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the ordinary car and up to 25 cents for racing cars.

The main thing to be sought by producers of substitutes for rubber for tires is to get tensile strength.

Cars are improving much faster than tires and it will probably be necessary to cut the power if the tires are to stand up.

As a result of the crusade against steel-studded tires in England, one of the manufacturers has turned out an all-rubber non-skid tube.

For a 5,420-mile run by E. W. Hill of Bridgewater, England, the cost of fuel and tires was the same within two or three dollars, being about \$85 for each.

Tests are now being made of synthetic rubber as a substitute for the real article, the product being built up from various substances just as with camphor.

Some experts will explain that the rubber in the tire is too much adulterated to give good service, and the next ones will declare it is not adulterated enough.

Detaching and attaching a new tube is not half the work that inflating is. It often proves, but the driver who carries a compound pump—one that will inflate on both the up and down stroke—makes his work much easier.

A year ago a manufacturer invaded England with a tire that smelled of rubber instead of creosote and it had a beautiful look, but it lasted less than a year on the market because it could not be produced at a price that motorists could touch.

Solid tires may be possible if a new method of wheel attachment that is now being tried proves feasible, this system being one that gives a unique attachment of the steering lever to the axle so that all road shocks are absorbed and the wheel movement made independent of the body of the car.

MAXWELL PEOPLE ENTERTAIN

Program Included Tour of City and Dinner at Bundy Hotel.

NEWCASTLE, Ind., Oct. 17.—Local automobile owners entertained a large party of automobile dealers and owners who arrived here Friday morning from Crawfordsville. Thomas Marshall and a number of local auto men met the party at Noblesville and piloted them to this city. While here the visitors were the guests of the Maxwell-Briscoe Motor Company, and the program of the day included a tour of the city, visits to the greenhouse plants, factories, etc., and a dinner at the Bundy Hotel.

MOTOR WISDOM.

A monk-like robe is now worn as an outer wrap, even the hood being retained, and as it slips over any costume and the hood over almost any hat they are quite as serviceable as anything that has been devised for motoring.

Some second-hand car dealers have been resorting to the use of a mixture of graphite, grease and sawdust, which when plentifully applied to the gearing will make the car run as noiselessly as though it was just out of the shops.

A practical motoring cap for women is made of green corduroy with a pliable yet heavily stitched brim and a mob crown of crepe de chine, for which velvet may be substituted at this season of the year, the point of the crown being weighted with a heavy tassel.

DISCUSS 1909 TOUR

HOWER MEETS LOCAL MEN

GETS NEW IDEAS REGARDING RUN FOR THE GLIDDEN TROPHY—SEVERAL ROUTES BEING CONSIDERED.

An important meeting, at which affairs pertaining to the Glidden tour of 1909 were discussed, took place in this city last week on the occasion of the visit of F. B. Hower of Buffalo. Mr. Hower is chairman of the tours committee of the American Automobile Association, and is directly in charge of the blue ribbon event among auto manufacturers.

Mr. Hower came to the city to confer with local auto manufacturers on next year's event and get their ideas regarding the route to be selected. Those who took part in the conference were Mr. Hower, H. O. Smith and R. I. Eads of the Premier Motor Manufacturing Company, Walter Marmon of Nordyke & Marmon Company, A. C. Newby of the National Motor Vehicle Company and W. H. Brown of the Overland Company.

The local manufacturers joined hands with several auto and auto-part makers who are urging that the tour begin at Chicago and run through to Kentucky via Indiana, returning through southern Illinois and traverse parts of Missouri and Iowa. Mr. Eads, who has toured various parts of Kentucky, states that the tourists would be assured of plenty of beautiful scenery and would have no snap as far as road conditions were concerned.

Another Route Suggested.

