

will be devoted to a general tournament and gymkhana sports, and this day will be free to all who care to attend.

The floral parade this year will be given on the last day of the carnival, Saturday, August 26, and as last year will start from the West End near the big casino. The non-stop 6-day automobile test, which will include a tire and fuel test, will start from West End 5 minutes after midnight on Sunday, August 20, and will finish 5 minutes before midnight on August 26, making a 144-hour run.

### BRITONS BILL BIG MEET

London, July 18—What is expected to be the greatest motor meet ever held in England will open tomorrow on the seashore at Brighton, three days having been set aside for the purpose. At least 5,000 cars are expected to be present, while 375 entries have been made in the races, including Lancia, the Italian who almost won the Bennett cup. The races will be along the newly-made Madeira road and world's records are expected. The parade furnishes an excellent grandstand, running above the track at a height of 25 feet, so that the races can be seen from start to finish. The track is 6,900 feet in length, 240 feet in breadth and has a surface covering of Tarmac, laid on a prepared bed, rendering the track dust-proof. For those who care nothing for racing there will be touring cars and specially constructed trams to convey the visitors around town. Illuminated promenade concerts will be held each night. Four days of racing are provided for, the feature of the first day being a scratch race, standing start, over a measured mile, in which will appear J. T. C. Moore-Brabazon, Victor Miller, Charles Jarrott, Sir Ralph Gore, A. Lee Guinness, C. S. Rolls, Clifford Earp, J. E. Hutton, Theodore Schneider and Arthur Brown. Practically the same field will start in the features on the other days. Several historic cups will also be raced for, one on each day of the meet. It is expected that the affair will not only be popular with the nobility, but the masses as well.

### FORD CHANGES IN NEW YORK

New York, Aug. 1—The Ford Motor Car Co.'s New York branch came into existence today. James Couzens, secretary of the company, and W. D. Gash, head of the John Wanamaker Co. sporting department, took part in the formal transfer. Gaston Plantiff, E. B. Jackson's right hand man in the local Wanamaker motor car department, has been installed as manager. Mr. Gash will continue at the head of the Wanamaker sporting department and Mr. Jackson will remain in its New York end. Wanamaker will handle motor car sundries and clothing. The Ford Motor Car Co. will also have a Philadelphia branch. W. W. Taxis is in negotiation for its management.

### CLOSE CALL FOR KECK

New York, Aug. 2—Special telegram—Louis J. Keck, eastern manager of the Badger Brass Mfg. Co., is ill in this city, having narrowly escaped fatal poisoning. He returned from the Adirondacks Sunday and drank a glass of what he supposed to be water, but which proved to have been ammonia, left by a house maid who had been using it for cleaning. Physicians were hastily summoned and by the use of antidotes, saved Keck's life.

## GOES TO PERCY PIERCE

### Glidden Trophy Commission, at Boston Meeting, Awards Cup to Buffalo Automobilist

Boston, Mass., August 2—Special telegram—The Glidden automobile cup commission, consisting of Elliot C. Lee, president of the American Automobile Association and of the commission; George E. McQuesten, representing the Automobile Club of Great Britain and Ireland; A. G. Batchelder, representing D. H. Morris, president of the Automobile Club of America, and the donor, Charles J. Glidden, met at the Massachusetts Automobile Club parlors at 3 p. m. today and awarded the Glidden trophy to Percy P. Pierce, of Buffalo, driver of the Pierce Arrow.

W. K. Vanderbilt, Jr., representing the automobile clubs of Germany and France, could not attend. The commission elected George E. McQuesten secretary. The reports of the several contestants engaged in the tour from New York to Mount Washington and return were examined. Of the thirty-three cars which started, twenty-eight finished in New York. The commission highly commended the work performed by the truck manufactured by the Knox company, and also that manufactured by the Packard company for the excellent service rendered throughout the drive in carrying the baggage of the contestants, they arriving on time each night at the several controls.

Although individual observers were not carried on each car, the contestants as a whole were observers of the work that each one performed, and at the close of the drive voted for the three drivers they thought had made the best record. The commission by a unanimous vote awarded the trophy to Percy P. Pierce, of the Buffalo club, who had a perfect record throughout the run and received the greatest number of ballots.

