

OF ACCIDENTS

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Do Not Deter.

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MERS-DETROIT THE "BIG NOISE"

nager of Winton Com-
d Position to Take
y for New Machine.

the year in automobile

PREPARING FOR RACE

GRAND PRIX ATTRACTS MANY

Thomas Car Will Represent Amer- ica in Great Struggle Over Dieppe Course.

NEW YORK, June 27.—Practically all the grand prix racers are now on the Dieppe course in France preparing for the big race. It is understood that the entry list of forty-seven cars, already announced, is to be augmented by post entries of full teams of three cars each from the Rochet Schneider and the Mors factories and already the addition of a third Porthos car has been made. The total number of competitors already enlisted for the two big races, the Grand Prix and the volturette contest, reaches 114, the largest entry ever received in France for a race, and breaking the world's record for entries.

Nazzaro, Wagner and Lancia continue to be regarded as the most formidable team. All three have been on the course for some time in touring cars, but none has yet secured his racer. Heath, Farman and Cissac, who will drive the Panhard trio, have their new cars and are daily on the course, the new machines differing markedly from the peculiar-looking cars that competed and finished unplaced last year.

Sylsz has been out for some time with his Renault racer and made a distinctly favorable impression with the car, while Callois and Dimitri have both recently joined the racing colony. The Renault cars look exactly the same as the 1907 cars, but are in reality different, it being totally impossible to utilize the original cars under the changed regulations adopted for this year's race. Henri is another driver who has been practicing for some time on the course, and has made a good impression, and his Benz is now practically tuned up and ready for the trial. Rigal, Gabriel and Hautvast, who will handle the Clement Bayard trio, have also been on the road for more than a fortnight, and their machines are in good

OLDSMOBILES ARE

President of Company
Circular Track Contest
and Should Be St

The Oldsmobile has been select company of high-grade will not participate in any racing. This announcement, L. Smith, vice president, manager of the Olds Mot Lansing, Mich., has created a sensation in the motoring

As the performances of the have been such as to pre suspicion of a case of "s veteran motorists are deep in the "wherefore." Danger and limb is the reason given In an interview he said th and endurance contests whi cluded in the company's c they are comparatively safe.

"But we are notifying a that we will not ourselves racing from now on under stances. Track racing is a only a question of time, pa the circular mile tracks, drivers who keep at it long get their quietus or be main

Cards Hold Good Re

"Our records make us per take this stand, since the of our motor cars is known highest possible grade, a from breakdowns is a thin fear. At the same time, w to Cedrino, what happened at the Briarcliffe race mig any car and the drivers, a name of the car is damage the conservative purchasing

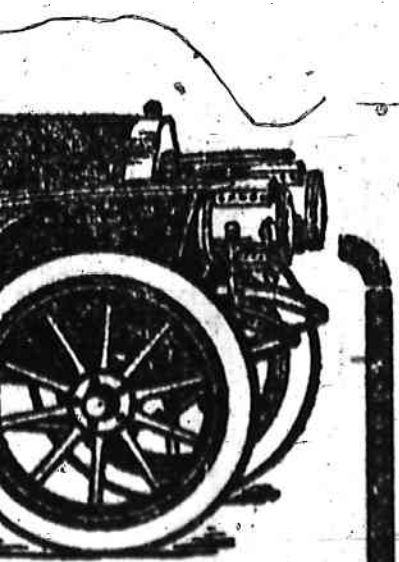
"Again and again we hav ed our ability to take a es York to California, from New Orleans, from New York and from Portland, Me., Ore.

"Winning on a circular t particular glory to the Old and will be against our pol on to countenance races in

EQUITY OF RULES

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 ...also been on the road for more than a
 ...fortnight, and their machines are in good
 ...shape.

Thomas Is Entered.

Lewis Strang, with his American car, made his first appearance on the course about a couple weeks ago. The car is not regarded as especially formidable. The presence of Montague Roberts with the Thomas team attracted considerable attention, as Roberts made a favorable impression by his excellent showing in the New York to Paris race. Strang was a participant in last year's race, when he figured as Walter Christie's mechanic in the front drive car which Christie took abroad.

The car did not make much of an impression, but both Christie and Strang were popular and regarded as capable drivers. Knepper, his mechanic, has also had some racing experience abroad, having sat with Herbert Lytle in the Pope car in the Gordon Bennett race of 1905, which is the only American machine that ever secured an official finish in a European contest.

