

It becomes Carbonized
 Extent.
 or ought to know.
 his motor should never
 o any extent; that they
 y flushed out is impera-
 done in the following

gs and place pistons at
 a stroke or at the outer
 marks on your flywheel.
 ers—through the spark
 hose and let it remain
 xt morning open the pet
 or, better yet, unscrew
 the dirty kerosene. This
 ks, start the motor and
 to blow out any deposit
 the cylinders. Cylinders
 n this manner at least
 y week will be better—
 d often, no considerable
 d will accumulate.
 ways run at its best,
 rated power.

ERE TO NOWHERE.
 the genial advertising
 Automobile Company of
 ne of the old-timers in
 o graduated into motor-
 of evolution that trans-
 veterans and is noted
 as a good story teller.
 well up on geography
 abroad are desired in
 they generally get Van
 out even Van laid down
 and was staggered when
 randum from the sales
 ng him to route a car
 Port Norovossylnk, on
 f on Don, Russia.

ut Big nobile Show

merican Motor Car
 ociation.
 l one exhibitors.
 bits of the leading
 l vehicle exhibits.
 of foreign cars.
 twenty exhibits by
 manufacturers.
 exhibit to be held in
 dollars expended for
 the National Retail
 Association.
 ce, 100,000.
 nce of automobile
 ee of carriage deal-
 \$1,000,000.
 feet exhibition space,
 te Cocheré and out-
 st time.
 \$150.
 \$15,000.
 and Benz racers, 100
 Lancia, sixty miles
 Cup and Light Car
 ety night Tuesday,
 surpass Horse Show
 tances for municipal
 ht, engineers' night,
 and students' night,
 the American Auto-
 and the Automobile
 1 to Jan. 7, except
 Early English period,
 electric incandescent
 gardens, bevel glass
 H. O. Smith, chair-

last two years.
 Referring again to the above photo-
 graph, Mrs. Taft is sitting next to the
 President-elect on the rear seat, the older
 children, Robert and Helen, are sitting in
 the revolving seats, and Charlie, the
 youngest child, is sitting next to the
 driver, H. N. Searles, who has been in
 charge of President Roosevelt's White
 cars for two years.

WILL HOLD AUTO EVENT

BRIARCLIFFE IS ASSURED

ONE CAR ALREADY ENTERED AND ALL-
 SIGNS POINT TO MANY MORE MA-
 CHINES BEING STARTED IN
 THE SPEED CONTEST.

NEW YORK, Jan. 2.—With one entry
 for the proposed Briarcliffe automobile
 race next spring already announced and
 with the new conditions recently adopted
 satisfactory to at least a majority of
 those manufacturers who are interested
 in the event, there is every probability
 now that there will be another competi-
 tion for the trophy, whereas for the past
 month there had been much uncertainty
 entertained because under the original
 rules adopted the event would be open
 practically to high-powered European rac-
 ing machines of the type not generally
 manufactured in this country, thereby of-
 fering practically no chance at all for a
 car of American make to be among the
 leaders at the finish line.

Under the new conditions adopted mak-
 ing new restrictions on bore, stroke, wheel
 base and weight the Briarcliffe race will
 be strictly a stock-car affair, with bore
 and stroke so restricted that the cars
 designed for the big European races of
 the coming year will not be eligible to
 compete. But one thing remains in the
 way at the present time and this is a cer-
 tain clause in the conditions governing
 the gift of the trophy, which reads in
 part that:

"The manufacturer of a car entered
 in the race shall have sold and delivered,
 or have built and have had ready for de-
 livery, at least thirty days before the date
 of the contest in the year 1909, at least
 ten cars similar in each and every re-
 spect to the car offered for entry."

The donor of the cup, Walter W. Law of
 Briarcliffe Manor, will be asked to agree
 to the elimination of this condition for
 while the new rules permit of stock-cars
 only, the American machines which enter
 nevertheless will, in the majority of in-
 stances, have to be specially constructed
 with certain parts of the mechanism dif-
 fering widely from the present market-
 able product.

