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and Wednesday will be devoted to a "good roads" conference, and many automobile men from Indianapolis will be present at the convention, which is expected to be productive of fine results. Two Indianapolis cars will be driven by ladies. One of these is a Premier and the other an Overland. The latter company will be represented by three entries, and their team will be chaperoned by J. N. Willys and W. H. Brown, president and vice president of the company.

The Glidden tour this year will be run through some of the most beautiful country in the whole United States. The contestants will traverse the State of Maine and for ninety-two miles will bounce their way over corduroy roads. This will probably be the most severe run of the fifteen days, but the stretch between Pittsburg and Bedford Springs will run it a very close second. The hills between these two points are almost perpendicular, and it will behoove every driver to see that his or her brakes are in perfect condition.

Premier and Overland Hopeful.

A determined effort will be made by the manufacturers of gasoline runabouts to wrest the Hower trophy from the White Steamer, which won it last year, and it is hoped that this much-coveted trophy will find its way to Indianapolis, either in the possession of the Premier or the Overland.

F. B. Hower, chairman of the tour, is enthusiastic over the way in which entries have come in during the last few days. Up to June 25 only twenty-three entries had been received, but it is already evident that at least fifty cars will participate. Hower says that manufacturers can not and will not be hurried in this matter, and they seem to prefer entering by wire at the last minute than to sending in the information some days ahead.

Two of the Overland cars left Indianapolis for Buffalo on Friday evening, one of them being driven by Carl Brockway, who has made such a reputation during the last few weeks in winning six-firsts and four seconds out of ten hill climbs in which he participated. C. R. Forth, the Ohio sales manager of the Overland Company, is driving the second car. Forth has driven 10,000 miles through Ohio during the last eight weeks, and is driving his car straight through to Buffalo to join the tourists.

Frank Barnett of Motor Age spent Thursday and Friday of last week in Indianapolis while on his way to Buffalo. Barnett is one of the best-known publicity men in the automobile trade, and has made special telegraph and telephone arrangements to take care of his reports along the line.

THOMAS CAR NOW IN LEAD IN NEW YORK-PARIS RACE

America's Champion Passes German Entry by Run Over Miserable Siberian Roads, Using Railroad Tracks.

NEW YORK, July 4.—America's champion in the New York-to-Paris has again taken the lead over all competitors and is now twenty-four hours ahead of the German entry. In the early start from Vladivostok the Thomas found more impassable roads, covered by flood, and had to return to the Transiberian Railroad tracks. The Protos again took advantage of this experience, duplicating that of the Thomas going to Alaska, and instead of following the road taken by America's champion, it took the lead by using the tracks at once.

Gradually the Thomas has been gaining. Six days' lead of the Protos was steadily cut down until today's report shows the Thomas to be one day ahead.

The Thomas caught the German car Monday and passed it just outside of Kayinsk. The Protos had been racing all night at a good speed, when suddenly the driver saw

THOMAS IN BIG RACE TESTS AUTOS FOR WAR

WILL START IN GRAND PRIX UNCLE SAM EXAMINES CARS

Lewis Strang Will Pilot America's Sole Entry in Great Struggle Over Course at Dieppe.

America's reputation in the French Grand Prix, the fastest and most keenly contested automobile race the world has ever seen, will be maintained by a Thomas Flyer with Lewis Strang at the wheel. Harry S. Houpt, who accompanied the team to France, writes that training quarters have been secured at Dieppe, and that everything is now in readiness for the great race on July 7.

After a few days on the course, which, however, could not be covered on the racer owing to tarring and other preparations, the entire team ran down to Paris, a distance of rather more than 100 miles, Strang driving the racer and the rest of the party following on the touring car. The wayside inhabitants are familiar with fast racing cars, but the Thomas team attracted no small amount of attention, Strang by reason of his speed and roar, and the touring party by reason of speed and the fluttering American flag.

The cylinders had to be dismantled, the bore verified by an official of the French Club, and each cylinder stamped in order to prevent any changing. Those members of the racing team not holding the French driving license were obliged to undergo an official test in the streets of Paris.

Drivers Are Examined.

Monty Roberts, who was one of the unlicensed members, had to undergo the test, much to his amusement. After a quarter of an hour in traffic, however, the Government inspector was convinced that the pilot of the New York-Paris race knew enough about an automobile to be given a first-class ticket.

On returning to Dieppe further test will be made with the racer on the roads in the neighborhood of the course, and every opportunity will be taken by the racing team to study the curves on the touring car. Tests with the racing car are forbidden by the French Club until a few days before the race, the object of the restriction being to keep the course in perfect condition.

Though competing against specially built racers with a stock runabout, practically the same as the 1908 Thomas model with the exception of a slight increase in bore, Harry S. Houpt is convinced that the Thomas car will make an excellent showing on July 7. In selecting to race under these limitations, Houpt believes that the best possible demonstration will be given of the speed, reliability and endurance of the product of the E. R. Thomas Motor Car Company. On straightway stretches the racer has attained a speed of ninety miles an hour, which is sufficient to prove that it will not be the slowest of the forty-eight cars to compete for the world's greatest speed trophy.

PRESIDENTIAL NOMINEE TAFT LIKES LOTS OF SPEED

Government Conducts Experiments With Studebakers to Find if They Are Available.

One of the problems which the War Department is now working out at the national and state encampment at Pine Camp, near Watertown, N. Y., is the adaptability of the automobile for military purposes.

The machines chosen for this test are two thirty-horse-power Studebaker cars, of same type which carried Maj. Gen. F. D. Grant's message from New York to Ft. Leavenworth, Kas., last winter.

The two cars are being put to every conceivable test. One is reserved for the exclusive use of Maj. Gen. F. D. Grant, and the other is held for the use of his staff. The country around Pine Plains, N. Y., is rough enough to thoroughly test the endurance of the cars.

Believes Auto Available.

Col. E. F. Glenn, chief umpire of the maneuvers, said upon his arrival at camp: "If the two Studebaker cars continue to give the same kind of service that they already have there is not the slightest doubt in my mind of their availability for military work anywhere. They have already proven they can go where a horse and wagon can't, but do the work so much more speedily that there is no comparison."

No one in camp is better pleased with the showing made by the two automobiles than Maj. Gen. F. D. Grant. He said today: "I hardly believed that it would be possible for automobiles to go to the places where I have seen these two Studebakers."

"We have purposely subjected them to the severest tests. They are especially valuable in plotting out problems where it is necessary to carry guns and other paraphernalia not easily taken on horseback. I believe that the automobile has proven itself of tremendous value in military work. More than that, I believe they are a necessity. I am greatly pleased by the excellent showing made by the two machines now under test."

PEERLESS CARS IN BEST SHAPE FOR GLIDDEN TOUR

Company Sends Candidates for Honors In Big Run Trough Final Preliminary Tests.

CLEVELAND, O., July 4.—There is a good deal of patriotism shown by the Peerless Motor Car Company in entering its cars in the Glidden tour this year, painting them red, white and blue. The cars will run in this order if possible.

That the cars are in perfect condition for the tour next week and ready to duplicate past perfect score performances was shown by the severe test run made by these three cars last week to Bedford Springs and back. It is doubtful if three cars have ever been tried out quite so thoroughly in such a