

GASOLINE GOSSIP

By HANK CALDWELL.

We Want Bill Pickens Back.

Stock car racing is to be tried on the Chicago Speedway early in the spring of 1916. The proposal to have stock car racing at Sheepshead Bay, New York, does not appeal to the management of the speedway, but I understand that if a sufficient number of owners would get together they might be able to lease the speedway for an afternoon. It might be difficult to draw a large crowd, because the events would lack the spectacular feature which attracts the spectators to the special racing car meets where well known professional drivers are competing. The manufacturers are not interested in promoting stock car races, and the New York dealers do not think stock car races would tend to stimulate sales. I think they are mistaken and that the first race, if properly and fairly managed, would convince the agents that they are wrong. There are a great many wealthy young men in and near New York who drive fast cars. They would like to know how fast their machines are and to show their skill at the wheel. It is possible to start thirty-five cars on the Sheepshead Bay track, and a race with this number of entrants could not fail to be interesting. Where can we find a few more enthusiastic spirits like Bill Pickens, Doctor Percival, Tom Moore and John Kane Mills to put some pep in the dying soul of Automobile Row? If Bill Pickens was in our midst these days and could get hold of the new speedway for half a day you would see how nicely the thing could be done. The millionaires who own the speedway are bemoaning the fact that there are no racing cars fast enough for the track. Bill Pickens ran races without either cars or track, and got away with it. Bill could make an automobile race out of a blue sky on a rainy day; without capital, cups or prizes. He never needed any gold trophies by Tiffany or Theodore B. Starr, with ebony base and chased design. Bill could always rent enough silver plated mugs from his reliable pawnbroker friends on the Bowery to fill a show window on Broadway for three weeks prior to the race, and as for the world's speed kings, they were at his command when he wired. They would come from California if Bill told them there was supper money in the job. No long leaf pine course with parabolic curves was necessary when Bill put on a race. All he wanted was a good mud track with a few cinders sprinkled on the curves. There wasn't any such thing as Safety First in Bill's race meets. He didn't build steel guard rails to keep the Dare Devils from killing themselves and the spectators. He built fences for them to run into. That was the keynote of the sport. Three spills every time or you got your

money back at the box office—provided it was not closed. Bill Pickens was our ideal of an automobile race promoter. Where is he? We need him back on the works. We long to gaze again on those three sheets which always told us at a glance a mile away that Bill Pickens, the world's greatest motor race manager, was in town and out for a big track killing.

Packard Co. Not to Enter Racing.

When the Packard company opened a working headquarters at the Indianapolis Speedway and J. G. Vincent, vice-president of engineering, began testing out various features of his new Packard Twin Six, it was whispered that the company would return to the racing field, after a long absence from all manner of speed and endurance contests. Last Tuesday, when Mr. Vincent appeared on the Sheepshead Bay Speedway with a Packard Special and clipped off an exhibition lap at the rate of 102 1/4 miles an hour, the whisper that Packard was going to race again became louder. When I heard that Mr. Vincent has established a testing headquarters at Sheepshead Bay and intends to spend considerable time there with a crew of testers and a few necessary machine tools, I asked him to tell me what is in the air. "Do you think the Packard company will come back into the racing game?" I asked him. "Positively not," he said. "Then why are you building these special speed cars?" "Simply to keep our stock cars up to the minute and if possible a little ahead of other cars in design. There is hardly any difference between the Packard Special in which I did 102 1/4 miles an hour last Tuesday and the regular Packard touring car of 1916. The motor of the special is of the stock design except in one or two details. The car I used for the speed exhibition is equipped with a special cam shaft to give racing valve timing, and the pistons are slightly crowned to give higher compression. The stock motors have 75 pounds compression, while this motor has 85 pounds compression. The carburetor and intake header were of larger size than standard, and to give more power at higher speed. Special spark plugs were used to resist the extreme heat due to high compression and racing speed. The remainder of the chassis is of stock 'Twin-Six' 1-25 model design, with the exception that it is stripped of fenders, etc., and is provided with a thirty-four-mile gear—that is, a gear giving a speed of thirty-four miles an hour, at 900 revolutions of the motor, instead of twenty-four miles at 900, as is the case with the stock car.

Harry Ford in Control of Saxon.

