

(Continued from Page 9)

Charles Burnam, champion motor car driver and representative for the Peerless factory, has returned to San Francisco after an absence of several weeks, part of which time was spent in Mexico. Burnam brings back some news of interest to motorists. He says that he found an entirely new field for automobiles in the land of Manana.

With the invasion of the American motor car Mexico has taken on a different aspect, says Burman. There is scarcely a hacienda which does not boast of at least two big cars, and owners and wealthy farmers chug about the country in their own cars and the better class of Mexico have already come to regard the motor car as an established thing. Road conditions in Mexico lend themselves to the use of the motor car. Burman found the highways in the vicinity of Mexico City excellent. For many miles hard dirt roads were maintained at small expense.

Burman is one of the best drivers in this country. He is the only man who ever gave Barney Oldfield a run for his money when that great track king was in his prime. Burman drove with Oldfield for several seasons and proved by the way he handled the Peerless racing cars that he is one of the premier track drivers of this country. It has been in the Glidden tours of the past few years that Burman perhaps has made his greatest record. He has handled winning Peerless cars in every tour in which the car was represented. Two years ago he piloted a team of three Peerless cars through the Glidden tour and finished the trio with perfect scores.



One of the handsomest and most elaborate trophies ever offered for any automobile event is the Detroit cup, which will go to the car with a miniature tonneau that makes the best score in the A. A. A. touring contest that starts from Detroit, Mich., July 12. This trophy is a remarkable one in the first place because \$250 was appropriated from the funds of the city of Detroit and Mayer Breitmeyer, finding this insufficient to get what he wanted, added \$250 personally.

The trophy is a porcelain urn resting upon a square pedestal in which there is a clock. The whole piece stands about three feet in height, is hand painted and ornate. It is considerably out of the usual as a trophy and is altogether desirable.



With considerably over 1,000 of its six-cylinder cars in successful operation on the road and the demand for them greater during the past season than the immense factory could supply, the Pierce-Arrow company has announced that for the coming season it will manufacture nothing but six-cylinder cars.

A number of considerations have been responsible for this decision, the first of these being the unqualified success that has attended the use of the cars under all conditions of travel by owners. Another is that the demand for six-cylinder cars of this make will be so great as to engage the entire work of the factory to the exclusion of other types.

The coming season will be the fourth in which the Pierce company has made six-cylinder cars, although it is the first in which it has confined its output to this class. The first six-cylinder cars of this make were placed on the market in the latter part of 1906. In that year one model was made. One of these cars was entered in the Glidden tour as a non-contestant in order to give it the hardest and most thorough test possible. The car was subjected to much greater hardships than any contesting car, and at the end of the tour showed a mileage of almost double that of

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