

**SPEED DEMONS WILL CONTRIBUTE  
 TO ENTERTAINMENT OF VISITORS**



Automobile racing, one of the most exciting amusements in the field of sport, will be a big feature of the sixteenth annual Kentucky State Fair, to be held in Louisville the week of September 9-14.

Saturday afternoon of fair week the "snick" drivers of the world will tear around the dirt track of the fair's celebrated speedway, and will go after the greatest records the automobile world boasts at present.

From \$500 to \$1,000 in cash prizes will be hung up for each event, and the contestants will be a galaxy of stars selected by Kentucky State Fair Secretary Fount T. Kremer from the world's greatest drivers. The list available includes Eddie O'Donnell, the world's racing king; Dave Lewis, Pacific coast star on both track and speedway; two of the famous Chevrolet brothers, first foreigners to compete over the American speed courses; Barney Oldfield, dirt track veteran of the lot and rated as the "master driver" of the world; Earl Cooper, of the famous Stutz team; Andy Burke, George Clarke, "Wild Bill" Endicott, Louis Disbrow, Fred Horey, present world's track champion; Sig Haugdahl, Ray Lanekin, Percy Ford, Jules Ellingboe, Leon Duray, Art Klein, Dave Koetzla, Tom Milton, Al Streigle, Glen Breed, Cliff Tott, Eddie Heame, Louis Le Cocq, and a score of others.

Automobile racing, under the guidance of the International Motor Contest Association, has become just as important a part of every big agricultural fair and exhibition for the development of high-speed motors as horse racing has been in the past to encourage the breeding of high-standard horses, and the exhibition of motors for farm and agricultural work at the various state and county fairs is now undergoing the same development which the standard-bred working horses underwent 20 years ago to develop the working means for agriculture.

**SUNDAY PROGRAM WITH GREAT  
 CONCERT WILL OPEN STATE FAIR**



Three hundred voices in massed chorus, an elaborate sacred concert by Thavila's Band of forty accomplished musicians, a wonderful program of vocal specialties by the stars of international repute who are connected with the band, as well as a number of well-known singers claiming Louisville as home, and two spectacular, thrilling flights by the world-famous aviatrix, Ruth Law, are some of the features scheduled for the grand Sunday concert celebration, September 8, which will precede the official opening of the sixteenth annual Kentucky State Fair, in Louisville, on Monday, September 9.

The big show itself will be all ready in gala attire for the launching on Monday, and few could want a more picturesque sight than the great exhibition as it rests in capa-pie order for the activities of the week days. The myriads of departments and shows will be ready for the review of the crowds and the awarding of premiums; the decorations will be at their crispest; the stock placidly in line; the amusement features available to the

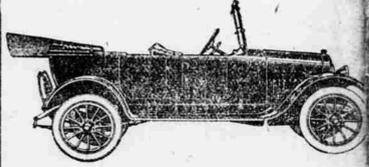
**10,000 ENGAGE IN CLUB WORK MIDWAY AT STATE FAIR**

Boys and girls in Kentucky to the number of 10,000 are engaged in Club Work, which includes pig, corn, calf, and poultry raising, added to which is canning for the girls. Exhibits of the war time industry of these youngsters who, in keeping with the million or more children throughout the country devoting themselves to service, will be made at the Kentucky State Fair, to be held in Louisville the week of September 9-14. Over \$1,000 has been offered in prizes and a number of special premiums listed, among the most interesting of which is Governor Stanley's proffer of three pure-bred Tamworth pigs to the winner of the pig club work for 1918. They will be on exhibition at the Fair in an ornately decorated booth and will be hotly contested for.

The total aggregate of premium money listed in the catalogue for the 1918 Kentucky State Fair to be held in Louisville the week of September 9-14, is \$73,000. It has been decided by the Kentucky State Fair management to pay all prize moneys of \$5 and less in Thrift Stamps and War Savings Stamps, and those receiving premiums in amounts over \$5 will receive 25% of the sums in War Savings Stamps and Thrift Stamps. By reason of this plan it is estimated that approximately \$25,000 of the premium awards for the Kentucky State Fair of 1918 will be paid in War Savings and Thrift Stamps, and the war budget of the Government be increased accordingly.

of the world; Earl Cooper, of the famous Stutz team; Andy Burke, George Clarke, "Wild Bill" Endicott, Louis Disbrow, Fred Horey, present world's track champion; Sig Haugdahl, Ray Lanekin, Percy Ford, Jules Ellingboe, Leon Duray, Art Klein, Dave Koetzla, Tom Milton, Al Streigle, Glen Breed, Cliff Tott, Eddie Heame, Louis Le Cocq, and a score of others.

**Do You Know the Terms  
 of that 22,000 Mile Test?**



**Maxwell  
 Motor  
 Cars**

- 5-Pass. Car . . . \$ 825
  - Roadster . . . . . 825
  - 5-Pass. Car with All-Weather Top . . . 935
  - 5-Pass. Sedan . . . 1275
  - 6-Pass. Town Car 1275
- All prices f. o. b. Detroit  
 with seats and 1000 cc.

