

position alone at the top of consistent wins in long races. Non cars have won more long-runs than any other stock cars in the history of automobile racing, while the particular distinction of being in every class of events. We won on the roads, on the Indianapolis Motor Speedway, Santa Speedway, on the New York dirt track, on the Los Angeles track, at Ascot and last week, our car has lowered the hundred-mile mark at Los Angeles, trimming several seconds off the best mark made at the Speedway. We have the reputation of turning out more racing cars than any city in the world and Marmon cars are spreading our fame for producing winners.

WOOD BLOCKS AS PAVEMENT FOR AUTO

Head of Olds Motor Works Says Asphalt Is Not Practical and Wears Out Too Fast.

Quality with which asphalt pavement is especially along streets where there is a great and increasing amount of traffic, has caused many auto-mechanics to look around for a more lasting material, and W. J. Mead, general manager of the Olds Motor Works, has come out as an advocate of wood block pavement.

"I do not believe, as I do, that the use of automobiles of both the pleasure and commercial vehicle types will be trebled in this country within a few years, it is apparent that the authorities must give more consideration to the needs of motorists than they give at present," remarked Mr. Mead recently. "It has been an invariable custom of city officials to consider only the cost when making plans for repaving streets, but there are even now so many people in use that owners of them ought to be given more consideration.

Asphalt pavement wears out quickly, and the ruts that result are very bad for cars. Wood block pavement, on the contrary, does not wear so fast, and even when it does finally wear down it is gradual and does not give the gaping holes that may be seen on a street paved with asphalt. It is impossible to prevent some oil from falling from cars to the pavement, and this rots asphalt very quickly, but the use of wood blocks is to preserve the pavement. For this reason alone the economy of wood block ought to be enough to insure its use.

The reason for doing away with the use of asphalt is the skidding, which is ever present when the streets are sprinkled or during and after rains. The skidding danger on asphalt can hardly be exaggerated, but the danger of skidding on wood block pavement is not so great.

SETS ROAD RACE DATE

VANDERBILT BOOSTS EVENT

MAKES PUBLIC THAT CARS WILL COMPETE FOR GRAND PRIZE OF AUTOMOBILE CLUB OF AMERICA.

NEW YORK, April 16.—William K. Vanderbilt Jr., president of the Motor Cups Holding Company, has announced the conditions for the international road race for the Grand Prize of the Automobile Club of America, to be decided over the Long Island Motor Parkway Oct. 15.

The distance of the race will be approximately 278.08 miles, covering the course of 12.64 miles twenty-two times. As the International Association of Recognized Automobile Clubs has no formula for international racing in force this year, no restrictions as to weight, cylinders and dimensions will be made, the only conditions being that all cars must conform to the ruling of the technical committee of the Automobile Club of America as to safety requirements.

In addition to the \$5,000 gold challenge cup there will be three cash prizes for the drivers, amounting to \$7,000, divided into first, second and third in sums of \$4,000, \$2,000 and \$1,000, respectively. The Motor Cups Holding Company reserves the right to declare the race off if fifteen entries have not been made by Aug. 1.

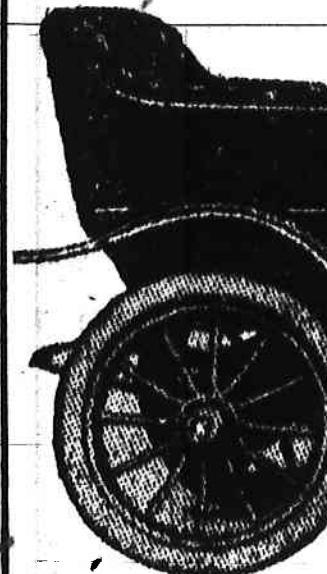
American and foreign cars are eligible to compete in the race, although not more than three cars of any one make may be entered. Foreign entries must be made through the recognized automobile club in the country in which the car is manufactured, which club is the representative of the Automobile Club of America. The foreign countries eligible are Great Britain, France, Germany, Austria, Italy, Belgium, Hungary, Canada, Cuba, Denmark, Holland, Mexico, New Zealand, Porto Rico, Portugal, Roumania, Russia, Spain, Sweden and Switzerland. The conditions of the race follow:

Announces New Rules.

The amount of the entrance fees is as follows: \$1,000 for one car, \$1,500 for two cars of the same make, \$1,750 for three cars of the same make.

Entries close Aug. 1, 1910. A deposit of \$200 per car must accompany each

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OR TRACK ON TOP W YORK SKYSCRAPER

Motor Company Buys Big
 and Adds Innovation for
 Demonstrating Cars.

The announcement of the pur-
 seven-story Tichenor-Grande
 the United States Motor Com-
 pany organization for the Max-
 well concerns, comes the state-
 ment that the huge riding ring located on
 the top of the building will be used as an indoor
 track. This is probably the
 largest track in the country and is of
 the best, due to its location in the
 city of New York.

Used by the New York branch of
 the United States Motor Company on rainy
 days when outdoor demonstra-
 tions are impracticable. A freight elevator
 will be used in the building for the pur-
 posing the demonstrating cars
 to be taken to the room on the first floor to the
 street. This will give the Maxwell
 Motor Company an opportunity to
 demonstrate its cars every day in the year, re-
 gardless of the weather.

CAR PROVES ITSELF IDEAL TO HILL CLIMBING

Time at Legansport Event,
 Not Favored With Official
 Speed Score.

Unable to get officially timed at
 Legansport Hill climb, the Perry
 car, driven by Frank Smith of Legans-

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 formers in the country, was unable to
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Announces New Rules.

