

only a portion of them carry out their expressed intention fully twenty new clubs will be formed during the year."

TIRE PLANT IS ENLARGED.

G. & J. Company's Factory Here Will Be Largest in World.

The G. & J. Tire Company has announced that the 1909 line of automobile tires will include the standard clincher, the Dunlop—and the quick detachable types, all of which will be furnished in smooth and Balley treads.

The new G. & J. quick detachable rim also will be featured the coming season, and judging from the interest shown in it at both the New York automobile shows will be specified on a large number of the 1909 cars.

The work of enlarging the G. & J. plant is rapidly progressing, and when completed will increase the output capacity 50 per cent, which will make this factory the largest plant in the world devoted exclusively to the manufacture of pneumatic rubber tires.

This factory probably is better known locally as the Indianapolis Rubber Company.

RACE.

New York to Chicago. The first trip in 1893, at a cost of \$2,000.

are so popular.

middleweight record. Time, 1:59 3-5; 5:4 1-5.

BRIDGEPORT SHORT HILL CLIMB, MAY 30.—Won silver cup. Beat nearest of five competitors 11 seconds. Also other higher priced cars, including one listing at \$2,750. Distance 1 2-5 miles. Grade, 10-20 per cent. Time, 2:19.

NEW YORK-ALBANY ENDURANCE RUN, JUNE 6-7-8.—Beat every car in its class by big margin, including twenty-two other higher priced cars, among which were several cars in "\$4,000-and-over" class. Distance, 208 miles.

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JAMESTOWN EXPOSITION NON-STOP RUN, JULY 24.—Awarded gold medal by Jamestown Exposition for official non-stop dash made by night from New York to Jamestown, after finishing with a perfect score in the Glidden Tour. Distance, 500 miles. Time, 23 hours and 24 minutes.

PITTSBURG BRUNIT'S ISLAND RACE MEET, SEPT. 5.—Lowered fifteen-mile world's record for two-cylinder cars. Defeated several higher priced cars, among which were two in \$5,000 class and three in \$3,000. Time, 18:40.

1906.

The Reo car cleaned up in eleven events in 1906 and set many a new record and higher priced competitors. During this year they established the World's Record for strenuous touring. The Reo was the only car that ever crossed the American continent and back in midwinter absolutely under its own power. Distance, 12,000 miles. A little record, 12,000 feet.

1906.

It also has been used in many of their events. The Reo car has always made good because they were made right at the beginning. It is one of the best cars ever made. It is the only car that has ever been made in the United States. It is the only car that has ever been made in the United States.

WORKING FOR GOOD ROADS

A. A. A. AIDS CONSERVATION

AUTO COMMITTEE JOINS WITH FEDERAL BOARD IN FIGHT FOR SYSTEM OF HIGHWAYS IN EVERY STATE.

The American automobilist probably has never regarded himself as a part of the great national conservation movement. Dowell Evans of Philadelphia, Pa., chairman of a delegation recently appointed by the American Automobile Association to confer with the National Conservation Commission, in a recent interview gives some idea of the duty which falls upon every member of the National Automobile Association in order to carry out to a successful conclusion the building, maintenance and mapping of a great chain of highways over the United States.

Mr. Evans, who also is chairman of the touring information board of the association, believes through the connection of the association with the National Conservation Commission the 20,000 odd members of the association will be in a position to accomplish more in the direction of good roads than they have ever been able to do.

While a great deal has been done by automobile clubs, the effort has been more or less disjointed, and it is believed that through the influence of the Conservation Commission all which has been done in the several states can be brought together, maintained and improved for the good of the whole country and for all users of every kind of vehicle.

"The formation of motor car users into clubs," said Mr. Evans in a recent interview, has finally developed into a definite policy, which comprehends the broad question of good highways, well built, maintained and carefully posted and mapped.

Just Legislation Urged.

"This policy also embraces the decent use of highways not only by automobiles, but by all travelers, together with just and equitable legislation for every class of highway users.

"This program is being advanced with activity, honesty and intelligence. The National Conservation Commission recognized this fact when it invited the American Automobile Association to become one of its conferees.