The maximum bore was placed at four
 and three-eighths inches, a maximum
 stroke of six inches was adopted, with a
 minimum wheel base of 118 inches and a
 minimum weight of 2,300 pounds.

of interest were many. There was a
 particular attraction for them at the
 Moon space, because for the first time in
 the motor car's history "college cars"
 were on exhibition.

There is a trio of them, representing
 Yale, Princeton and Dartmouth. It is
 said that a Harvard car was built for
 the occasion, but that there was not room
 enough for it on the stand. The Yale
 cars are painted a deep Yale blue, with
 running gear of white.

The Princeton Moon is colored a pale
 orange and lusterful black, while Dart-
 mouth embodies green and white. True,
 white predominates in the latter's paint-
 ing, but the upholstery and trimming
 paint is of a good old Hanover green.

Can't Resist Those Cars.

"It will be very strange, indeed, if these
 cars are not sold to men, according to
 the colleges that the cars represent," said
 a bystander.

Just then a tall, stalwart, peculiarly
 broad-shouldered man approached those
 in charge of the exhibit. Standing beside
 the Yale car he asked a few questions.
 Finally he prepared to go and, unbut-
 toning his coat, reached for his card case.
 As he did so he revealed at his fore end
 the unmistakable seal of old Eli.

The bystander saw it. "No loyal Yale
 man could resist that car," he said.

ANOTHER RACE FOR SAVANNAH

Motocyclists Will Compete in Curtain
 Raiser to Auto Event.

Providing the stock touring car race is
 held at Savannah in the spring, as usual,
 it is proposed to hold as a curtain-raiser to
 this event a motorcycle race of 250 miles.
 This event will be held on the ten-mile
 course over which the light touring car race
 of this fall was recently held. It is pro-
 posed to hold this race the day previous to
 the stock-car race and to allow an entry of
 at least 250 machines. The entry fee will
 be made very light, and, owing to the dis-
 tance and the speed of the course, it is con-
 sidered highly probable that a big entry
 list will be secured. The opportunity of
 such a race to bring about splendid results
 to the motorcycle industry is exceptional, and
 it seems very probable that the makers of
 motorcycles will take up the event and make
 it a huge international success.

The contest will be started with from
 eight to ten machines in a bunch at one-
 minute intervals, and the spectacle would
 be an exceptionally interesting one, as the
 road is wide enough throughout to allow of
 this. The course has but four turns, and
 the highest possible speed of the motorcycles
 would be attained throughout. The four
 curves are well banked and may be taken at
 top speed and without shutting off.

Such a contest as is proposed has never
 been held in America, and an international
 spectacle of the character suggested would
 bring universal interest throughout the
 United States and the entire world.
 The popularity of motorcycling is not to
 be questioned, and it seems as though such
 a race to the industry itself would lead to
 splendid results. Several prominent mem-
 bers of the Savannah Automobile Club and
 a number of the prominent city officials of
 the city of Savannah, when appealed to in
 regard to the matter, stated that they con-
 sidered the proposition very favorably and
 that when the meeting of the executive
 committee was held the matter would be
 taken up.

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 Ha
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AMERICAN CAR

MAKE GOOD AT

FOREIGN MACHINES
 TO BUYERS IN UN
 HOME PRODUC
 ENOUGH

"As a demonstration
 tion of the American au-
 Paris Salon of 1908 we
 cess," is the opinion of
 the George N. Pierce
 falo. Col. Clifton at
 exhibition at Paris and
 home.

"Ever since automobli-
 factured in Europe,"
 "the makers of France,
 Germany, and Italy, t
 have depended on Engla
 States for a market fo
 their product.

"This foreign trade
 them to make advance
 and bring out new ideas
 try and England have
 a point where our prac
 on a par with continen
 criminating buyers hav
 that the car built in this
 best to the needs of thi

American Cars

"He realizes, too, the
 made car answers his p
 as well as any European
 consequence is that the
 they received formerly
 from the makers of Fran
 Italy. They have done
 way of improving their
 out new models.

"It would not have p
 ble enthusiast to visit t
 with the sole view of se
 There have been no rad
 nounced changes in con
 automobile designer wou
 to interest him than
 salon, although there we
 would have caught his

Recent Adaption of the "Thirty" Runabout.