The parting of the Saxon and the Chalmers companies, which took place a few days ago, was mixed with prosperity and tears. Harry Ford (not related to Henry the First), is in complete control of the Saxon. Mr. Ford was one of Mr. Chalmers' early pupils, and naturally both student and master were compelled to pull the appropriate amount of publicity pithos when the day of separation came. Mr. Chalmers said some nice things about Mr. Ford, who went with him from the National Cash Register Company to the organization of the Chalmers company. Mr. Ford said many pleasant things about Mr. Chalmers and they are still the best of friends. Mr. Chalmers has turned over all of his stock in the Saxon company to Mr. Ford, and I understand Mr. Ford has relinquished his stock in the Chalmers company, although nothing was said about this to

the public. Lee Counselman, who was with Mr. Chalmers when the latter formed the Saxon and put Mr. Ford in charge, holds his stock in the Saxon, but it does not appear that he will figure in the direction of the company's future. Mr. Ford has already returned fat dividends to his stockholders and there is every reason to believe that the Saxon company, now that Mr. Ford is in absolute charge, will jump ahead rapidly. Mr. Chalmers says he hopes to see the Saxon one of his chief competitors, but of course this is not the present plan. Mr. Ford in 1914 exploited a low-priced four cylinder car with success, and at the beginning of 1915 he brought out a light, low-priced six, which is already firmly established in every important selling district.

Chandler Co. Has Large Plans.

F. C. Chandler, president of the Chandler Motor Car Company, surprised the industry during the week by launching a new company under the same name with a capital stock of \$10,000,000. Hornblower & Weeks, of New York and Boston, put the new company through, and there was an immediate rumor that the Chandler would eventually take over the Peerless, Chevrolet and Maxwell companies. For the most part this was a joke. There were negotiations, I hear, involving the Peerless company, but they are said to be off and dead. As for taking over the Maxwell and Chevrolet, nothing could be more absurd. The Chandler company has, during the three years of its existence, been steadily successful. Within the last year it paid a dividend of 100 per cent. All of this was done on a paid-in capital of \$200,000 on the preferred stock. The common stock, amounting to \$225,000, went in as a bonus. On the original investment of \$200,000 the company has been earning about \$1,000,000 annually. It is said the preferred stock will now be retired at \$110 a share and the new capital, \$7,000,000 of which is to be issued, will be used to increase the yearly production of the company from 8,000 to 20,000 cars. Mr. Chandler retains the presidency; C. F. Emise remains first vice-president; W. S. Mead, second vice-president; Samuel Regan, treasurer, and Isador Grossman, secretary.

Soap Up, Polish Off.

Automobile painters have had a great deal of trouble during the last few months from owners who complain that the polish on their cars has not held up. Dealers in new cars have received similar complaints, and the impression seems to prevail that automobile painting is not so durable as formerly. It is true that a few manufacturers have cut down expenses in their painting departments since the wholesale reduction in prices during the past summer. But even those who have maintained a high standard in their painting have also been accused of neglect. The trouble, I find, comes from the public garages, where the proprietors have been resorting to an inferior grade of soap. The price of soap has advanced nearly 50 per cent during the past year and the garage proprietor is trying to keep down expenses. Owners who have noticed the polish gradually disappearing from their cars might do well to make a test of a sample of the soap used in the garages they patronize. F. B. Hayes, an expert on the subject of automobile soaps, gives a simple test. He says: "There are several methods of determining the adaptability of a soap to automobile cleaning, but most of these require a knowledge of chemistry and some laboratory equipment. The following simple test will, however, show very clearly whether or not a soap is injurious to varnish: "Dissolve one-third of a glass of soap in a glass of hot water, and when the solution has become cold pour several drops on a glass plate which has been enamelled or varnished. Allow the solution to remain on the plate about thirty seconds and wash off with cold water. If the varnish or enamel looks dull or discolored where the solution stood, the soap contains an excess of free acid or alkali, and is unfit for use. "A perfectly neutral soap would produce no change in the surface if put on unadulterated and allowed to stand several minutes."

