywhere where it is liable to chafe. These wires, after a strand or two has gone, soon go altogether, and to suddenly find the side brake useless is most disconcerting. A more particularly as a roadside repair is not particularly easy.

In the case of cuts which extend through the outer cover of a tire, a strip of canvas sufficiently wide to cover the cut completely and to extend beyond each side and

sses  
liabil-  
AR."



O.  
GENT

This  
enough  
outer ri  
the cov  
The str  
the cov  
at least  
this stri  
ing out  
therefor  
the tire  
support  
leaky  
of anno  
the car  
valve is  
matter  
of the

# SANCTION IS GIVEN RACE

## A. A. A. BACKS INDIANA EVENT

AMERICAN AUTOMOBILE ASSOCIATION HAS APPROVED THE RACE TO BE RUN UNDER ITS RULES

The auto race being planned to start at approximately 10 o'clock on Saturday, Oct. 1, 1909, will be run under the sanction of the A. A. A. The sanctioning is given to the race which is being run by the Indiana Automobile Club at Indianapolis, Ind. The race will be run under the rules of the A. A. A. and the sanctioning is given to the race which is being run by the Indiana Automobile Club at Indianapolis, Ind.

The trophy race open to stock chassis of 1909 models or earlier of which ten have been built, and 1910 models of which the party had ten on hand at the factory of the entrant prior to June 1, 1909, manufacture of same to have commenced. The entrant is to furnish an affidavit proving the eligibility of the entry under the foregoing conditions, and is to furnish a bond of \$5,000, made payable to the treasurer of the A. A. A., which bond will be forfeited to the A. A. A. in the event of entrant failing to construct ten cars according to his affidavit, said cars to be completed on or before Oct. 1, 1909. This race will be approximately 410 miles over a twenty-four-mile circuit on the public highways. Minimum weight of chassis, with tanks empty, 2,250 pounds. Maximum piston displacement, 525 cubic inches in the whole engine.

Light Car Race—Open to stock chassis under the same conditions as the Cobe trophy race as to the number of models built, etc., but to have a maximum piston displacement of 300 cubic inches in the whole engine. No weight limits imposed. Optional construction: All must be stock except: Extra gasoline and oil capacity, with no change in principle; any angle of steering column and gear; any gear ratio of driving system; any tire and rim equipment.

Races to be run under A. A. A. and M. C. A. rules. Entry fees: First car, \$500; second car, \$300; third car, \$200; number of entries in both races to count as total number.

