AMONG THE AUTOMOBILISTS.

CHRISTIE'S VANDERBILT CUP CANDIDATE WRECKED.

Narrow Escape of the Owner When the Car Strikes a Telegraph Pole—Christie May Use His Touring Car in Contest—Fast Time Over the Nassau Course.

Walter Christie's direct drive 110 horse-power Vanderbilt cup candidate was hopelessly wrecked yesterday morning, and Mr. Christie and his mechanic, Louis Strang, were very lucky to escape without injury. The racer had skidded off the road into a telegraph pole on Friday morning when it was being driven up the hill at Manhasset. Mr. Christie afterward drove it under its own power as far as a barn on Mineola avenue near the turn at Krug's corner. The damaged axle gave out at that point and the racer was kept there all Friday afternoon and night while a force of workmen were engaged in putting in a new axle. When the car stopped on Friday the clutch had stuck, and when he started out yesterday morning Mr. Christie had not been able to disengage it. He started the racer going down Mineola avenue toward Jericho turnpike with the intention of taking the clutch out when the car was running. He was steering with his left hand and trying to release the clutch with his right when the racer suddenly lurched off the road to the left and struck a telegraph pole with such force that the pole was moved six inches in the ground. The racer struck the pole with the left front wheel, and just before the impact Mr. Christie leaned over to the right, which probably saved his life, as the force of the collision drove the steering post toward the back of the machine. The motor, which was placed over the front axle, was driven off its base by the collision, and the radiator, which covered the machine between the cylinders and the driver's seat, was badly crumpled up. Mr. Christie was bitterly cast down over his accident, as he felt very confident that the racer would win a place in the team of five cars to represent America in the contest for the Vanderbilt cup. The car was unusually fast, having made a straight away mile in 35 seconds on the Atlantic City beach and a mile in 53 seconds on the Empire City track with the power shut off on both turns. It is altogether likely that Mr. Christie will remove the body from his 60 horse-power touring car and gear it for racing, so as to try for a place in the American elimination trials next Saturday morning. He is confident that the stripped touring car can attain a speed of 90 miles an hour on straightaway stretches.

George H. Robertson had the 80 horse-power Apperson out yesterday morning and drove it around the course for the first time. He did not make much effort for speed on his first round of the circuit, but the next time around he let the trim looking machine out pretty well. His first round was timed in 34 minutes for the 29.71 miles, and the second round was timed by some in 29 minutes, though the more conservative ones among the volunteer clockers said the time was just 30 minutes. Joe Tracy was next best to Robertson so far as time was concerned, making a round in 35 minutes with the Locomobile, while Herbert H. Lyttle did a circuit in 37 minutes with the Pope-Toledo. All three of the Frayer-Miller racers were out, Belden making a round in 40 minutes, Frayer and Lawwell taking 41 minutes for their trips around the course. John W. Haynes made one round with the Haynes in 40 minutes. Ralph Mongini, driver of the Matheson racer, was on the course yesterday morning, but he went around it with Tom Cooper in a stripped touring car to become acquainted with it, as he had never been on this year's course before. He expected to be out with his racer this morning.

All three of the Frayer-Miller cars appeared with wooden spoked wheels for the practice yesterday morning and much wonder was expressed by the other drivers at the speed shown in shifting from the wire spoked wheels which had caused trouble for the Frayer-Miller brigade on Friday morning. One of the Frayer-Millers, that driven by Frank Lawwell, figured in a minor mixup yesterday morning with Joe Tracy's Locomobile on the North Hempstead turnpike. Tracy was passing Lawwell when the two racers swerved together. One of the tires on Lawwell's car was damaged and the fuel tank on the Locomobile was dented. Tracy lent a tire size to Lawwell and the latter returned to his quarters.

Victor Hemery, winner of the 1905 Vanderbilt cup race, will not be the driver of the Darracq racer which will be one of the five cars to represent France in this year's contest on October 6. It was announced yesterday that Louis Wagner would drive the 100 horse-power Darracq racer, which will arrive here on the steamer Majestic next week. Wagner drove a Darracq in the last Vanderbilt cup contest, but was put out of the running by engine and tire troubles. He is expected to arrive here on September 24 or 25.

