

# SET DATE FOR RACES

MARCH 2 THE DAY CHOSEN

Conditions to Govern Ormond-Daytona Beach Speed Contests Approved.

NEW YORK, Dec. 28.—At a meeting of the contest committee of the Automobile Club of America held last week at the clubhouse, at which all of the committee—Robert Lee Morrell, chairman; A. L. Riker, A. H. Whiting, Samuel B. Stevens and President Colgate Hoyt and S. M. Butler, secretary—were present, the report of Secretary Butler on racing conditions at Ormond-Daytona beach was presented and discussed, and the agreement with the Florida East Coast Automobile Association turning over the entire control and management of the races to the Automobile Club of America was ratified and approved.

The date of the races was fixed for the week beginning Monday, March 2, 1908, for the following reasons:

1. A careful and thorough investigation of the tidal conditions shows that this week, beginning March 2, will afford from five to six hours daily of good beach, varying each day between the hours of 10 a. m. and 6 p. m., and in view of the long distance races which are to be run, necessitating the widest beach possible in convenient hours of daylight, this date was selected as the only possible and proper one to meet all the requirements.

2. That the first week of March is the height of the Florida season, when many thousands of people are then on the ground to witness the races, and the general temperature and weather conditions are at their best and present the most inviting prospects to Northern motorists.

Arrangements have been completed to provide an approximately sixteen-mile straightaway course, with loops, one at the northern end of the beach at Ormond and one at the southern end, at the Inlet.

These loops will be constructed of two-inch planking, furnishing a roadway three-two feet wide and providing an easy curve by grading away the sand hills at the

James Laughlin, third, and Charles G. Percival, sales manager of the Cleveland Motor Car Company, in a 1908 Cleveland, the first entry, and already on the spot for the Ormond meet in March.

# TRACK NOT FOR SALE

JAMES BUTLER TURNED DOWN

Fighting Horseman Fails to Secure Jamaica Course—Reynolds Will Head Club.

NEW YORK, Dec. 28.—The Jamaica race track is not for sale, and William H. Reynolds, by virtue of a voting trust, will remain its president for the next five years. Thus is dissipated a very improbable romance to the effect that James Butler might buy the track at Jamaica and thus be in a position to club the Jockey Club if he did not get good dates. Few who know the intimacy which exists between the owners of the Jamaica track and the leading lights in the Jockey Club believed the report. It meant, if true, that Anthony N. Brady, Hugh J. Gant, P. H. McCarren, the Sullivans, and others who have always been friendly to the many interests of August Belmont were to deliver over to his most persistent racing foe a formidable implement with which to fight.

The only thing necessary at the Jamaica track to put it on a par with the best of this country is a reconstructed new oval upon which to race. Its grandstand, clubhouse and field stand are far beyond the average in convenience and comfort for the public. But its pear-shaped mile track is the source of much anxiety to owners of horses, especially when the fields are of good size. It is possible to enlarge the track, but it would cost a lot of money and just at present retrenchment is the order of the day, although both the Coney Island and Brooklyn Jockey Clubs are spending considerable sums of money in improvements devised a year or more ago.

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These loops will be constructed of two-inch planking, furnishing a roadway three feet wide and providing an easy curve by grading away the sand hills at the edge of the course. The loops will be banked six feet high at the outer edge of the curve. By this means a thirty-two-mile circuit is available, beginning and ending at the clubhouse of the Florida East Coast Automobile Association on the beach at Daytona, in front of which all of the long-distance races will start and finish. This should provide the fastest course in the world for long-distance races.

Here also will be located the grand stand and timing board, indicating the position of the competitors at all times during the race.

The races already decided upon by the contest committee, entry books for which are now being prepared, are as follows:

#### Long Races:

288 miles (nine laps of 32 miles), for the Automobile Club of America cup, for strictly racing cars, to be run under the Vanderbilt Cup Race rules, providing a weight limit of 1,100 kilos (2,424 pounds).

128 miles (four laps), Invitation Race for gentlemen amateur drivers; prize and condition to be announced later.

100-mile International Championship for the Minneapolis trophy.

#### Short Races.

One-mile international record for the Sir Thomas Dewar trophy.

Two-mile-a-minute race.

Record speed trials for mile and kilometer.

Cars, in order to be eligible to compete in the Sir Thomas Dewar mile record, two-mile-a-minute record and the speed trials for mile and kilometer, will be required to make a certain minimum speed for a certain distance.

The Vanderbilt Cup conditions, limiting the weight of cars to 1,100 kilos, will govern all events.

## TIGERS DETERMINED TO WIN FOOTBALL HONORS

Princeton Will Make Great Effort to Clean Up in Intercollegiate Circles

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#### Dates Causing Trouble.

There is no question that the dates for 1908 are giving the Jockey Club no little trouble just now. The whole thing could be simply arranged by cutting off one or two days from each of the seven associations now under the immediate control of the Jockey Club and handing over to Mr. Butler about eighteen days, on only six of which need there be any opposition. But none of the wealthy associations feel like giving up any days, and it will require a good deal of argument on the part of the Saratoga people to be able to get eighteen days, though they say they would like at least twenty-four.

Of course they look forward at Saratoga to some opposition from the Butler track if he persists in his claim for August dates, but a rearrangement could be made whereby there need be only ten days or two weeks' conflict, and not seventeen days, as was the case this year. The new arrangements might mean that Sheepshead Bay's great fall stake, the Futurity, would be run in September, the month in which it was meant to be run when it was originated, but that need not be objected to seriously. This rearrangement would give to Yonkers five days between the close at Saratoga and the beginning at Sheepshead Bay, and the profits of those five days ought to be as much as twice that many with opposition at Saratoga.

## Crisp News for Autoists

To prove that an automobile accident is no new thing, an English magazine recently reprinted a picture of the explosion of John Scott Russell's steam carriage in Scotland in 1834.

The great Brooklands track is proving anything but the financial success anticipated, and the promoters may call upon the British public for subscriptions to keep the affair alive.

The autodrome commission of the Imperial Automobile Club of Germany has been investigating a piece of land near Aix-la-Chapelle as the site for the proposed motor