Next year's auto number plates will have the "N. Y. 1916" beneath, instead of before the registration numbers as at present. It is thought that such an arrangement will lessen the possibility of mistakes by reason of a letter or a single figure being taken at night as a part of the registration number itself. By dividing New York State into three automobile zones the use of six figures on number plates will hereafter be done away with. All automobiles in the Buffalo zone will carry plates in which the single letter "B" will precede the registration number and serve to indicate the locality from which the car comes. Automobiles in the so-called Albany zone will carry the letter "A" on the number plates, while New York City zone cars will have no alphabetical characterization. In the New York City zone next year the automobiles will carry plates with registration numbers running from 1 to 1,000, and from 18-001 to 95-000; the city's commercial cars having numbers that will start at 3001 and run to 18-000. There is a break in the series of numbers in all three zones from 1000 to 3000 inclusive, due to the fact that this series is reserved for the dealers, the number of plates to be allotted each zone being determined by the later demand. The letter "M," which indicates a dealer's plate, will precede all numbers from 1000 to 3000. All cars registered in the so-called Albany zone will carry distinctive plates with the numbers starting at A 1 and going to A 1000 and from A 10-001 to A 97-000. The commercial cars in the Albany zone will have plates with the numbers running from 3001 to 10-000, each with the letter "A" preceding the numerals. In the Buffalo zone the number plates will carry figures starting with B 1 and going to B 1800 and from B 10-000 to B 97-000, the commercial cars running from B 3001 to B 10-000.

Hyphenated Number Plates for N. Y.

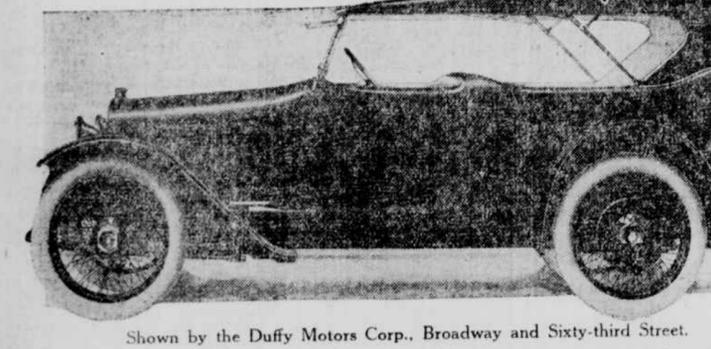
Something distinctly new in the way of number plates will be furnished New York State automobilists during the coming year. In order that the registration numbers may be more easily remembered, those of five figures will be hyphenated, a dash appearing between the second and third numerals. Another big change of interest to automobilists is the division of the state into three zones—New York, Albany and Buffalo—each with a distinctive number plate. The zone idea, as well as the hyphenating of the number plates, originated with Secretary of State Francis M. Hugo. By virtue of his office, Mr. Hugo now heads the largest automobile bureau of the world. Approximately 230,000 automobiles will be registered with the bureau this year. The 1916 number plates will have the numerals of dark blue, the background being of a light cream. The advantage of using a hyphen is obvious. A number of experiments were made before a change was decided upon. It was found that in nine cases out of ten a person, given a momentary glance at a hyphenated number plate, could later on correctly call off the figures. Efforts to recollect plate numbers of four or five figures in which the dash was not used were generally futile.

Must Obey Ferry Regulations.

The Federal government is after the ferry companies which carry automobiles, and several companies have been heavily fined for permitting motorists to start their cars before boats are made fast to their slips. If motorists continue to disregard this government regulation the ferry companies will be compelled to go back to the rule which was enforced in the early days of automobilism, when gasoline had to be withdrawn from the cars before they went on the boats. We do not want to face this annoyance again, and all motorists are urged to obey the rules. Owners who drive their own cars should be careful not to start their engines before the boat is tied up. Owners who employ drivers who sometimes cross ferries alone should give their drivers strict orders regarding this rule.

MOTOR MEN AND MOVIES

STANDARD EIGHT COMES TO BROADWAY.



Shown by the Duffy Motors Corp., Broadway and Sixty-third Street.

Duffy Motors Corp. Exhibits New Standard Latest Car on Broadway Is Product of Standard Steel Car Co., of Pittsburgh.