# Auto Parts Hints.

The following methods of soldering will save a lot of trouble and will give a much better result than the ordinary method of soldering. It is the best of a very simple and easy method of soldering. The first step is to clean the metal to be soldered. This is done by dipping it in a solution of caustic soda and water. The second step is to dip it in a solution of zinc chloride and water. The third step is to dip it in a solution of flux and water. The fourth step is to dip it in a solution of solder and water. The fifth step is to dip it in a solution of rosin and water. The sixth step is to dip it in a solution of lead and water. The seventh step is to dip it in a solution of tin and water. The eighth step is to dip it in a solution of copper and water. The ninth step is to dip it in a solution of iron and water. The tenth step is to dip it in a solution of nickel and water. The eleventh step is to dip it in a solution of chromium and water. The twelfth step is to dip it in a solution of silver and water. The thirteenth step is to dip it in a solution of gold and water. The fourteenth step is to dip it in a solution of platinum and water. The fifteenth step is to dip it in a solution of iridium and water. The sixteenth step is to dip it in a solution of osmium and water. The seventeenth step is to dip it in a solution of ruthenium and water. The eighteenth step is to dip it in a solution of rhodium and water. The nineteenth step is to dip it in a solution of palladium and water. The twentieth step is to dip it in a solution of cadmium and water. The twenty-first step is to dip it in a solution of zinc and water. The twenty-second step is to dip it in a solution of magnesium and water. The twenty-third step is to dip it in a solution of aluminum and water. The twenty-fourth step is to dip it in a solution of silicon and water. The twenty-fifth step is to dip it in a solution of boron and water. The twenty-sixth step is to dip it in a solution of carbon and water. The twenty-seventh step is to dip it in a solution of nitrogen and water. The twenty-eighth step is to dip it in a solution of oxygen and water. The twenty-ninth step is to dip it in a solution of hydrogen and water. The thirtieth step is to dip it in a solution of helium and water. The thirty-first step is to dip it in a solution of neon and water. The thirty-second step is to dip it in a solution of argon and water. The thirty-third step is to dip it in a solution of krypton and water. The thirty-fourth step is to dip it in a solution of xenon and water. The thirty-fifth step is to dip it in a solution of radon and water. The thirty-sixth step is to dip it in a solution of actinium and water. The thirty-seventh step is to dip it in a solution of thorium and water. The thirty-eighth step is to dip it in a solution of uranium and water. The thirty-ninth step is to dip it in a solution of plutonium and water. The fortieth step is to dip it in a solution of americium and water. The forty-first step is to dip it in a solution of curium and water. The forty-second step is to dip it in a solution of berkelium and water. The forty-third step is to dip it in a solution of californium and water. The forty-fourth step is to dip it in a solution of einsteinium and water. The forty-fifth step is to dip it in a solution of fermium and water. The forty-sixth step is to dip it in a solution of mendelevium and water. The forty-seventh step is to dip it in a solution of nobelium and water. The forty-eighth step is to dip it in a solution of lawrencium and water. The forty-ninth step is to dip it in a solution of rutherfordium and water. The fiftieth step is to dip it in a solution of dubnium and water. The fifty-first step is to dip it in a solution of seaborgium and water. The fifty-second step is to dip it in a solution of bohrium and water. The fifty-third step is to dip it in a solution of hassium and water. The fifty-fourth step is to dip it in a solution of meitnerium and water. The fifty-fifth step is to dip it in a solution of darmstadtium and water. The fifty-sixth step is to dip it in a solution of roentgenium and water. The fifty-seventh step is to dip it in a solution of copernicium and water. The fifty-eighth step is to dip it in a solution of nihonium and water. The fifty-ninth step is to dip it in a solution of flerovium and water. The sixtieth step is to dip it in a solution of livermorium and water. The sixty-first step is to dip it in a solution of tennessine and water. The sixty-second step is to dip it in a solution of oganesson and water. The sixty-third step is to dip it in a solution of unbinilium and water. The sixty-fourth step is to dip it in a solution of untrium and water. The sixty-fifth step is to dip it in a solution of unquadrium and water. The sixty-sixth step is to dip it in a solution of unquadium and water. The sixty-seventh step is to dip it in a solution of unseptium and water. The sixty-eighth step is to dip it in a solution of unoctium and water. The sixty-ninth step is to dip it in a solution of unnonium and water. The seventieth step is to dip it in a solution of unnilium and water. The seventy-first step is to dip it in a solution of unnilium and water. The seventy-second step is to dip it in a solution of unnilium and water. The seventy-third step is to dip it in a solution of unnilium and water. The seventy-fourth step is to dip it in a solution of unnilium and water. The seventy-fifth step is to dip it in a solution of unnilium and water. The seventy-sixth step is to dip it in a solution of unnilium and water. The seventy-seventh step is to dip it in a solution of unnilium and water. The seventy-eighth step is to dip it in a solution of unnilium and water. The seventy-ninth step is to dip it in a solution of unnilium and water. The eightieth step is to dip it in a solution of unnilium and water. The eighty-first step is to dip it in a solution of unnilium and water. The eighty-second step is to dip it in a solution of unnilium and water. The eighty-third step is to dip it in a solution of unnilium and water. The eighty-fourth step is to dip it in a solution of unnilium and water. The eighty-fifth step is to dip it in a solution of unnilium and water. The eighty-sixth step is to dip it in a solution of unnilium and water. The eighty-seventh step is to dip it in a solution of unnilium and water. The eighty-eighth step is to dip it in a solution of unnilium and water. The eighty-ninth step is to dip it in a solution of unnilium and water. The ninetieth step is to dip it in a solution of unnilium and water. The ninetieth step is to dip it in a solution of unnilium and water.

Nothing improves the final finish of a car more than a clean set of mats, while the reverse is equally the case. Some chauffeurs paint the mats from time to time to restore them to their original condition, and undoubtedly this is the best method of keeping them bright. A simple method is to soap them and scrub them well with a nail or scrubbing brush. This cleans them, but the mats are left patchy at places where they are worn much. Paint over this.

When side brakes are actuated by a wire rope, keep a lookout now and again at the places where the wire rounds a bend, or anywhere where it is liable to chafe. These wires, after a strand or two has gone, soon go altogether, and to suddenly find the side brake useless is most disconcerting, more particularly as a roadside repair is not particularly easy.

In the case of cuts which extend through the outer cover of a tire, a strip of canvas sufficiently wide to cover the cut completely and to extend beyond each side and long

sses  
liabil-  
AR."



