

as a redeeming feature of the trip, and that scenery—long, winding, overlooking wonderful small lakes. From fifteen miles of Ft. were fierce, the main in the sand and mud. at their car into Ft. t evening. They left ext morning and drove the road between these t. Again after leaving they found the pikes Anderson were muddy shape. They were tedly at livery stables d off the radiator so some air circulation. through Noblesville to ad were all that could bowled along rapidly. 2:30 in the afternoon. speaking of the trip, average thirty-five or ur, but, nevertheless, considering the road d no trouble with the had sufficient gaso- roit to last the entire o occasion to stop en

BENJAMIN BRISCOE.

J. D. MAXWELL.

Maxwell and Briscoe manufacture the Maxwell car and are moving their factory from New York to Newcastle. It will be one of the largest factories in the West.

RACERS NOT READY FAVOR GLIDDEN TOUR

WORK ON CARS POSTPONED GOOD THING SAY AUTO MEN

Several Automobiles, Intended for Vanderbilt Cup Race, Will Probably Not Be Built.

Some Kicking Against High Entrance Fee in the Annual Strenuous Test Run.

Reports have been in circulation, during the last week or ten days that work has been stopped on several of the cars intended for the Vanderbilt Cup race this fall and that several others which had been announced as contenders would not be built after all. The principal reason given for this at the time was that the Cup Commission had not yet made public the rules or the course and that because of this there is some uncertainty as to whether the race is to be held this year.

NEW YORK, May 4.—Alfred Reeves, general manager of the American Motor Car Manufacturers' Association, says that although some automobile manufacturers are disinclined to encourage the 1907 tour of the American Automobile Association, the members of the A. M. C. M. A. are in favor of the tour almost as a unit. He declares the "independents" believe that the public is entitled to have proved the quality of cars and their ability to negotiate long tours, and they believe further that such affairs as the A. A. A. conducts are for the general good of the pastime and industry.

A positive denial that there has been the least thought of calling the race, off has been made by Jefferson De Mont Thompson, chairman of the Racing Board of the A. A. A., but even this was not needed to spur some of the other manufacturers on in their effort to get their cars out for thorough trials as soon as the roads are in shape. When the work of remodeling the three Thomas racers was commenced, during the winter June 15 was set as the date on which the cars would make their appearance in their new form. Now, however, it is believed they will be ready to turn over to their drivers for the preliminary tests by June 1 and possibly by May 15 or 20. The cars could have been put on the road by May 1, but positive orders were given some time ago that there should be no hurry in the assembling. However, with the picked men in charge of the work and the experience they have had on racing cars the work has progressed much faster than was expected.

These makers argue that there are still some people who believe an automobile is a source of trouble and is not capable of traveling long distances without adjustment. It is to prove the error of these views that tours are beneficial. There will be a big entry list from the forty-one members of the association alone, all of whom advocate the promotion of tours and races which supply interesting data to the maker and ultimately result in better cars for the general public.

With the motors especial care has been taken, but they are now on brake test and will be kept there for two weeks at the least. As another two weeks was put in in fitting the pistons it may be judged that each motor will give its maximum of horse-power when placed in service.

The lack of interest and enthusiasm in the Glidden tour this year is noticeable. Of the reasons for this, the most marked appear to be that the committee has raised the entrance fee from \$50 to \$100, and that Cleveland, the starting point, is a "long way from Broadway." The average automobilist seems to think that \$100 is too much for the entrance fee, and, further, that the journey to the rendezvous from here would make the run too expensive.

As the cars will be on the road by June 1 they will have almost four months of testing time ahead of them before they are sent away in the elimination trial, which, according to present plans, will be held the latter part of September.

Conditions Not Liked.

The conditions, too, have not met with general approval, although they appear to be reasonably fair and were compiled after a close and careful study by those well qualified to frame the rules, with the experiences of last year's run fresh in

make to or from De- through the northern -not if we know it, and eastern Indiana

anapolis the mud be- and its occupants full of buyers. Bert nd.. Immediately upon ar asked for a demon- chine, thinking per- had put it out of com- given a twenty-mile- ight the machine and f the floor and drove n.

ENDURANCE RUN.

Bonnet Contest for June 19-22.

May 4.—The Contest Automobile Club of that a four days' en- n decided upon, to be June 19, and con- June 22. This en- med by the commit- contest, as the rules y the bonnet, but the axes, coil boxes, and to the engine will be nittee previous to the

replacements, or re- will be allowed during s of the run. There on, however, to the lubricating oil, and desired by the com- any penalties be im- ples.

will show con- nce of the motor to n over ordinary roads ty of minor repairs. down. If it should be the bonnet seal for e will be disqualified. a day will be required ars, making a total of r days, but runabouts run 700 miles, or 175 ferent route will be y's run.



Of every va auto seats. tance axes. write for price

mind. While there of Eastern motorists there is not likely when the start, is m there is every reason tour will be even those of other years. The recent auton Trenton to Atlantic cars used gasoline and a combination sene, respectively, as the results show tion of gasoline and proportions appear fuel. There were tw car using the co carburetor being co sene tank and the tank. The valves v the proportion of much greater, which fuel in half, while more power.

27 AMERICAN M

Gold Cup Tour of

ducted for NEW YORK, Ma announces that the tour of Europe will no further entries event. So far tw automobiles have be foreign demonstratio and the fees for ni been paid.

The Americans w on June 20. As evl in the event abroad Club of Great Brita tary, J. W. Orde, ha illeges of that club to England. No custom quired upon entering are necessary and t by the British club.

Wayne After Touring From Detroit to Indiana

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