The amount of the entrance fees is as
 follows: \$1,000 for one car, \$1,500 for two
 cars of the same make, \$1,750 for three
 cars of the same make.

Entries close Aug. 1, 1910. A deposit
 of \$800 per car must accompany each en-
 try at the time the entry blank is filed,
 or before the date of closing of entries,
 Aug. 1, 1910. If the balance of said fee is
 not paid on or before Oct. 1, 1910, the de-
 posit will be forfeited.

After Aug. 1 and up to Sept. 1, 1910, en-
 tries will be received at an increase over
 the regular entry fee of \$250 per car. If
 the number of cars entered is too great,
 taking into account the length of the
 course, the committee shall decide, if need
 be, to proceed to eliminations. In this
 event the date and special arrangements
 concerning these eliminations will be sub-
 sequently fixed by the committee.

No car shall be allowed to take part
 in the race or in the preliminary practice
 on the course which has not been exam-
 ined by the technical committee of the
 Automobile Club of America as to its con-
 struction and which has not received a
 certificate from said committee that, in
 its opinion, it is safe to allow the car to
 run in the race.

Every agent of oxidation, other than
 atmospheric air, is forbidden. The com-
 mittee in charge of the race reserves to
 itself the right to reject any entry or en-
 tries, and to make such changes in the
 conditions and rules of the race as in its
 judgment are necessary.

Each car must carry two persons seated
 side by side of a minimum average weight
 of 134 pounds (sixty kilograms) each.

BOY DRIVER "MAKES GOOD."

Howard Bauer in Oakland 40 Has Rec-
 ord From Many Contests.

Although but of age, Howard Bauer, the
 Buffalo boy who has been driving an Oak-
 land 40 in several of the important hill
 climbing events of the country has a re-
 cord that might be envied by those who
 have never. Young Bauer has the unique dis-
 tinction of winning in every contest in which
 his car has been entered. In some events
 he has even gained his victories in driving
 in the class of open 40's and 50's. His
 record is a credit to his car and to his
 driving skill. He has been successful in
 driving his car in many contests and is
 well known to many of the hill climbing
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In the ten-mile
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OR TRACK ON TOP W YORK SKYSCRAPER

Motor Company Buys Big and Adds Innovation for Demonstrating Cars.

The announcement of the purchase of the seven-story Tichenor-Grande building in New York City by the United States Motor Company, the national organization for the Maxwell concerns, comes the state-of-the-art huge riding ring located on the top of the building or will be used as an indoor track. This is probably the largest track in the country and is of great importance due to its location in the heart of New York city.

Owned by the New York branch of the United States Motor Company on rainy days when outdoor demonstration is impracticable. A freight elevator will be used in the building for the purpose of transporting the demonstrating cars from the street to the room on the first floor to the top of the building. This will give the Maxwell Company an opportunity to demonstrate its cars every day in the year, regardless of the weather.

CAR PROVES ITSELF SUITABLE TO HILL CLIMBING

Time at Logansport, Event, Not Favored With Official Speed Score.

Unable to get officially timed at the Logansport hill climb, the Paddy car, owned by Frank Scanlin of Logansport, one of the most consistent performers in the country, made several exceedingly fast runs up the hill in an effort to get an official time, but his efforts were not taken because of a defective timing device which proved a sore spot to the other cars. The tremendous speed of the car in the free-for-all event is the point of a

the country in which the car is manufactured, which club is the representative of the Automobile Club of America. The foreign countries eligible are Great Britain, France, Germany, Austria, Italy, Belgium, Hungary, Canada, Cuba, Denmark, Holland, Mexico, New Zealand, Porto Rico, Portugal, Roumania, Russia, Spain, Sweden and Switzerland. The conditions of the race follow:

Announces New Rules.

The amount of the entrance fee is as follows: \$1,000 for one car, \$1,500 for two cars of the same make, \$1,750 for three cars of the same make.

Entries close Aug. 1, 1910. A deposit of \$200 per car must accompany each entry at the time the entry blank is filed, or before the date of closing of entries, Aug. 1, 1910. If the balance of said fee is not paid on or before Oct. 1, 1910, the deposit will be forfeited.

After Aug. 1 and up to Sept. 1, 1910, entries will be received at an increase over the regular entry fee of \$250 per car. If the number of cars entered is too great, taking into account the length of the course, the committee shall decide, if need be, to proceed to eliminations. In this event the date and special arrangements concerning these eliminations will be subsequently fixed by the committee.

No car shall be allowed to take part in the race or in the preliminary practice on the course which has not been examined by the technical committee of the Automobile Club of America as to its construction and which has not received a certificate from said committee that, in its opinion, it is safe to allow the car to run in the race.

Every agent of oxidation, other than atmospheric air, is forbidden. The committee in charge of the race reserves to itself the right to reject any entry or entries, and to make such changes in the conditions and rules of the race as in its judgment are necessary.

Each car must carry two persons seated side by side of a minimum average weight of 134 pounds (sixty kilograms) each.

BOY DRIVER "MAKES GOOD."

Howard Bauer in Oakland 40 Has Records From Many Contests.

Although not of age, Howard Bauer, the Buffalo boy who has been driving an Oakland 40 in several of the important hill-climbing events of the country has a record that might be envied by those twice his years. Young Bauer has the unique distinction of winning in every event in which his car has been entered. In some events he not only piloted his machine to victory in the class in which it was entered, but usually won the free-for-all events, defeating cars of greater horse-power rating and selling for much more money. He carried off prizes at Morgan Hill, Ft. George,

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In the ten-mile driving a Knox, De Palma in a distance. The Knox for stock cars.



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