O.  
GENT

This  
enough  
buter r  
the cov  
The str  
the cov  
at least  
this str  
ing out  
therefor  
the tire  
support  
Leaky  
of anne  
the car  
valve i  
matter  
if the



**F CARS.**

**Bare Facts**

have tried to  
 Ekson cars,"  
 nager of the  
 of Jackson,  
 eer a clear  
 of a purely  
 making up  
 ack of tech-  
 your state-  
 out wrong,"  
 company of  
 some state-  
 order placed  
 rs. "We did  
 order 1,000, a  
 want more  
 mand in this  
 ople East to  
 have created

**SANCTION IS GIVEN RACE**

**A. A. A. BACKS INDIANA EVENT**

**CLASSIFICATIONS FOR CROWNPOINT MEETING IN JUNE ARE ALSO DECIDED UPON BY CONTEST ASSOCIATION.**

The only one thing needed to assure a successful automobile race at Crownpoint, Ind., June 18 has been received, the sanction from the A. A. A. The classifications for this event, which is attracting so much interest in Indianapolis, have also been made public. These are in the form of a special dispensation from the Automobile Manufacturers' Contest Association, being a slight departure from the ordinary set of rules. These classifica-

tions are:  
 Cobe Trophy. Race—Open to stock chassis of 1909 models or earlier, of which ten have been built, and 1910 models of which the parts for ten are on hand at the factory of the entrant prior to June 1, 1909, manufacture of same to have commenced. The entrant is to furnish an affidavit providing the eligibility of the entry under the foregoing conditions, and is to furnish a bond of \$5,000, made payable to the treasurer of the A. A. A., which bond will be forfeited to the A. A. A. in the event of entrant failing to construct ten cars according to his affidavit, said cars to be completed on or before Oct. 1, 1909. This race will be approximately 410 miles over a twenty-four-mile circuit on the public highway. Minimum weight of chassis, with tanks empty, 2,250 pounds. Maximum piston displacement, 221 cubic inches in the whole engine.  
 Light Car Race—Open to stock chassis under the same conditions as the Cobe trophy race, but to have a maximum piston displacement of 200 cubic inches in the whole engine. The weight limit is 2,000 pounds. Optional construction: All parts to stock except valve gear and oil pump, with no change in position and slight of mounting cylinder and gear, and gear case of driving system, and the oil pump mounting.

These to be run under A. A. A. and N. O. A. rules. Entry fee, \$100.00. Prize fund, \$5,000.00. Race will start on June 18, 1909, at 10:00 a. m. The location of the race is Indianapolis, Ind.

**Auto Fans' Hints.**

The following methods of taking out dents in hollow metal articles is recommended by a repair man in an English contemporary: If the tank of a radiator is indented, a loop should be made in a piece of stout brass or bright steel wire, bent at right angles, and soldered to the lowest part of the dent. A larger loop should then be made in the other end of the wire, and with the aid of a lever and a block of wood resting on the tank to form a fulcrum so as to dispose the force of the pull on the lever over a fairly wide area, the dented surface can easily be pulled flush with the rest of the tank surface. Dents in head lamps and other small articles can be taken out in a similar manner, though in place of the lever a strong cord should be attached to the wire loop and its free end fastened to a vise or any convenient anchorage. In case it becomes necessary to treat a horn it is grasped in the hands and a few gentle jerks will remove the dent. The wire loop in both cases can easily be removed by means of a blow lamp or a soldering iron. No doubt more elaborate methods can be resorted to for this sort of work, but probably the above method is as quick as any, for a piece of wire can be bent to any shape to suit the job under consideration. No tools of any value are necessary, and such as are used, viz., a piece of stout wire and a soldering iron, can be found in almost any house. Of course, if the dented article is made of too strong a gauge of metal something stronger, such as black cable socket, must be used for soldering in for the hollow or dent.

Nothing improves the final finish of a car more than a clean set of mats, while the reverse is equally the case. Some chauffeurs paint the mats from time to time to restore them to their original condition, and undoubtedly this is the best method of keeping them bright. A simple method is to dip them and scrub them well with a nail or scrubbing brush. This cleans them, but the mats are left patchy or places where they are worn most. Paint mats with this

When side tracks are attracted to a car, keep a compact mirror and apply at the places where the car passes a coat of paraffin, which is available to the car. This will give a shield to the car and prevent it from being scratched by the side tracks. It is also a good idea to have the side tracks painted with a coat of paraffin.

**sses  
 liabil-  
 AR.?"**



**O.  
 GENT**

Partial view of another advertisement on the right edge of the page, including the word "This" and some illegible text.