President John Farson of the American Automobile Association expects to witness both the American elimination trials and the Vanderbilt cup contest from one of the boxes in the official grand stand. The demand for boxes and parking spaces for the two contests, the trials on September 22 and the cup race on October 6, has greatly exceeded that of last year, and in spite of the fact that the grand stand is to be much larger than last year's structure, it seems likely that all available seating capacity will be engaged. Among those who have made reservations of parking spaces or boxes are: W. K. Vanderbilt, Jr., Jefferson De Mont Thompson, Dave Hennen Morris, W. J. P. Moore, Robert Lee Morrell, Russell A. Alger, Jr., Henry H. Joy, Colgate Hoyt, H. K. Burras, Robert Graves, Robert Guggenheim, Henry S. Lip, W. Gould Brokaw, James L. Breese, Wilson G. McAdoo, Thomas Hitchcock, Jr., O. H. P. Belmont, Payne Whitney, Mrs. Robert Dunlap, H. H. Knowles, Miss Lotta Crabtree, Mrs. Cass Canfield, Henry W. Bull, Mrs. Clarence Mackay, E. J. Lonill, Foxhall P. Keene, Mortimer L. Schiff, Benjamin Briscoe, E. R. Hollander, A. L. Riker, Windsor T. White, Louis Watson, Brook Club, Harry Payne Whitney, J. D. Maxwell, S. I. Davis, Jr., Robert E. Fulton, Charles Steel, C. H. Tangeman, A. J. Moulton, A. G. Batcheider, Henry Sandford, Jr., C. L. Mabley, E. R. Thomas, Henry Evans, W. R. Hearst, J. Borden Harriman, E. B. Gallaher, Joan C. King, William Mitchell Lewis, A. F. Kountz, J. F. O'Rourke, Benjamin Stern, J. M. Ellsworth, Arthur Gibb, H. Van Rensselaer Kennedy, George T. Brokaw, Daniel T. Bradley, George R. Day, Ralph Peters, Melville D. Chapman, Charles J. Glidden, Miss Breese, Gen. E. L. Watson, S. F. Rotenold, S. A. Miles, Anton G. Hodenpyl, E. N. Dickerson, A. W. Church, James Elverson, Jr., Anson Flower Lobinson, A. L. McMurtry, James W. Gerard, E. F. Slayback, S. L. Schoonmaker, Stephen H. Brown, J. J. Riker, John T. Pratt, Rufus L. Paterson, F. J. Havens, Thomas W. Pearsall, A. B. Proal and J. F. D. Lanier.

Secretary S. M. Butler of the Automobile Club of America is receiving many applications for space in the show which the organization will hold in the Grand Central Palace, December 1 to 8. He says that applications have come from all parts of the world, a recent request for a reservation having come from Italy. The diagrams, contracts and literature of the show have been printed and mailed to prospective exhibitors. In the correspondence received by Mr. Butler there are many enthusiastic and favorable comments on the early dates for the show, and he says there seems to be a practically universal belief that the dates selected are the proper ones.

Harry S. Houpt of New York, who entered the Thomas racer which will be driven by Montague Roberts in the elimination trials next Saturday, is very confident that the Thomas trio will make a good snowing. In addition to his wager with Bookmaker Doggett that one of the Thomas machines will win the elimination trials he has made a number of other bets. He is willing to bet even odds that at least two Thomases will be in the American team of five cars, and will accept odds of 2 to 1 against all three of them qualifying for the team. Regarding the probable order of finish in the elimination trials, Mr. Houpt made the following prophecy: Thomas, first; Locomobile, second; Thomas, third; Matheson, fourth; Apperson, fifth. Mr. Houpt is credited with a rather novel idea in connection with his desire to see more of the progress of the elimination trials than will be possible from the grand stand. He accordingly made arrangements with a well known aeronaut and engaged a dirigible balloon from which to view the progress of the contest. He will have E. R. Thomas of Buffalo with him as his guest, and they will ascend from about the centre of the Nassau county circuit next Saturday morning about an hour before the first car is sent away. He expects that he will have an uninterrupted view of the race from an altitude of about half a mile. If the day should be windy the balloon will be anchored.

The officers of the New York Motor Club have decided to take a block of seats in the official grand stand for the American elimination trials and Vanderbilt cup race for members of the organization. This was decided upon at a meeting held last week. The organization will also erect a large tent and place cots and other accommodations in it for members who wish to remain on the ground over night in preference to making the journey down to the course in the early morning hours.

