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This is attracting more than ordinary interest on account of the cerditable accomplishments recently of this car in many events, especially in the Glidden tour.

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prospect of a steady demand for machines made with all consideration given primarily to efficiency and durability at whatever cost. His own Berliet "anti-fatigue car," he thinks, is like a classic compared with a novel of the times.

Scarcely a week passes without the recording of the fact that some builder, well known through his standing in the American industry, has found expansion imperative in order to keep pace with the demand made upon his manufacturing department.

A new professional chair, as yet unsupported by any university, has been established in Paris by Prof. Pierre Brousset, who teaches "foot passengers how to walk safely in public thoroughfares" and to dodge automobiles and countered in the most relegant automobiles and carriages in the most scientific manner.

When E. C. Richards of Buffalo, N. Y., was held up on a charge of Buffalo, N. Y., was held up on a charge of speeding across a bridge at Columbia, Pa., he avoided arrest by offering to go to jail until he could obtain money from home to pay his fine. The local officials decided his board would cost more than the fine.

Whatever may be the cost of repairing small surface tears or cuts in the tread of an outer tire casing it is well repaid by the added life gained by the tire. A jagged surface soon wears and rips away from the canvas base, and a tire which is neglected is as good as ruined.

It is difficult for motorists who are members of the American Automobile Association to find a place where they are strangers. Their membership card not only introduces them to fellow members everywhere, but opens the doors of the clubhouses to them. Automobilists who are not club members can obtain particulars about individual member-ship from Secretary F. H. Elliott, 437 Fifth avenue, New York city.

A planetary transmission gear which persists in overheating may be kept cool by the use of graphite grease in moderate quantities instead of oil. This grease generally has a mineral oil body similar to nonfield oil. has a initieral oil body similar to nonnuid oil, and the graphite maintains the lubrication temporarily in case of the grease escaping. Only a small quantity should be used, as the grease is very stiff and does not soften under heat like some kinds of grease generally used.

Connecticute new antomobile law will de away with constabled graft. It's provides that cars shall not be operated "at a speed greater than is reasonable and proper hav-ing repard to the width, iraffic and use of the highway mer so as to code figur lote or பிற்றுக்கு கூற நக்கும் கை கிற்றுகர்கள் இரு பிரி வர பிற்றுக்கு கிற நக்கும் கிற்றுகர்கள் பிரி இக்கில் பிரிக் சிரப்பது வி க கிற பக்கும் பிரிக்கில் பிரிக்கில் பிரிக் முற்றுக்கு கிறி பக்கும் பிரிக்கில் கிறி பக்கும் நாகர் திறி இருக்கு கிறி பக்கும் பிரிக்கும் மிரிக்கில் கிறிவர்கள் பிரிக்கும் மிரிக்கில் கிறிவர்கள் கிறிவர்கள்

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STOP TRACK RACING

AUTO DRIVERS WILL QUIT

Speeding on Circular Course Doomed in California—Fatal Accidents Responsible.

SAN FRANCISCO, Cal., Oct. 19.--Automobile track racing in California is doomed. Accidents at Del Monte and Sacramento, which proved the drivers of the cars, have caused widespread discussion as to ability of continuing track racing in the state, and the concensus of opinion is that it must be discontinued. It seems a pity that two lives were lost in one week before local automobilists came to realize that it is too great a sacrifice. If speed must be had let it be straightway or in road races. Track rac-ing has never been given credit for benefiting the automobile game, but it was racing that made the French motor car industry. Automobile racing of any sort, however, is dangerous and this sport will also in time claim its victims.

The recent accidents were not unexpected. Perhaps, not just at that time, but nearly every man in the racing game knows that sooner or later their turn will come. One of the dangers lies in the attempt to hold these tests of speed on tracks which were built for horse racing and not for speeding cars. Added to this is the effort of the drivers to make excessive speed to please their employers or the public. Bursted tires were responsi-

Bert Dingley and Al Plepenburg have both announced their intention to retire permanently from track racing. It is not a case of lack of nerve, but they simply figure that it isn't worth the risk, they include the permanently from track racing. For instance, Dingley would probably have met with an accident in the recent races had he not discovered one of his tires worn through the fabric in time and taken precaution. Arthur Van Valin was also fortunate. Just as he was about to start in the ten-mile race one of the tires blew out. With fully equipped touring cars and lacking necessary ballast it is almost impossible to keep the course, particularly while traveling on the turns at restly a mile a minute cite,

That Barney Oldfield is still alive is a miracle. He has gone through the fence a number of timese and twice mishard were coused by defective tires. Oldhand ear's to the gome perfixed the damger and three poirs ago he judiced to gre affing the fifty mills rammed biermune bie die net beretre any tire made would lead Chart distinative at this epiece.

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Connecticut's new automobile law will do away with constables' graft. It provides that cars shall not be operated "at a speed greater than is reasonable and proper, having regard to the width, traffic and use of the highway," nor so as to endanger life or limb of any person. Apparently it makes the driver of a car responsible for whatever happens, and leaves judgment regarding his action entirely to a court.

Taking advantage of the fact of the manufacturers being in New York for the shows, the American Automobile Association has arranged for a conference with the trade associations on the subject of races and other contests on Oct. 30. Although strictly an amateur organization and a noncommercial body, the officers of the American Automo-

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That Barney Oldfield is still alive is a miracle. He has gone through the fence a number of times, and twice mishaps were caused by defective tires. Oldfield early in the game realized the danger, and three years ago he refused to go after the fifty-mile record because he did not believe any tire made would last that distance at top speed.

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