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AMONG THE AUTOMOBILISTS

JERSEY MOTORISTS WORKING FOR EDGE BILL.

Unattached Owners and Members of Organizations Affiliated With Associated Automobile Clubs Trying to Induce State Senators to Pass the Measure.

New Jersey automobilists, including those who are members of the various clubs affiliated with the Associated Automobile Clubs of New Jersey and also those who have not yet joined a motoring organization, are making earnest efforts to secure the passage of the Edge automobile bill by the State Senate. Joseph H. Wood, president of the Associated Automobile Clubs of New Jersey, has made an appeal to the officers and members of the State clubs to write letters to the State Senators from their districts asking them to support the measure.

There was a meeting of delegates from the clubs in the Associated Automobile Clubs of New Jersey held last week in the Essex Troop Armory during the Newark automobile show, at which the Edge bill was thoroughly discussed. The club representatives at the meeting voted unanimously in favor of doing everything possible to hasten the passage of the measure and President Wood asked the delegates to interest all the officers and members of the clubs as well as the unattached motorists of their cities in using all the influence possible with members of the upper house of the New Jersey State Legislature.

The bill was introduced in the lower house by Assemblyman Walter E. Edge, who is a prominent member of the Atlantic City Automobile Club and has the backing of the hotel men of the State as well as the owners of motor cars. The bill was passed by the lower house two weeks ago but has not yet been reported by the Senate committee that is considering it. State Senator Joseph S. Frelinghuysen, who has constituted himself chief motor vehicle law maker of New Jersey for several years, is said to have announced he will oppose the passage of the measure in the upper house.

The automobile owners and hotel men favor the bill for different reasons. The automobilists want the bill made a law because, under the present law, they must secure registrations for their cars before they can use the roads of Pennsylvania, Massachusetts, Connecticut and Delaware, all these States having reciprocal clauses in their motor vehicle bills which give free access to their roads only to non-residents from States that accord visitors similar privileges. The motorists therefore want the Edge bill, which would do away with the annoyance of securing a New Jersey registration for limited periods, enacted into law, especially as they fear New York State will pass a reciprocal measure. The hotel men want the bill passed as they know the present law keeps thousands of motorists out of the State who would otherwise be good customers of theirs.

S. M. Butler, chairman of the contest board of the American Automobile Association, has granted a sanction to the Florida East Coast Automobile Association for the beach races at Daytona on March 22, 23 and 24. The events that are to be run are as follows: One mile time trials, two miles a minute speed king race; five miles, free for all; twenty miles, free for all; fifty miles, stock chasses of 161 to 230 cubic inches piston displacement; 100 miles, stock chasses 231 to 450 cubic inches piston displacement; ten miles, Southern championship; ten miles, Florida championship; twenty miles handicap, free for all; twenty miles handicap, stock chasses of all classes. The competing cars in the one mile time trials and the two miles a minute events must qualify by covering five miles at an average of 31 seconds to the mile.

Ralph De Palma has emphatically denied he will drive in any race prior to the opening meet on the Los Angeles Motordrome beginning April 8, in spite of the reports that he had agreed to drive at Daytona Beach, San Antonio or elsewhere. Some time ago De Palma signed to drive the Fiat Cyclone at the board track opening and cannot possibly appear on the Florida beach on March 24, as he would not have sufficient time to get to Los Angeles and tune up his three cars before the opening day.

Up to the present time Barney Oldfield has not accepted the proposition to race his new Benz racer against De Palma and Edward W. C. Arnold's big Fiat racer at the Los Angeles board track for a $5,000 purse. In addition to the offer of the big match race there are ten free for all events with cash prizes among the thirty-seven races scheduled for the opening meet at Los Angeles that Oldfield could compete in with his new Benz racer.

The Laurel Run Borough Council has granted permission to the Wilkesbarre Automobile Club to use Giant's Despair Mountain for its annual hill climbing contest on June 11 and the council secretary has notified President J. H. Perkins of the club that the organization can go ahead with its arrangements for the event. The club also received permission to use the road up the mountain for three days before the contest, so contestants can practise over the course. The Wilkesbarre club men hope to secure the entries of Ralph De Palma with Edward W. C. Arnold's big Fiat racer and Barney Oldfield with his new Benz racing car.

New plans for arriving at the horsepower ratings of automobile engines are being broached every few months. Automobile owners as well as designers are greatly interested in these formulas, as they hope the time will come when some one will discover a plan of rating that will be adopted by all manufacturers and thus do away with much of the confusion that results from the use of various formulas now in use. At the present time the A. L. A. M. standard of squaring the bore, multiplying the result by the number of cylinders and dividing by 2.5 is the only one in general use in this country.

Recently a new formula, known as the Dendy-Marshall formula, has come into prominence in Great Britain. It differs from the A. L. A. M. standard in that it recognizes the stroke instead of, as is the case with the A. L. A. M., basing the calculation on a piston travel of 1,000 feet per minute. The Dendy-Marshall formula includes squaring the bore, multiplying the result by the stroke and then by the number of cylinders and dividing the result by twelve. Taking the three Pierce motors as instances, the A. L. A. M. and the Dendy-Marshall systems give these results:

Company's.	*A. L. A. M.*	*Dendy-Marshall.*
35	38.4	36.0
48	48.6	48.1
65	61.2	75.8

From this it will be seen that on medium horse-power where the bore and stroke do not vary too much from the square the results are about the same, while on high horse-powers the new British system gives a higher rating. The reverse is true on motors of small horse-power, since a bore and stroke of 2½ by 3 inches on a six cylinder motor would give 15 horse-power by the A. L. A. M. formula and 9 by the Dendy-Marshall system only 9.4 horse-power.

