

AMONG THE AUTOMOBILISTS

TWELVE CARS ENTERED FOR SEALED BONNET EVENT.

Chairman Morrell of A. C. A. Contest Committee Defends Rules and Expects a Fair to Be Very Popular—Makers May Enter Three Machines in Each Class.

Robert Lee Morrell, chairman of the contest committee of the Automobile Club of America, said yesterday that twelve entries had been received for the club's sealed bonnet event next month. Mr. Morrell said that he expected that the contest would prove a very popular one, as he has had assurances that quite a few entries will be made in the next few weeks. He said that he had found there was a slight misunderstanding of the rules on the part of some automobilists who thought that a maker could enter but three cars—one in each of the three classes—but as a matter of fact the rules provide that a maker is limited to three entries in each one of the classes. He said that the contest would have a large entry list, because the committee had been assured of entries of all of the better known American cars before the rules were published. Mr. Morrell defended the severity of the rules, as he declared that many motorists were tired of endurance runs of considerable length in which a driver who was equipped with perfect scores, and that the sealed bonnet plan had been adopted to eliminate, as far as possible, the chance of tied scores.

Alfred Reeves, general manager of the American Motor Car Manufacturers Association, returned from the West yesterday, where he had been present at a largely attended meeting of the A. M. C. M. A. which was held in Detroit on Wednesday. As the meeting had been called to discuss shows and other matters of importance an invitation was extended to some concerns not members of the association, but who will exhibit at the Grand Central Palace show in the fall. An important proposition was offered at the meeting relative to the New York show for 1908. It involves the erection of an exhibition building in the Harlem section of the city in which the American Motor Car Manufacturers Association would have exclusive privileges so far as automobile shows are concerned. As is well known, the Grand Central Palace may be torn down next year to make way for the new Grand Central station and the promoters believe the new building, which would be half again as large as Madison Square Garden, will be a success purely as a show building.

It is known that many prominent exhibitions cannot get into New York owing to exclusive contracts between the Garden management and show managers. The matter is under advisement by the A. M. C. M. A. The date for the Automobile Club of America show this fall, in which the A. M. C. M. A. joins in conducting, is not settled, although it is understood that Horse Show week in New York, which always brings many prominent people to the city, is most in favor. The following concerns were represented at the meeting: The Thomas B. Jeffery Company, Kenosha; Ford Motor Company, Aerocar Company, Wayne Automobile Company, De Luxe Motor Car Company, American Machine Manufacturing Company, and the Motorcar Company, Detroit; Dragon Automobile Company, Philadelphia; Mitchell Motor Car Company, Racine; Sorensen & Harmon Company, Premier Motor Manufacturing Company, and National Motor Vehicle Company, Indianapolis; Rapid Motor Vehicle Company and Welch Motor Car Company, Pontiac; Reo Motor Car Company, Lansing; Mora Motor Car Company, Rochester; Moine Automobile Company, Moline; Austin Automobile Company, Grand Rapids; Maxwell-Briscoe Motor Company, Jackson; Maxwell-Briscoe Motor Company, Tarrytown, and St. Louis Car Company, St. Louis.

The Long Island Automobile Club will hold another club run to-morrow, weather permitting, from the clubhouse in Cumberland street to the Hotel Gramatan, Laurence Park, Brookville. The run and tours committee advises members that the run will take two or two and one-half hours and that members are expected to be at the hotel not later than 10 o'clock, the notices sent out giving several routes by which the destination may be reached.

It would seem that the example set by the former presidents of the Automobile Club of America in becoming special officers of the local police department to help put a stop to reckless driving has suggested a means of keeping speed law violators in check at Plainfield, N. J., where Mayor Fisk has appointed a number of automobilists to undertake a like task. Recently there was a crusade made against automobilists who drove too fast or too recklessly, fifteen arrests being made in one week. Following the burst of activity on the part of the police there was a conference between city officials and automobilists at which it was suggested that a number of automobile owners be appointed special officers to assist the regular policemen in enforcing the speed ordinances. Mayor Fisk then selected Dr. Frank C. Ard, former judge W. A. Coddington, S. A. Cruikshank, M. B. Mellor, J. B. Stevens, Albert A. Tiller, Willard Wadsworth and Benjamin Wood as the special officers and the Common Council confirmed the appointments.

One of the most ancient wheezes of automobilists has to do with the case of a woman who asked her driver why the car would not run faster and upon being told that one of the cylinders was misfiring made inquiries as to how he could have been so careless as to lose it. One of the bits of mechanical wisdom circulated for the benefit of troubled men who drive their own cars reads: "If you have a misfiring cylinder, notice at times when they fire out of the road that the engine will occasionally miss fire on one cylinder. The trouble can't times be traced to a defective coil or, more strictly speaking, to a defective unit of a coil. The trouble can be located usually, says Mr. Blank, by changing the units around. If the unit is then at fault, the miss will manifest itself in another cylinder."

