

the Horse.

MARMONS HOLD OWN

KEEP THEIR PERFECT SCORE

LOCAL MACHINES MAKE EXCELLENT SHOWING IN SEVERE GLIDDEN TOUR NOW IN PROGRESS OVER EASTERN MOUNTAINS.

The Glidden tour, now in progress, is holding the attention of the auto world at present, and as a result the word "strenerous" is being worked overtime by those competing in it by way of expressing just what the trip over the route laid out by the pathfinders of the tour really is.

Profiting by the experiences of previous tours, the committee in charge changed the rules governing it this year so that a moderate priced car would receive the credit due it should it be capable of performances contributed by much higher priced machines. The idea of the tours committee of the A. A. A. was to conduct the affair on a basis of equality, but, as might be expected, the road conditions must necessarily be one of the governing powers.

This was proven last week when an axle on the Premier Six pilot car, which is a noncontestant, was broken. An especially bad bit of road was being traversed when the accident happened, and when the officials in charge of the tour investigated they asserted that had the car been a contestant it would have probably not been penalized. The car, which is being driven by Ray McNamara, was proceeding carefully when without a warning the roadbed gave way, throwing the passengers and all the weight toward the front end of the car. The combined weight of the machinery and passengers had its effect when the axle ceased and the axle broke.

Marmons Have Perfect Score.

Of the clubs competing for the Glidden trophy, five have a perfect score up to this time, and one of these, the Boston Automobile Club, is represented entirely by Indianapolis cars—the Marmons. Should the Marmons receive a perfect score at the end of the present tour it would be no new experience for the makers, as they received one in 1906. No Marmons were entered in the tour last year.

Walter C. Marmon and William Clark of the Nordyke & Marmon Company of this city are driving two of the cars, and Frank Wing, the Marmon agent at Boston, is driving the other. Mrs. Walter Marmon is on the tour with her husband, and so far has offered no objection to the touring hardships encountered. Daily reports are received at the company offices from their representatives, and all

CHALLENGER

Maxwell

Challenges the Endurance Run

THE WHY—We have been the first one our \$1,450 a Maxwell won the Derby only one of all pilot cars competed in every Glidden competed in these Tours.

BECAUSE they gave a chance in many ways to high priced cars.

INFLUENCED by a spirit of triumphs over them, they let the high-priced cars.

HOW RIDICULOUS to expect a high priced car can minimize its running time.

10,116 MAXWELL OWNERS at \$1,450 or \$1,750 as they pay Maxwell's price.

WE ARE WILLING TO PAY for the Glidden Tour to an endurance under Glidden Tour Rules the highest-priced and most expensive of \$5,000 purse.

IT IS

Not an experiment.

Not an assembled car.

Not a slavish copy of foreign design.