The Staten Island motorists who are members of the Richmond County Automobile Club have changed the date for their annual banquet from March 12 to March 5. The affair will be held at the St. George Hotel.

In repacking the gland of a water circulating pump use plenty of graphite with the packing. The spindle is seldom sufficiently lubricated, and the graphite will go a long way toward remedying this. Glycerine in the circulating water in addition to preventing the radiator from freezing seems to considerably assist in lubricating the pump spindle.

Consul William W. Canada of Vera Cruz, Mexico, has informed the bureau of manufactures that during the latter half of 1909 seventy-four automobiles arrived at that port, destined for the interior. Nearly all of these were high priced vehicles. Of this number one came from England, sixty-six from continental Europe and seven from the United States.

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CADILLAC Cars, Parts, Repairs, Garage. Columbus Circle. Tel. 5010 Col.
COATES-GOSHEN 1619 B'way, 49th & 50th Sts. Tel. 833 Col.
COLUMBIA VICTOR AUTO STORAGE CO. 1661 Broadway. Phone 3577 Col.
CORBIN 1888 BROADWAY (63d St.) Phone 5903 Columbus.
Elmore The Elmore Motor Car Co. of N. Y. 229 West 54th St. Phone 6457 Col.
Grout Touring-Tourabout-Runabout $2500, 40 H. P. Imperial Motor Vehicle Co., 210 W. 76th St.
HUDSON A. Elliott Ranney Co., B'way at 64th St., N. Y. Phone 3293 Col.
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KNOX Knox Automobile Company, 1956-1958 Broadway. Phone 4333 Col.
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Marion Flyer Overland CHAS. E. RIESS & CO. 1776 Broadway. Phone 5130 Col.
MATHESON AUTO CO., 1886-1888 B'way. Phone 6345 Col.
MAXWELL MAXWELL-BRISCOE (Inc.). 1930 Broadway. Phone 4140 Col.
MERCEDES Automobile Headquarters. Imported parts in stock. 610 Times Bldg., N. Y.
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STEVENS-DURYEA A.G.SPALDING & BRO., 29 W. 42d. Tel. 438 Bryant.
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PAWNBROKERS' SALES.

JOSEPH SHONGOOD'S SONS, Julius Shongood, Auct., 94 Bowery:
Feb. 28—Clothing, &c., all goods pledged prior to Feb. 20, 1909; Est. of R. Marks, 2067 3d av.; A. Selinger, 534 2d av.
March 1—Jewelry, &c., all goods pledged prior to Feb. 20, 1909; S. Schwartz, 229 Grand st.
March 3—All clothing, &c., pledged to Feb. 28, 1909, to No. 57110, inclusive; Benjamin Fox, 72 8th av.; also to Feb. 23, 1909, to No. 30292 inclusive; E. E. Fox, 628 9th av.
March 4—Clothing, &c., pledged prior to Feb. 23, 1909; E. Glaser, 53 Catharine st.; J. Blumenthal, 566 Hudson st.

L. L. FIRUSKI, Auct., 70 Bowery, sells 10 A. M. all pledges for unpaid loans from pawnbrokers pledged previous to dates and numbers, both inclusive, and all older ones, as follows:
Feb. 28—Fine consignment jewelry.
March 1—D. Mayer, Hoboken; M. Speier & Co., 1531 2d av.; all pledges prior Feb. 21, 1909.
March 3—Wm. Simpson & Co., 151 Bowery; all pledges prior Jan. 1, 1909, to No. 46626.
March 3—Geo. Weaver, 460 9th av.; all pledges prior Feb. 23, 1909.
March 7—E. Berger, formerly 460 6th av.; Berger Bros., 204 West 42d st.; all pledges prior Feb. 27, 1909.

CENTRAL AUCTION CO., M. Sheehan, Auctioneer, 453 Canal st., sells 11 A. M.:
Feb. 28—By Lavery's, 594 9th av. and 2277 3d av.; diamonds, jewelry, &c., pledged to Feb. 20, 1909, and goods held over.
March 1—By Barney Loan Co., 1583 3d av.; A. Schlang, 1856 3d av.; diamonds, jewelry, &c., pledged to Feb. 20, 1909.
March 2—By John Simpson, 164 Bowery; diamonds, jewelry, silverware, &c., pledged to No. 34753, Dec. 31, 1908, and all goods held over.

CENTRAL AUCTION CO., Wm. McCarty, Auctioneer, 169 Canal st., sells 10 A. M.:
March 3—By H. Miller, 747 9th av., and E. Knoth, 772 3d av.; odds and ends to Feb. 15, 1909.
March 7—By H. Breckwedel, 473 Grand st.; clothing pledged to March 1, 1908.

ELI SOBEL, Auct., 98 Bowery, sells 10 A. M.:
Feb. 28—Clothing; T. Michael, 1049 2d av.
March 1—Jewelry; T. Michael, 1049 2d av.
March 2—Jewelry; E. Kaskel & Roth, 9 Cel. av.
March 3—Jewelry; Geo. G. Isaacs, 1933 3d av.
March 4—Jewelry; Sol. Gross, 2357 3d av.

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