

Another race for the trophy next year. Atton F. Wyckof, representing the Arns car, has been elected temporary chairman, and Sydney D. Bowman, representing the Apperson car, has been chosen as temporary secretary. Permanent officers have not been chosen for the reason that it may add to the membership of its 1908 committee in the future, and when this is done or negatived a permanent organization will be formed. The importance of the meeting lies in the decision, participated in by representatives of several of the prominent American manufacturers, that there shall be another race.

This, in view of the fact that the American Automobile Association through its racing board several weeks ago, declared that there should be but one series of national or international character in the year, a decision suggested by American manufacturers, is distinctly interesting, as the declaration of the race is opposed to the three events proposition.

#### A. A. A. Will Be Ignored.

The A. A. A. declared that the events would be the Vanderbilt Cup, the Deane T. Thompson stock car event and the A. A. tour. The Briarcliff participants will ignore the A. A. A. manifesto. At the same time it is not an alliance with the Automobile Club of America. The latter organization declared that it would hold four events—the Grand Prize race, Briarcliff, and annual tour, and a climb.

It will not hold the Briarcliff, the men who held it last year retaining its management. In a third phase the meeting is interesting, in that it is the first expression of the new organization of the men who do the racing and pay the bills. It is the first declaration of independence.

### NEW PACKARD CAR IS ON ROAD

#### First of 1909 Machines Stands Thorough Test.

Exactly five weeks after the last 1908 Packard motor car went through the final road test, the first car of the regular 1909 output appeared for its tryout. The car was finished Saturday night, June 27, under rather peculiar circumstances. The general manager, H. B. Joy, had become so enthusiastic over the new product and was so anxious to see the first car on the road that it was finished after regular working hours under personal supervision.

# SEATS ARE SCARCE

## GLIDDEN CARS WELL FILLED

### Many Who Expected to Take Trip Disappointed Owing to Large Demand for Places.

Never before were there so many disappointments among automobile folk who wanted to go on the tour as in the case this year on the day before leaving Buffalo. This became notably apparent at headquarters along Wednesday afternoon, when all arrangements for transportation and hotel accommodations had to be perfected.

Those who had no difficulty in former years to secure eleventh-hour transportation on account of some other passengers failing to show up at the start found the rule reversed this year in their happy-go-lucky "Gliddens" actually making a lively scramble for seats.

When the situation became most serious late in the afternoon R. M. Owen came to the rescue in the form of an impromptu press entry of a Model "A" five-passenger touring car. This car is being driven by R. C. Rueschaw, and the passengers who were fortunate enough in being assigned to it are N. Lazarnick, Fred Robinson and D. Beeroff.

#### Premier Century Going Nicely.

The other press car, the Premier Century, provided by Mr. Owen and the Premier Company, is eliciting all sorts of favorable comments among the motorists in view of the fact that at Buffalo it completed its thirty-eighth consecutive century, with 4,290 miles indicated on the odometer. This distance was covered in thirty-eight days of consecutive running, irrespective of road or weather conditions.

The daily trips have radiated in every direction in and out of Indianapolis and Chicago with a full load of passengers. Not a single mishap has occurred to the mechanism of the car so far, nor has it

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The car was unremittent in its critical testing and the shop forces were highly pleased when Joy finally said: "If the rest come through like this we are satisfied."

While each season's output of Packard motor cars is a definite, schedule procedure, entirely independent of any other season, there is no great cessation of work at the factory between seasons. One department after another picks up the new work, so that, as in the case this year, some departments are working on 1909 parts while other departments were still assembling 1908 cars. Usually the whole force is busy on the new job. It is this policy and organization which makes possible such an unusual result in the first 1909 car being finished practically within a month of the completion of the 1908 car.

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### FLETCHER BUYS AN AMERICAN.

Stoughton A. Fletcher Jr. has just received a fifty-horse-power American roadster with a guaranteed speed of seventy-five miles per hour, from the American Motor Car Company. A novel feature of the equipment is the use of small electric searchlights for city driving.

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