

MAXWELL IS READY DUST MARS RACING

AFTER VICTOR IN GLIDDEN BLINDS DRIVERS AT TIMES

SMALL CAR CHOSEN TO DEFEND CUP AND MONEY OFFERED BY BRISCOE FOR TRANSCONTINENTAL RUN.

Benjamin Briscoe's challenge for an endurance run under 1907 Glidden tour rules from New York to San Francisco, in which a Maxwell car is to compete against the winner of this year's Glidden tour.

Motorists of experience insist that on a prolonged tour the car of light weight is a decided advantage over the heavy and high-powered one, not to speak of the much lower cost for fuel, tires and general upkeep.

The fact, for example, that the Maxwell-Briscoe twenty-four-horse-power challenger might be called upon to compete against a big sixty-horse-power car, is a little terror for the lower powered competitor, because it will be able to pit against the greater speed of the high-powered vehicle its own ability to skim over bad places and to negotiate muddy roads, out of which the heavier car can extricate itself only with difficulty.

Besides the \$2,500 forfeit offered by Benjamin Briscoe as an inducement for the winner of the Glidden tour to enter the Maxwell challenge endurance run from New York to San Francisco, the Maxwell people are offering a handsome silver trophy, to be known as the National American Challenge Cup.

The run, as proposed by Briscoe, is now practically assured, since several manufacturers, whose cars are now running in the Glidden tour with perfect scores, have expressed their intention to take up the Maxwell gauntlet, provided their car emerges from the Glidden tour with the much coveted trophy.

It has been decided by the Maxwell-Briscoe Motor Company that the car to compete for the Challenge Cup and the \$2,500 prize will be a Model D Maxwell touring car. The cylinders of the motor are 4 1/4 x 1 1/4, developing twenty-four to fifty-horse power, and the engine is cooled by thermo-siphon system, which is absolutely automatic in operation and requires no pump.

The price at which the car is sold to the public is \$1,750. C. W. Kelsey, who won the Deming Trophy in the Glidden tour of 1906, will drive the Maxwell challenger from New York to San Francisco.

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 of the circuit was perfect.

"The only bad feature was the dressing put on the road to lay the dust, which hardened on the surface like a crust of tar. This was badly broken up the day before by the Voiturette racers, and was pulverized, making it very dangerous, and sometimes it completely blinded the drivers. I had to stop three times to have my eyes treated by surgeons on my first lap.

"While taking a corner in a cloud of dust after another car I hit a stone curb-
ing, which blew up my left-hand rear tire, and in skidding the car hit a piece of board from a fence, which so injured the gasoline tank, that it subsequently leaked so badly as to put us out of the race. We changed tires on every lap in front of the grandstand, where we also tried to repair the gasoline tank.

"Finally at Londinieres we withdrew from the race. When coming into Grief one of the cars had hit a tree and three or four cars had been stopped by the guards because the tree had fallen across the road. They were just starting again when I came through the dust and found three cars blocking the road. In order to escape hitting the Italia car, driven by Henri Fournier, I was obliged to drive on the grass and hit a small tree which injured my left rear wheel and exploded the tire.

"The car which I drove is strictly a stock car, all parts of which are interchangeable with any sixty-horse-power Thomas car. The car was not specially built for racing, and it behaved wonderfully well for a machine of the touring type."

HINT FOR NUT TROUBLES.

In an emergency a nut that may be too large for permanent use may be made to serve merely by striking it with a stone or hammer and thus throwing it "out of round." In this oval shape it will hold the threads on two sides, but it will be

at the accident there was an
short turn, with high embank
each side close to the path for
The road up to this point was v
and Moore had been going at a g
because of the high schedule allo
when the sharp turn was reache
saved the occupants from probab
by a quick turn which broke the
Harry Hammond, driving th
Premier car in the contest for th
trophy, still has a perfect sc
George Weidley, driving a roadst
competition for the Hower trop
enjoys that distinction. The
Century car continues to reel
siderable more than 100 miles a
nothing more than the usual care
given it.

News that the Glidden tour v
over a Western route next year
ceived here with interest and sur
it was thought that the East wo
tinue to be the battle ground
trophy. While the present tour
marked by many obstacles to sm
ing, the announcement of a trip
Western country means that tou
ditions next year will be unusuall

Auto Sparks.

Always make sure your rims and
suited to each other.

The setting point of oils is that
after a certain degree of cold, all
their fluid condition.

The average strength in pounds p
inch of platinum wire is 53,000; c
55,000, and forged steel, 60,000.

Buffalo claims the record for orph
the Automobile Club of that cit
carried 1,557 children in 227 cars.

Any profit resulting from the Gra
race at Savannah is to be turned
the advertising fund for the expl
the city.

Too much importance can not be
to silk as a material for outer g
china silk for frocks and shirt wa
gee or rajah for coats.

Pauline Chase, the little American
who has created a furore in Lond
ardent devotee of the motor car,
quently takes her friends on tours.

At the present rate of increase
cabs are expected to be running
delphia within a few months. Eigh
now in use and twenty-five order

The use of oil on road surface,
to a tire manufacturer, is very disa
rubber tires. The leather-covere
studded tires are not affected by t
added. In fact, the oil tends to pre
leather.

A dilute solution of sulphuric
water, applied with a brush, will
serve to effectually remove any
matter adhering to aluminum and
give it a brighter finish, closely app
the original.

Motorists are indebted largely to
French chemist, Frouche, for the
lamp, as it was he who, after e
experiments, produced a successfu
combining the highly explosive con
of acetylene and oxygen.

There is no greater admirer of t
car in the country than former Se

THOSE IMPORTED GOODS.

"Is Bliggins credulous?"
"Extremely. He believes every word