While the methods of entrapping motorists over careless as to the speed regulations as practiced by the British constabulary have been more or less a joke for several years, the climax was reached the other day in a case which proved to be too rank even for the hardened Bench to uphold. The victim in the case was Max Pemberton, the author, who was brought into court for "driving in the common danger" at Hilden. On trial it developed that of the three constables employed in the trap one had stood on a ladder behind a hedge a quarter of a mile away for the same laudable purpose. When a car approached he would jump down, creep through the hedge and catch the time, after which he would climb back onto his perch and fix his partner to stop his watch. Of course rather high rate of speed was charged. The case was dismissed, however, because the speedometer carried on the car showed only fifteen miles an hour.

For a number of years the American automobile manufacturer and designer has been keeping a close watch on his European competitor, anxious to profit by the lessons learned in the hard school of automobile experience. Today the automobile. Today the European is taking apprehensive glances across the Atlantic, wondering when the American peril will be let loose on his shores. Probably the day will come when the American will send automobiles over the Atlantic in sufficient quantities to warrant their figuring in Government reports, but the time is not yet. France, Germany and Italy have had too long a start and work under too favorable conditions for the American to seriously contemplate an European invasion, even did the strenuous condition of the home trade. But around the automobile has grown up an accessories trade which, though only of secondary importance in comparison with the trade in the vehicles themselves, is still one of considerable magnitude.

Frenchmen, Germans, Italians and Belgians look upon the American making the chassis as well as the car itself, but success in operation is to be neglected. There is a labor-saving spirit in this country which is only imperfectly acquainted with the American inventor's abilities toward the motor. The automobile. A steady stream of private inquiries from prominent French automobilists has suggested the idea that the American might very advantageously write plans and accessories for the automobile in the old world. There is certainly a reasonable business basis such an invasion would meet with more success than some of the past attempts to foist American cars on a French public.

Princeton Defeats Cornell at Tennis. PRINCETON, May 17.—The Tiger tennis team easily defeated the Cornell team here this afternoon by the score of 7 to 2. The Tigers succeeded in winning but one match, both doubles and singles.

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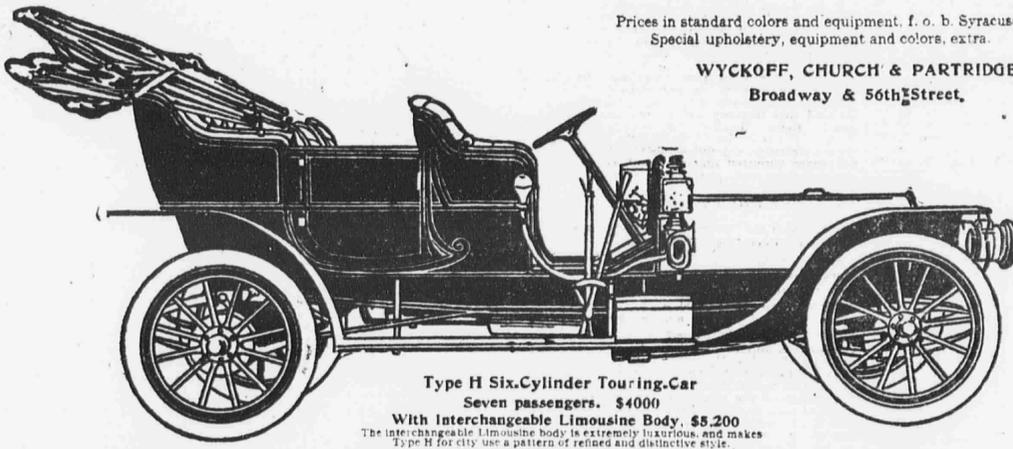
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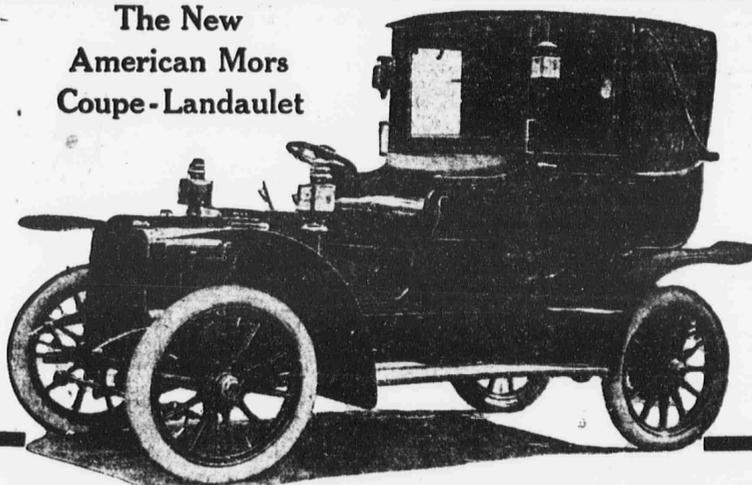
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