The Conservation Commission fully appreciates the fact that one of its greatest duties is the encouragement of a complete system of national highways. A good road conserves energy, time and money.

"It seems to be the consensus of opinion that states should themselves construct and maintain the great highways within their limits and that the lesser divisions of the state should construct the smaller highways. This is the general trend of advanced good road legislation from the legislative standpoint. The important principle underlying all good road work is to have the best and most carefully adopted legislation of the conservation of the highway.

"The American Automobile Association is working for the conservation of the highway. It is the only organization in the United States that is working for the conservation of the highway. It is the only organization in the United States that is working for the conservation of the highway.

HAYNES TELLS HOW HE CONSTRUCTED HIS AUTO

Hoosier First Man to Build and Operate Motor Factory in United States.

Elwood Haynes of Kokomo, Ind., the first man to build and operate an automobile factory in the United States, tells with a great deal of glee of his first attempt to run an automobile of his own make. Mr. Haynes had planned his machine, and upon his plans the auto was made in the machine shop of the Apperson brothers.

"I went to them for the reason that I knew that they had a shop in which no man could enter without permission. We kept our first machine from public gaze until it was completed and then took it out for a trial. We engaged some horses and started for the open country. The farther we went the farther we had to travel, for we wanted to be alone. Finally a roadway was reached where there was no one in sight, and then we cranked and we cranked and we cranked. The machine started and it ran for a half mile before it stopped.

"I first investigated the possibilities of steam and electricity," continued Mr. Haynes, "but decided against the steam engine mainly on account of danger from fire, and the necessity of frequent water supply.

"I next considered gasoline, and the more I studied the matter the more certain I was that this form of power would prove most suitable for the purpose.

"After some time I found a motor that

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TIRE PLANT IS ENLARGED.

G. & J. Company's Factory for Tires
Is Largest in World.

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The new G. & J. 1909 tires also will be featured in the coming season, and judging from the historical shows as it at both the New York automobile shows will be specified on a large number of the 1909 cars.

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Mr. Evans, who also is chairman of the touring information board of the association, believes through the connection of the association with the National Conservation Commission the 25,000 odd members of the association will be in a position to accomplish more in the direction of good roads than they have ever been able to do.

While a great deal has been done by automobile clubs, the effort has been more or less disjointed, and it is believed that through the influence of the Conservation Commission all which has been done in the several states can be brought together, maintained and improved for the good of the whole country and for all users of every kind of vehicle.

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"It seems to be the consensus of opinion that states should themselves construct and maintain the great highways within their limit and that the lesser division of the state should construct the smaller highways. This is the general trend of advanced good road legislation from the legislative standpoint. The important principles underlying all good road work are known, but not sufficiently adopted. It is the purpose of the association to make all these facts known to those in authority, and through the medium of the Conservation Commission the association will undoubtedly have in the future a greater influence in the good-roads movement than any other automobile body in the country."

HOW TO REPACK GLANDS.

In repacking the gland of a water-circulating pump use plenty of graphite with the packing. The spindle is seldom sufficiently lubricated, and the graphite will go a long way toward remedying this. Glycer-

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Modeler First Man to Build and Operate Motor Factory in United States.

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middleweight record. Time, 1:33 2/3; 1:41 1/3.

BRIDGEFORD SHORT HILL CLIMB, MAY 26.—Won silver cup. Best nearest of five competitors 11 seconds. Also other higher priced cars, including one listing at \$1,750. Distance 1 1/2 miles. Grade, 10-20 per cent. Time, 1:27.

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1906.

In 1905 they have eight large events to their credit. The reason the Reo cars have always made good is because they were made right at the beginning. R. E. Olds is one of the oldest gas engine men in the United States, so that there was no lost time spent in experiments. He always claimed there was a market for substantial, medium priced car that would be practically trouble free. The success of his two-cylinder engine hung under the body, with direct shaft drive, has proven the wisdom of his theories. Today over 25,000 of these Reo cars are running all

Ford "T" Coupe \$950 I. o. b., Detroit

A Chance to

What a man earns does not matter. The wonderful Coupe bears all the first cost over \$4,000. power. The elegance of it is everywhere. It is practical. See it at the Chicago

Gibson