A dual announcement of unusual interest to the motor trade was made last week when it became known that the Standard Steel Car Company, of Pittsburgh, had appointed the Duffy Motors Corporation, of New York, its metropolitan representatives. The Duffy company has leased the property on the southwest corner of Broadway and Sixty-third Street, 1895 Broadway, for its showrooms, and has also secured adequate service facilities in the immediate neighborhood. The new showrooms will be open for the exhibition of the 1916 models of the Standard "Eight" on Monday, November 8, for which occasion invitations have been sent to large numbers of the trade and of the motoring public as well. Both these companies are comparatively new to the automobile field. The Standard Steel Car Company is one of the largest industrial concerns in the world, and during the last two or three years has been devoting close attention to the development of their automobile division. They have been manufacturing automobiles for nearly three years and furnishing them to

Harry Houpt Becomes An Ardent Safety-Firster

"With the rapidly increasing number of cars on the streets and highways there has been a corresponding increase in the number of automobile accidents," says Harry S. Houpt, president of the Hudson Motor Car Company of New York. "What can be done to prevent or reduce this number of accidents, many of which are of a fatal character, is certainly a serious problem worth considering. "While the Traffic Department of the New York police, and in some of our suburban communities, are doing good work in handling traffic, there is still room for improvement. "It seems to me that if the police paid a little less attention to slight infractions of the speed law and smoking automobiles, and more attention to drivers of cars who recklessly cut corners or drive at full speed across intersecting streets and highways, it would not only be a step in the right direction, but would also meet with the approval of both pedestrians and law-abiding motorists as well. "I think that investigation will show that over 90 per cent of automobile accidents occur at the intersection of city streets or at cross roads in suburban communities. "The driver of a car approaching a crossing at full speed is guilty of criminal carelessness and should be punished. It is supposed to give the man on the main thoroughfare the "right of way," but many new drivers seem to be unaware of this. I think no matter how good a man has the right of way or not his car should always be driven at such a moderate pace as to be always under control or else slowed down at intersecting streets or roads. "It is equally true that drivers should be followed by swift arrest and punishment would not only be far fewer accidents reported in the morning papers but it would also result in safer and fairer legislation governing the use of automobiles."

Company Makes Its Own Steel.

"The company is thus enabled to use its own special and individual alloys for the various parts manufactured—alloys which the chemists and steel experts of the company have proved in laboratory and practical tests to be the most efficient for the particular duty for which they are designed. Each process is subjected to the most rigid inspection, with the result that a degree of uniformity and reliability previously unattainable is achieved. "The Standard '8' motor is V shaped, with a three-inch bore and five-inch stroke, the cylinders being set at an angle of ninety degrees and the unit power plant, combining motor, clutch and transmission in one housing on three-point support. "The cylinders are L-head and cast four in one, of the best grade gray iron, the valve seats and valve stem guides being water-jacketed. The motor is lubricated by pressure fed to crank pins through a hollowed crank shaft and to all other journal bearings by safety valve control. "The motor has a single cam shaft

Senior Brothers, Agents for Pathfinder.

The Harry Harkness gold trophy, which was won on Tuesday last by Dario Resta, is to be a perpetual annual feature of the new Sheepshead Bay Speedway. It was designed and manufactured by Theodore B. Starr, Inc., Fifth Avenue and Forty-seventh Street.

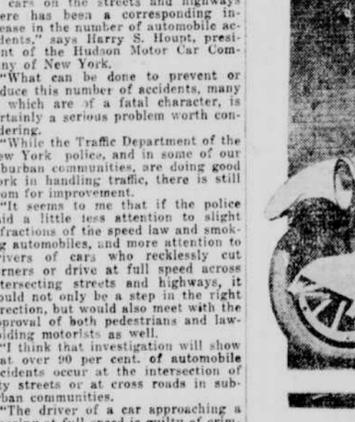
Word comes from the Pathfinder, which is marketed in New York by Senior Brothers, that one of the 1916 twin sixes, known as "Pathfinder the Great," will soon leave New York in an attempt to cross the continent on high gear. The feat has never been accomplished. Mr. Fellicke, chief engineer of the company, says he is preparing a car for the test by removing all the intermediate gears. He has given the car tests which prove to his own satisfaction that it can go across the country, even now, at the outset of the winter, on high.

Including the cars built and shipped from the factory at Detroit on October 23, the Cadillac production of its V-type, eight-cylinder model reached the total of 18,150 cars. Beginning with the shipment of the first eight-cylinder cars, which was October 10, 1914, the production for the even year ended October 9, 1915, was 17,255 cars.