Another route which has been suggested is from Chicago to Denver. Persons who have recollections of some of the hotel accommodations along the route of the 1908 Glidden have objected to this route for that reason. Those who favor the Chicago-Denver run, however, have come back with a suggestion which may be favorably acted upon. Their plan is to have a special train equipped with a dining car and Pullman sleepers at each night control to accommodate the tourists, the route to parallel a railroad right of way.

The recent Kansas City-Oklahoma City endurance run, conducted by the Kansas City Automobile Club, in which the Premier Pilot car was the only one to cover the route as laid out by the pathfinders, has awakened the auto manufacturers of the country to the fact that the West offers plenty of opportunities for performances in which road hardships would be the feature. For that reason it is more than likely that a Western or middle Western route will be selected.

Indianapolis will be better represented next year than in any previous Glidden tour. Three or four of the local auto manufacturing companies will enter from one to three cars. The make of car to lay out the route for next year's tour has not been selected as yet, but the

selection will soon be made for the reason that the pathfinding trip will take place this fall. A Premier, driven by Ray McNamara, laid out the route for the 1908 Glidden and because of its successful performance it is not improbable that it will again be selected for that duty.

BICYCLING IN CENTRAL AFRICA

Jungle Has Smooth Paths on Which a Seven-Mile Speed is Possible.

If President Roosevelt should happen to read an article by Winston Churchill (the British one) in the Strand he will be laying out a cinder track on the White Lot, buying a wheel and beginning to train.

According to Mr. Churchill, "the best of all methods of progression in Central Africa—however astonishing it may seem—is the bicycle. In the dry season the paths through the bush, smoothed by the feet of the natives, afford an excellent surface.

"Even when the track is only two feet wide and when the densest jungle rises on either side and almost meets above the head the bicycle skims along, swishing through the grass and brushing the encroaching bushes at a fine pace. Although at every few hundred yards sharp rocks, loose stones, a water course, or a steep hill compel dismounting, a good seven miles an hour can usually be maintained.

"And think what this means. From my own experience I should suppose that with a bicycle twenty-five to thirty miles a day could regularly be covered in Uganda, and if only the porters could keep up, all journeys could be nearly trebled and every white officer's radius of action proportionately increased. Nearly all the British officers I met already possessed and used bicycles, and even native chiefs are beginning to acquire them."

WARNING AGAINST FREEZING.

Wood Alcohol is Favorite Preparation for the Protection of Radiators.

Mr. J. D. Maxwell, designer of the eight different models now being made by the Maxwell-Briscoe Motor Company, gives timely warning against the danger of freezing radiators of automobiles. The most widely used and most easily obtainable preparations are calcium chloride, glycerin and wood alcohol, the latter being the favorite because it has no effect either on the rubber connections or the metal piping, whereas calcium is apt to attack the metal, and glycerin in time dissolves the rubber hose connecting the engine with the radiator. A 10 per cent solution of alcohol will withstand a temperature of 15 degrees above zero. A 25 per cent solution will withstand a temperature of zero, and a 40 per cent solution will stand a temperature of 24 degrees below zero. As a rule, a 25 per cent solution will be found sufficient for all conditions.

With cars employing thermo-syphon cooling, one filling of the radiator with alcohol solution will last practically all winter. Since alcohol evaporates more rapidly than water, any loss should be replaced by equal parts of alcohol and water.

CHALMERS-DETROIT TO PILOT.

Car Has Already Taken Part in Two Important Contests Recently.

One of the most interesting cars which will take part in the 600-mile Cleveland sealed bonnet contest next week will be the Chalmers-Detroit Thirty, the new car made by the Chalmers-Detroit Motor Company. The car has already received a strenuous initiation in two important endurance contests within the last three weeks.

This car, driven by J. H. Stickney, who will pilot it in the Cleveland run, made a perfect score in the 200-mile run from Indianapolis to French Lick and return. Immediately before the Indianapolis run the car competed in the 920-mile, eight-day endurance contest of the Kansas City Automobile Club. It was shipped from Kansas City

onstration Car for New Agency.