

TO TAKE NO PART IN AUTO RACES ABROAD

Little Possibility That America
Will Send Speed Marvels to
Europe.

RUMOR, HOWEVER, IS STARTED

Fails to Elicit Any Enthusiasm
From Manufacturers, Who
Dislike Project.

NEW YORK, Jan. 18.—A rumor that America may be represented this year in some of the big automobile races abroad, preferably the French Grand Prix, has recently been started on its annual rounds. It has, however, failed to elicit any enthusiasm and, indeed, after the disastrous showing of the Christie car, which made an effort to uphold the prestige of the American motor industry last season over the Dieppo course against the best productions of France, Italy and Germany, American motorists are apt to regard any statement that an attempt will be repeated this year with considerable doubt.

In other words the American manufacturer who essays to represent this country in Europe in any of the historic road races will have to show the lovers of motor sport at home that he means business and is seriously preparing a fast and reliable car.

There seems to be no possibility that America will take part in any of the big contests abroad this year. In the first place, the international rules, with their weight and cylinder bore limitations, are at variance with the racing rules adopted here for the Vanderbilt Cup. Perhaps it would be truer to say that the American rules are at variance with those abroad, for practically all of the European countries have agreed to the new racing code. America has agreed to the weight regulation of 2,424 pounds, but the cylinder bore limitation of 155 millimeters, about 6.2 inches, has not been accepted.

In view of this fact, which permits the American cup racers built for the race that was expected to be held last season to be overhauled for the event this year without extensive changes in the motors, there is no likelihood that American makers will build new racing machines to send abroad. In fact, with the growing interest in stock car races and the opportunities that are being offered for such contests this season it is quite apparent that the domestic makers will confine their activities to their own territory, relying upon the Vanderbilt Cup race to bring out the comparative speed properties of the foreign and American machines.

Racing Interest in France High.

Racing interest in France seems to be livelier for the coming year than has been the case for several seasons. The reason is plain: France lost all the big road races last year—Nazarro, with the Italian flat car capturing in succession the Florio event in Italy, the German Emperor's Cup and last, and most bitter of all, the French Grand Prix. To regain her prestige as the bulwark of successful racing cars the French makers are putting forth exceptional efforts to construct the best and fastest machines of 1908. A number of French cars are virtually finished for the next Grand Prix, and the

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Artists of five nations participated in decorating Madison Square Garden for the Importers' Salon.

The Russian war ministry has ordered a military automobile corps formed on the German model.

Chicago motorists are already moving to have the 1908 Glidden tour start from the Windy City.

Newcastle County, Delaware, has just issued \$100,000 worth of bonds to raise money for road improvement.

A company for the manufacture of automobile appliances in large quantities has been formed at Pittsfield, Mass.

A company has been formed to conduct an automobile passenger and freight business between Buffalo, N. Y., and Niagara Falls.

The best method of washing tires consists in passing a damp sponge or well-wrung cloth around the covers. Kerosene should never be used.

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A large number of cars are now being employed commercially by farmers in Sonoma County, California, one of the principal wine-growing districts of the Pacific coast.

The Good Roads Association of Brooklyn and Long Island has become incorporated, now having sixty-five life members, 100 yearly members and \$700 in the treasury.

At the recent Bourbon wedding in Europe one automobile concern alone furnished no less than fifty cars for the use of the guests. The cost of the service was more than \$12,500.

The chief novelty of the seventh Belgian automobile salon at Brussels was a military car with an ingenious arrangement for wireless telegraphy. The wireless "pole" was rigged up over the roof of the automobile, while inside was the sending and receiving apparatus.

The New Jersey Automobile and Motor

Club and the Automobile Dealers' Association, both of Newark, N. J., have joined forces in arranging for a show from Feb. 11 to 25.

Before assembling the rear axle, when taken off for cleaning, do not neglect to pack the differential and gear case thoroughly with lubricant.

According to figures furnished by the Government, the export business exceeded \$5,000,000 during 1907. Three years ago the figures barely reached \$1,000,000.

Fifty foreign machines, either chassis or complete cars, valued at \$100,000, arrived at New York one day recently. Most of them were destined for the Importers' Automobile Salon.

So rapidly has the British demand for American steam cars grown of late that one manufacturer has been obliged to establish additional branch houses at Manchester and Edinburg.

A sanction for a long distance stock car race and other events during the third week in March has been granted the Automobile Club of Savannah by the American Automobile Association.

A drunken man who now attempts to use a motor car in Delaware is liable to be arrested and fined \$100, or imprisonment for thirty days, or both, under the state's new motor vehicle law.

The Automobile Club of Hartford, Conn., was so well pleased with a design on the fourteen gold medals awarded in its hill-climbing contest that it has been adopted as the club emblem.

Too much cooling in winter is just as harmful to an engine as not enough. Some drivers even assert that many cars would run better if the fan belt were removed during the cold weather.

Danville, Ill., boasts of a resourceful farmer who uses an automobile for hauling corn. The machine holds much more corn than the ordinary wagon. This curtails the number of trips to the crib.

Contemplated amendments to New Jersey's automobile law, if approved by the Legislature, will deprive Assistant Secretary of State J. B. R. Smith of a \$1,500 job as state motor vehicle commissioner.

TWO TIE FOR HIGH PARRY LEADS FIELD

BERNER AND CLARKE ROLL 224 HIGH AT LOCAL GUN CLUB

Elks League Bowlers Find the No Big Scores Made, as Dazzling
Head Pin With Regularity— Whiteness of Snow Interferes
Thirteens Capture Two. With Shooters' Judgment.

Billy Berner, last year's city champion, and Clarke, his team mate, tied for individual honors in the Elks Bowling League yesterday, both smashing the maples for scores of 224. Kriete of the Lambs, shot 211 in his third whirl at the pins and landed in second place by a comfortable margin as the next best score was 206, rolled by both Crooko of the Thirteens and Schmidt of the Lambs. They tied for third place with Kuhn of the Koshers, and Quill of the Comas, bringing up the rear with totals of 208.

High team score honors fell to the Lambs, as their 888, which they posted in their third game, was easily high. They also bettered their standing by showing their heels to the Comas in two games. The Shamrocks were unable to stop the rush of the Thirteens, leaders, and dropped two to the top notchers. The Rooters, shy four men, Mettler being the only member to show, did not have a ghost of a chance with the Koshers and contributed all three to their opponents. The Comas were completely outclassed by the Koshers in a postponed series and failed to base a game. Scores:

The beautiful weather of yesterday afternoon enticed a large group of shooters out to the Gun Club, many of whom have not been seen at the firing line for several weeks past. The climatic conditions were as near perfect for target shooting as is ever had on a winter day. The dazzling whiteness of the snow upon the ground reflected the sunlight in such manner, however, as to interfere with the shooter's judgment, with the result that no big scores were hung up by any of the participants.

Parry put the entire bunch in his game sack, but he did not have a very heavy load after he had accomplished this. Every fellow was so occupied in his effort to correct his own shortcomings that he had but little, if any, concern about his relative standing. The problem of how to beat his own record was of vastly greater interest than the one of how he might beat his rival's score. In other words, there were no rivals yesterday afternoon. Many found that they were out of form,

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