PITTSBURG, Sept. 15.—Through the *Pittsburg Dispatch* this morning John A. Wilson of Franklin, Pa., issues an unusual defi to the auto world, one in which he challenges the right of any known owner to claim a mile per minute for his car in full touring condition. Mr. Wilson, who is very wealthy and an authority on auto matters, says he does not believe the car has been made which can make a mile a minute under full touring outfit. He frankly confesses that his car, an Apperson Bros. car, cannot do it, but will wager $1,000 that it can go faster than any other car in the country.

Mr. Wilson offers to race any owner of a motor car immediately after the coming Vanderbilt cup races from 100 feet to five miles for $1,000 per corner. He stipulates that it shall be a gentleman's race, that the cars to contest must be owned by some bona fide person, not the property of a firm of builders, that each car to be entered shall have been owned by the one entering and been used by him as a touring car for at least two months previous to September 1. He also stipulates that each car in the race shall carry four passengers, each to weigh not less than 156 pounds. Mr. Wilson concludes his unique challenge with the following: "I may be wrong in my idea, but a difference in opinions makes a horse-race—why not an auto race? There are too many false claims to speed of touring cars and I want to show some of them up."

How to bring about dustless roads is a problem the solution of which interests all automobilists, says the *Automobile*. True, we have such remedies as oiling, tarring, and the latest is the use of calcium chloride, but the true abatement of dust must trace back to the construction and repair of the road itself. On the other side the question is just now receiving unusual attention in England, where a Dustless Road Association has been organized, its membership coming substantially from the ranks of the automobilists. Secretary Vaughan, in calling attention to the association, says: "The trouble is mainly attributable to the fact that the roads in many instances are made or repaired with materials which are easily converted into dust. Our efforts are therefore chiefly directed toward the elimination of this fault by bringing to the notice of the various road authorities concerned the means by which improvements may be economically effected. Because automobiles raise a larger proportion of the dust that happens to be on the road than any other vehicle, they are frequently blamed for the very existence of the dust, and, consequently, have to endure much unfair criticism." It would be an excellent move by the American Automobile Association to bring about in this country a sub-organization of some sort that will concern itself with this most vital subject of such growing need to automobiling.

AUTOMOBILE NOTES.

Close observers of the automobile industry have indulged in speculation as to how long the foreign cars will find a market in this country in view of the progress and activity of the domestic manufacturers. Considerable interest was aroused when recently one of the largest automobile establishments in the world, which has been an active agent or imported cars, changed its name from the Decauville Automobile Company to that of Wyckoff, Church & Partridge. In the early part of the summer, when the company sent Guy Vaughan, a professional driver of automobiles, to race an American car, it was apparent that they had concluded to devote earnest attention to the American product. Vaughan's technical report to them would furnish interesting reading. It was the forerunner of the announcement now given out, that for the year of 1907 Wyckoff, Church & Partridge will handle the Stearns car. The remarkable performance of this machine at Crawford Notch, in the White Mountains, under the direction of Guy Vaughan, attested to its structural strength and speed, and proved the claim of the manufacturer that it is one of the first of American cars.

Guaranteeing automobile tires, declares Mr. J. D. Prince, is well nigh an impossible way to do business. At first sight this looks like a reflection on the quality of the tires, but it is not. On investigation it is a justifiable reflection on a certain class of users and chauffeurs. Tires in most instances are guaranteed against the following: Rim cutting, blowouts and punctures, while some are guaranteed on a mileage basis. The latter is the most unsatisfactory, as the dealer has no way to check up the mileage or protect himself against false statements of users or chauffeurs. Rim cuts, punctures and blowouts are easily made to appear as having happened in a natural manner, after an accident has happened to the tire for which the dealer is in no way responsible. This gives the chauffeur a chance to curry favor with his employer by securing a new tire from the innocent dealer or add to his bank account by additional commissions, so both the dealer and the employer stand an equal chance of being imposed upon. There seems to be only one remedy, force the manufacturer to make the best tire possible; then if anything goes wrong, prove to him its faults and demand an honest adjustment, the same as is possible in any other business.