The commission voted to place the matter of the 1906 tour in the hands of the touring committee of the American Automobile Association, which so ably handled it this year, giving the committee full powers to select a route, adopt rules and conduct the tour under the deed of gift. Thanks were voted to Augustus Post, chairman of the touring committee, and A. B. Tucker and A. L. Downs, managers, for valuable services. There was a grading in the award of certificates, and nothing to judge of the individual standing of a car save by the number of votes cast in its favor. The cards were granted as follows: Percy Pierce, with fifteen votes; Augustus Post, White; George Otis Draper, Packard; Ezra H. Fitch, White; Ralph S. Coburn, Maxwell; John C. Kerrison, Cadillac; E. A. Gilmore, Rambler; S. S. Stevens, Darracq; W. N. Epping, White; W. C. Temple, Pierce; Harold L. Pope, Pope-Tribune; C. E. Walker, Pope-Hartford; A. L. Pope, Pope-Toledo; Robert Lee Morrell, Locomobile; A. W. Church, Decauville; R. E. Olds, Reo; R. M. Owen, Reo; J. Mehlig, Knox; Carl H. Page, White; B. Briscoe, Maxwell-Briscoe; E. H. Cutler, Knox; G. H. Tyrrell, White; C. W. Kelsey, Maxwell; Walter C. White, White; C. J. Edwards, Cadillac, and Mrs. Joan Cuneo, White.

The certificates awarded to Messrs. Kelsey, Edwards, Mehlig and Mrs. Cuneo were class B certificates.

Although the commission would not officially

pass judgment on what may be the conditions a year hence, it expressed its ideas of the conditions which shall govern the contests of the future. It was quite evident from the conversation that hereafter there shall be official observers assigned to each car, and that certificates of different grades shall be awarded to the cars according to their individual performances, and not as they were this season, when all cars finishing according to rules and conditions received the same kind of a certificate, no matter what might have been done to it in the way of adjustment and repairs during the time the cars were in the controls.

### OLDFIELD PUTS ONE OVER

Toledo, O., July 31—Although beaten by Barney Oldfield in the match race here Sunday afternoon, Earl Kiser gave the Green Dragon's master a scare and ran him so close that had it not been for an accident to the Winton Bullet II the Daytonite might have gained the decision over his rival. It all happened at the meet held under the auspices of the Toledo Motor Racing Association at the Lucas county fair grounds. From a standing start, Oldfield, in his Peerless Green Dragon, and Earl Kiser, in the Winton Bullet II, drove their cars in the first heat of 3 miles over a ½-mile track in exactly 3:49½, both making the same time. The two cars drew up for the second heat, when it was discovered that the Bullet's front axle had been cracked nearly in two and that a nut and a portion of one of the bolts of the hub of the right front wheel had been broken off. Kiser, daredevillike, offered to go ahead. The officials in charge of the meet would not permit of his starting, so the match was handed to Barney. The first mile was covered in 1:24 flat, the second in 1:12½, the third in 1:11½, which is 2½ seconds under the record made by Oldfield in his race with A. C. Webb at Omaha last August. The third heat was run by Oldfield alone, the program being supplemented with "if necessary." Barney sent his green wagon over a course of 2 miles in 2:24 flat, exactly 1:12 for each mile, this being 3½ seconds under the Omaha record on a ½-mile track in the contest with Webb. Of the purse of \$1,000 Oldfield got \$750, while Kiser received \$250, this split being agreed upon previous to the race.

George Soules also comes in for recognition, driving his four-cylinder, 20-horsepower Pope-Toledo car over a stretch of 2 miles in 2:43½, the first mile being done in 1:19, as compared with the record of 1:24½ made by Charles Burman in a 24-horsepower machine at Salt Lake City last November, where the record for the 2 miles on a ½-mile track was 2:49½.

Another interesting contest of the afternoon was between George Soules and his brother, Charlie, the latter in a Pope-Toledo machine of 30-horsepower and four cylinders. Two miles were traced, the first one in 1:18 flat, the second in 1:22 flat. Then Charles Soules gave a 2-mile exhibition race against the world's record for 30-horsepower stripped stock cars. His car was sent over the course in 2:36½, the first mile in 1:18½, the second in 1:17½, as compared with the previous world's record of 1:24½ for 1 mile and 2:49½ for 2 miles.

### CHANGE IN AUTOCAR AGENCY

New York, Aug. 2—Samuel F. Randolph, Jr., eastern manager of the Diamond Rubber Co., will retire from the company's service October 1, having secured the New York agency of the Autocar, now held by A. G. Spalding & Bro.