**Official  
 Figures of the Test**

Date	Mileage	Avg. Miles Per Hour	Gasoline
Nov. 23	511.9	22.2	22.82
" 24	551.4	22.82	22.82
" 25	537.4	21.49	22.47
" 26	505.9	22.47	21.29
" 27	516.2	21.29	23.02
" 28	509.6	23.02	26.40
" 29	515.5	26.40	22.80
" 30	480.1	22.80	23.99
Dec. 1	498.8	23.99	21.77
" 2	484.9	21.77	22.35
" 3	506.6	20.71	19.44
" 4	438.9	19.51	22.15
" 5	502.7	19.44	22.33
" 6	517.0	22.15	22.03
" 7	505.0	22.33	23.43
" 8	493.3	23.43	21.33
" 9	472.6	21.33	23.82
" 10	477.7	23.82	23.18
" 11	495.2	23.82	23.56
" 12	540.1	23.56	22.95
" 13	539.3	23.18	21.99
" 14	465.9	22.85	22.09
" 15	523.1	22.95	21.72
" 16	539.1	21.99	23.33
" 17	492.8	22.09	23.44
" 18	512.0	21.72	24.50
" 19	525.9	23.33	23.13
" 20	527.5	23.44	22.83
" 21	496.8	24.50	22.30
" 22	490.8	23.13	22.79
" 23	487.1	23.13	22.83
" 24	480.5	22.79	22.30
" 25	477.5	22.83	18.91
" 26	492.6	22.30	20.24
" 27	487.1	22.30	21.08
" 28	477.4	18.91	20.07
" 29	523.9	20.24	19.82
" 30	466.9	20.24	19.10
Jan. 31	504.9	21.08	
" 1	501.4	19.82	
" 2	451.8	20.07	
" 3	498.1	19.56	
" 4	455.6	19.82	
" 5	462.5	19.10	

Elapsed time . . . . . 44 days  
 Total mileage . . . . . 22,022.3  
 Average speed per hour . . . 25 miles  
 Average day's run . . . . . 500.5  
 "Longest day's run . . . . . 562.5  
 Average miles per gal. . . . . 22 miles  
 Smallest day's mileage . . . . . 18.20 miles  
 per gallon . . . . . 28.33 miles  
 per gallon . . . . . 28.33 miles  
 Average tire life . . . . . 28,333 miles  
 "State that longest day's run was made on last day of the test."



**GREEN-FORD AUTO CO**  
 Agents Greenville, Ky.

You know, of course, that the Maxwell Motor Car is the long distance champion of the world.

You have read that a "stock" Maxwell 5-passenger car ran for 44 days and nights without stopping the motor.

And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.

But have you, up to now, realized the full significance of that performance? Do you know that no other motor car in the world has ever equalled or even approached that performance?

In a word, did you take this test seriously when you heard of it? Or did you set it down as a "selling stunt" to give the publicity man something to talk about?

It's worth your while to read and to study the conditions under which that test was made.

You know that the American Automobile Association (familiarly known as the "A. A. A.") is the official arbiter of every automobile test and contest.

But perhaps you didn't know that when a maker places his product under A. A. A. supervision he must do absolutely as told and abide by the decisions of the Board. That's why there are so few A. A. A. Official Records!

This 22,000-mile Maxwell non-stop test was official from start to finish. Therein lies its value to you.

It proves absolutely the quality of the car—of the very Maxwell you buy. For verily this was a "stock" Maxwell. Listen:—

First: the inspectors disassembled the motor to see that no special pistons, valves, bearing-metal or other parts had been used.

Every other unit was as critically inspected. Then the car was re-assembled under their own supervision.

As we had much at stake and the test was made in winter (November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.

But they refused permission to do any such thing.

For example:—They would not permit a rubber cover over the magneto—it wasn't "stock."

They refused to let us tape the ignition wire terminals—they are not taped on the Maxwells we sell—so of course it wasn't "stock."

Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration—it isn't "stock."

Nor to use a special high priced foreign make of spark plug—the run was made on the same spark plugs with which all Maxwells are equipped.

So rigid were the rules, we were unable to carry a spare tire on the rear—it wasn't "stock." A telegram to headquarters in New York finally brought a special permit to carry a spare tire.

"It isn't stock!" "It isn't stock!"

That was the laconic reply of those A. A. A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.

We are glad now—mighty glad—that the rules were so strict and so rigidly enforced.

Any other car that ever attempts to equal that record must do it under official supervision—and comply with the same terms.

And it will have to go some.

For Maxwell set the standard when it performed this wonderful feat. Maxwell complied with those rules—and made good.

Every drop of gasoline and oil and water was measured out and poured in by the inspectors themselves. They would not even let our man pour it in!

Every four hours the car had to report at the official station for checking. And it had to be there on the minute.

And every minute there was an inspector beside the driver on the front seat—two more men in the rear. One got out only to let another in—day and night for 44 days and nights!

There was one technical stop.

It is interesting to know the circumstances.

Dead of night—a driving storm—a cloudburst—suddenly another car appeared in the road ahead.

In his effort to avoid a collision the Maxwell driver stalled his motor. At least the observers thought it stopped and so reported.

The car did not stop, however, so its momentum again started the motor (if it had indeed stalled) when the clutch was let in.

The contest board exonerated our driver on grounds that his action was necessary to save life.

That shows you how rigid were the rules—how conscientiously applied by the observers.

You who have owned and driven motor cars—you who know how small a thing may clog a carburetor or a feed pipe; "short" a spark or stall a motor—will realize what a wonderfully well made car this must be to go through that test under those conditions—44 days—22,022 miles without stopping.

The exact amount of gasoline, of oil, of water used; the tire mileage, the troubles, tire changes; the distance and the routes are matters of official record, attested under oath and guaranteed by the A. A. A.

(By the way, the average was nearly 10,000 miles per tire.)

Any Maxwell owner—or anyone interested may see those records.

And—here's the most wonderful part—though no attempt was or could be made for economy; the Maxwell averaged 22 miles per gallon of gasoline.

Some other car may, some time, equal some one of those performances. But to equal them all in the same test—that car must be a Maxwell.