An American taking an interest and pride in the industrial pursuits and accomplishments of his native land remarks: "A short time ago I was in Paris, where, of course, motor cars are as thick as bees. I was agreeably surprised to see approaching a trim looking electric brougham which upon closer observation proved to be an American production, a Columbia. I hadn't seen home for six months, and I tell you it did me good to see a Yankee car on French soil. Perhaps you will appreciate my feelings when you are in a foreign country and haven't seen home for a dog's age." Last year, it will be remembered, the debut of the Columbia brougham in New York was one of the sensations of the auto trade, and judging from the orders already booked by W. W. Burke, this winter's sales will set a new mark for this type of automobile.

F. V. Hartford, president of the Hartford Suspension Company, sprung one of his periodical surprises on the automobile trade last week. He has won out in his fight for the American rights to the Vinet detachable rim, made famous by Szisz in the recent Grand Prix. He will immediately undertake the manufacture of these rims in this country, and, although they will not be placed on the market for some time orders are already coming in. The Vinet is one more step toward obviating the always present tire trouble, as a change of tires can be effected in two minutes. Hartford is known to fame as the originator of the shock absorber in this country which, like the Vinet rim, originated in France, and likewise was brought to the front in a great contest.

Models of the Aerocar for 1907 will be turned out with as little brass work and polished wood as possible. Even the steering post, hinges, hood front and the lamp brackets will be coated, and there will be hardly anything but the lamp and steering wheel to be polished. Moreover, the body and chassis will have a hard dull finish which can be washed free from mud and dust and made to look like new by simply rubbing with an oily cloth. The result will be, states Percy Owen, that when these cars are on a tour where they cannot be carefully groomed, or after they have had a good deal of hard use, they will still look as new and attractive as if they had come fresh from the salesroom.

Algonquin, Ill., is out with a challenge to the effect that the double hill climb which recently took place on Perry and Phillips hills is the first of its kind held in this country. Disinterested eyewitnesses of this dual contest aver that it was a positive triumph for the American built car, as every starter performed more or less creditably on either of the rugged hills. A sturdy little Reo made the sensational record of the day. Better time was made by this car on either hill than by six cars selling for more than $2,500 three of which list for $4,000 or more. In the $2,000 to $2,500 class it defeated seven cars, four of which sell for $2,500. The weights of these heavier cars were from 50 per cent. to 100 per cent. more than their sturdy little rival.

Last summer the Seventh Regiment sent a rifle team to England to compete with a picked team from the Queen's Westminster Rifles of London. On September 24 the English team lands on these shores to return the compliment. The Seventh Regiment's entertainment committee has arranged with Messrs. Covell & Crosby to have three American cars at the dock to transport the Englishmen to their hotel. The cars will convey them to Travers Island on Saturday, the 29th, to witness the New York Athletic Club's seventy-seventh athletic games.

The Maxwell-Briscoe Motor Company is establishing at 24 Goodrich street, Buffalo, a special agency for handling Maxwell machines in that city and territory. This is in pursuance of the general plan of campaign now being carried forward by the company, which is in a sense a component part of the parent manufacturing company. The new agency will be known as the Maxwell-Briscoe Buffalo Company, and the active director will be C. G. Bleasdale, formerly the general traveling representative of the Tarrytown factory. Mr. Bleasdale has had great experience, having been in the automobile industry since its inception. He was formerly identified with the Northern Manufacturing Company of that city. Later he had charge of the Kentucky State agency for the Ford Automobile Company. He has been with the Maxwell company for two years. The new Buffalo agency has one of the finest fireproof and thoroughly modern garages in the country connected with it. An advance order of 150 cars has already been placed for next season with the company.

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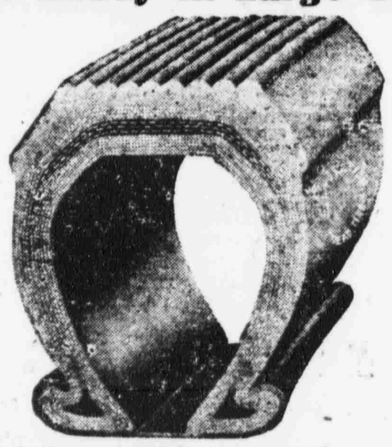
OUR NEW  1907 MODEL
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