The Overland Company is producing a detachable top with a roof and back to carry out the lines of the 1916 touring bodies. There are two models, one for touring cars and one for runabouts.

The new Grant is a larger car than its predecessor. The engine is 3 by 4 1/2 and the wheel base 112 inches. The brakes are larger, the steering gear has been improved and the front axle is larger. The six cylinder model V lists at \$795.

First Model of the Daniels Car.



Shown by the A. Elliott Ranney Co., Broadway and Fifty-second St.

Daniels Car Is Finished To the "Queen's Taste"

Thousands of cars are sold every year by salesmen who are clever enough to centre the attention of their customers on generalities and keep them from examining too closely into details. In general appearance and in performance the average American car is a clever piece of work. It is naturally better demonstrated," declares Sales Manager R. P. Bishop, of the King Motor Car Company. "We gave the newspapers the first information. On the Monday following the appearance of the announcement in the press of the country our mail was full of wires asking for detailed specifications and applying for territory. We also heard from a large number of prospective buyers. Even on Sunday morning, when I came to the office, I found a large number of wire inquiries and telegrams of congratulation. If any one doubts the pulling ability of newspaper advertising for automobile announcements an investigation of the results we obtained will easily dispel doubts. An interesting combination was formed during the week between the Peerless Motor Car Company, of Cleveland, and the General Vehicle Company, of Long Island City, N. Y. A love and bought a Mitchell Six of Peerless Truck and Motor Corporation, with a capital stock of \$25,000,000, has been formed to control both of the old companies. In view of the fact that the General Electric Company is supposed to control both the old Peerless company and the General Vehicle Company, the latter has another big deal pending with a third automobile builder, and in addition to this, that the Morgan interests dominate the General Electric, the corporation, which is to be issued at once, should not go begging. The Peerless Truck and Motor Corporation should now be in direct line for a handsome share of future war orders. Nothing has been said regarding the men who are to direct the new companies. L. H. Kittredge is still at the head of the old Peerless company and P. D. Wagoner is still the power behind the General Electric Company. The latter company holds agreements with certain aeroplane motor patents, and it is thought the new combine may develop as a strong competitor in the aviation motor market. Eddie O'Donnell, who has appeared during the last year as a prominent member of the Duesenberg racing team, cleaned up a handsome winning season and is off on a transcontinental tour with his family. When he decided to go joy riding he went back to his old love and bought a Mitchell Six of Peerless, the car in which he gained his early driving experience as a tester.

Several makers have already felt this demand. An excellent example of this will be found in a close examination of the new Daniels "eight," which was placed on exhibition last week by the A. Elliott Ranney Company, Broadway and Fifty-second Street, the metropolitan distributors for the Daniels product. When Mr. Daniels, who has had many years' experience in the manufacture of cars, started to build this car, he announced that it would be a vehicle of which the entire American industry could be proud, and he has certainly lived up to his promise. It is unfortunate that a complete description of his first car, at least one which would do full justice, is not possible in a limited space. Those who may care to examine it carefully will find a model at the showrooms of the metropolitan distributors, and several models will be shown in the Automobile Salon, which is to be held at the Hotel Astor during the week beginning January 3, 1916.

King Brings On New Eight at a Reduction

The announcement of an improved five-passenger eight-cylinder King for \$1,150, \$200 less than the price asked for the eight-cylinder King brought out a year ago, has caused an avalanche of orders and requests for territory to be filed with the King Motor Car Company. In view of the condition of the material market, which is sending the price of automobile units upward and causing delay in deliveries in certain sections of the country, this action

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Use also on Carriage, Porch, Lounge, Hammock, Tent, Camp, Yacht and Power Boat Rugs—of Extra Good Comfort.
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Beautiful Weave Designs and Colorings 3 to 8 lbs. \$4.95—\$4.74—\$4.54—\$4.34 (Measurements do not include fringe.)
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All Wool—Self-bound (best bound) Fine Styles—Soft, Warm Fabrics—34 to 42 in. \$4.95—\$4.74—\$4.54.
COLD WEATHER STUFF OUR SPECIALTY—Extra Large and Heavy. Thick, Warm Fabrics.
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