The French manufacturers have given the Coup de la Presse the practical go-by this year, and the contest, which will take place on Aug. 3 and 4 over the Dieppe course, is not likely to arouse much interest. There is but one foreign entry, the German Benz, while the French firms entered are three Peugeot, three Cohn and Desgouttes, three De Dion, three Gobron and a Westinghouse.

Benz Has Three Cars.

Benz has entered three cars, making sixteen in all. The fuel allowance for the race is nineteen liters per hundred kilometers, or about fifteen miles per gallon. In the small car event there are only ten entries—three Barlet, two De Dion, two Peugeot, one Viot, a Gladiator and a Rebour. The smaller cars are allowed ten liters per 100 kilometers, or about twenty-eight miles to a gallon. There is a considerable talk of entries for the Vanderbilt and the Grand Prix races.

It is understood that each of the European Automobile clubs has guaranteed an entry of six cars in the Automobile Club of America's race, so that there will be at least thirty cars in the contest representing European firms. It is not expected that there will be many, if any, entries from American manufacturers, though it is said that a number of private owners have made inquiry regarding cars for the race to represent America.

There is talk of four foreign entries for the Vanderbilt and the possibility of more. As yet, however, the only entries that have been made are the Mercedes car, made by Mr. Graves and the Mora car, made by W. W. Bourke. There is talk of a dozen different American entries, but only two have been definite. These have

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**EQUITY OF RULES F
 GLIDDEN MA**

**Autolists Attracted by Regul
 Seem to Eliminate Eleme
 as Much as Possib**

A question of considerable importance regarding the privilege of American Amateur Association test for the Glidden trophy was decided in favor of equality for certain enterprising tire manufacturers for permission to fill tires with compressed air in the control cars were checked out. This and the privilege was asked tanks outside the control, at elsewhere, and filling tires were checked out.

This seemed reasonable enough but if some tire makers, and them, had these charged tanking places, those who used would have an advantage in those who used the tires of makers pursue such methods. Further the tire makers should have at the overnight stops it would desirable element of luck to the having a puncture so near the that it might make the pressure able, would have an advantage sustaining a puncture a few miles.

It has been the aim in former rules to eliminate the element as possible. The ruling noted this reason, and it is recommended officials that all contestants' cars with pressure tanks, so that have equal chances.

Entries are now coming in and everything promises that test will be the most notable. The entries close July 3, with chairman, 760 Main street, But

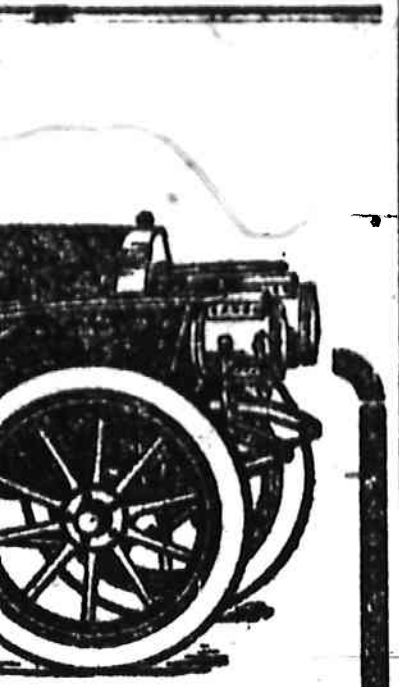
NUTT WILL DRIVE

**Veteran of Many Hard Tou
 Will Be in Glidden**

Frank Nutt, veteran of many touring battles and a driver in the earliest days of automobile tests, will again be seen behind a Haynes car in the annual A. event. Nutt has a string of behind him and is considered of dangerous drivers in every event takes part.

He invariably drives carefully to win, and his great work of gained appreciation from other drivers. The Haynes, always a hard-fought battles of national will in all probability have to

known for years as one of the most successful sales automobile business. His success as a great surprise to figure that only the year a large business for induced him to leave his job held so long.



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Trade and Gossip in Local Auto M

On Thursday D. W. Stone of Cincinnati, Harvey Buckner, Benjamin Leitheser, C.

Recent purchasers of automol Indiana Automobile Compan