The Maxwell Challenger—

Three-point suspension, multiple cooling a

All others who use them pay

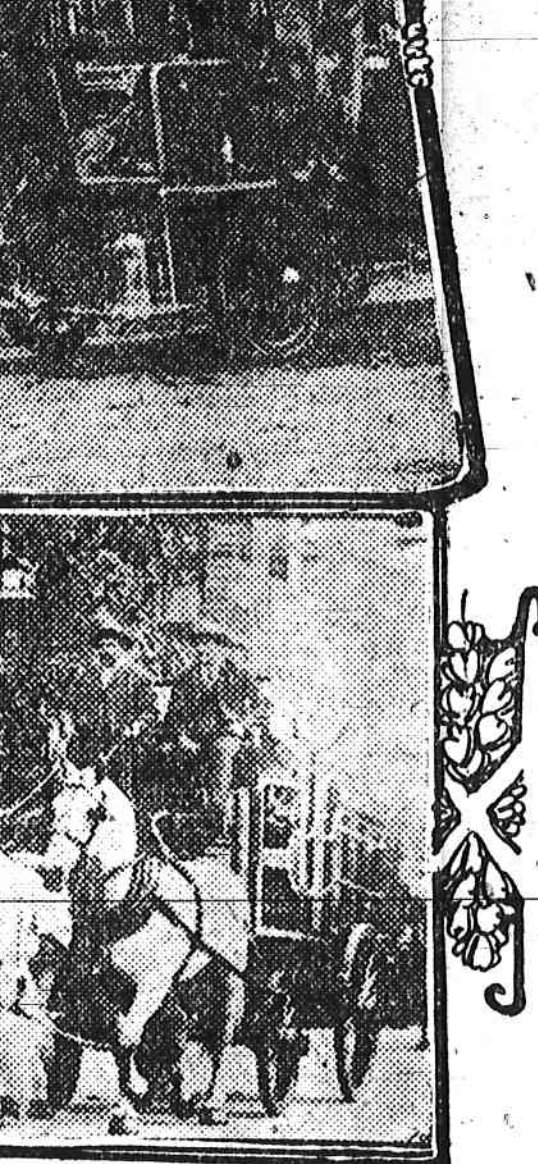
MAXWELL-B

Newcastle, Ind. Tarry



THE HORSE FIRE





ON PARADE

DUST MARS RACING

BLINDS DRIVERS AT TIMES

STRANG TELLS OF GRAND PRIX EVENT, AND SAYS THOMAS CAR BEHAVED WONDERFULLY.

DIEPPE, July 18.—Louis Strang, before leaving for New York, gave the following description of his experience in the Grand Prix races:

"I found all the arrangements for the stands here very much better than on the American circuits.

"All the spectators here could see the race and also the work done on all the cars at the repair and supply stations in front of the grandstand. The military patrolling

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Premier Car Out of It.

The news that one of the Premier cars, representing Club No. 2 of Buffalo, had been penalized 33 1/4 points because of the breaking of a steering knuckle and causing the car driven by Joseph Moore to be late in arriving at Albany, was received with regret by all of the Indianapolis autoists. When information was received as to the cause of the accident it is hard to understand how many of the other contestants failed to have accidents of a like nature. The route over which the entrants ran between Milford and Albany has a good surface, but is not wide and has many dangerous sharp turns. At the particular point where Moore met with the accident there was an extremely short turn, with high embankments on each side close to the path for the cars. The road up to this point was very good and Moore had been going at a good pace because of the high schedule allowed, and when the sharp turn was reached he only saved the occupants from probable injury by a quick turn which broke the knuckle.

Harry Hammond, driving the other Premier car in the contest for the Glidden trophy, still has a perfect score, and George Weidley, driving a roadster in the competition for the Hower trophy, also enjoys that distinction. The Premier Century car continues to reel off considerable more than 100 miles a day and nothing more than the usual care has been given it.

News that the Glidden tour would be over a Western route next year was received here with interest and surprise, as it was thought that the East would continue to be the battle ground for the trophy. While the present tour is being marked by many obstacles to smooth going, the announcement of a trip through Western country means that touring conditions next year will be unusually severe.

Auto Sparks.

Always make sure your rims and tires are suited to each other.

The setting point of oils is that at which, after a certain degree of cold, all oils lose

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All others who use them pay

MAXWELL-B

Newcastle, Ind. Tarrytown
DEALERS IN ALL

CLEAR

Auto

UNUSUAL
ALL

- Type 12, Pope-Toledo, 40 lamps and equipment, cheap.....
- 1907 30 h. p. Wayne, with accessories, fine shape, only.....
- 1907 4-cylinder Winton 2 top and accessories.....
- Cadillac Delivery Wagon, in good condition.....
- 1-ton light 12 h. p. Stake Truck.....
- 2-cylinder Autocar Touring detachable tonneau, new 4x4 new cylinders in h. p., lever steer, fine shape.....
- 35 h. p. Peerless, with equipment thoroughly hauled and repainted.....
- 40 h. p. Stearns Touring lamps and equipment, original price \$4,200.....
- 2-cylinder 1906 Reo, fine shape, top and lamps.

Storage
Indiana