AMONG THE AUTOMOBILISTS

PLANNING FOR ORPHANS' AUTOMOBILE DAY IN BROOKLYN.

Long Island Automobile Club's Committee Expects to Take 1,200 Children to Coney Island on June 7 or 8—Tentative Rules for the Motor Truck Test.

It is expected that the annual orphans' automobile day in Brooklyn will be held this year on Tuesday or Wednesday, June 7 or 8, by the Long Island Automobile Club, which has always conducted these affairs across the bridge. Dr. William Payson Richardson, a former president of the organization, has again been appointed chairman of the orphans' day committee and the committee has already held one meeting at which the heads of a number of childrens' homes were present.

Dr. Richardson and the other members of the committee are making plans to care for at least 1,200 children this year on the automobile ride to Coney Island and return and have already started asking Brooklyn and Long Island owners of automobiles to donate their cars for the occasion. Offers of cars or funds can be sent to Dr. Richardson at the Long Island clubhouse, 920 Union street, Brooklyn. Two bands have been promised, one being of more than fifty pieces.

The agitation for a commercial vehicle contest that will really prove something is beginning to assume tangible form. W. Irvine Fickling, who took charge of the preliminary arrangements for such a contest in the interests of several truck concerns that were desirous of entering competition, has received letters from nearly a score of motor vehicle manufacturers indorsing the plan and in some cases offering suggestions as to the conduct of such an event. Some of these have suggested that the affair be made into an efficiency contest and a travelling exhibition, going on tour for from one week to one month, making stops in the principal towns en route to afford an opportunity for local business men to examine the participating vehicles.

Already entries of four different makes of commercial motor vehicles have been pledged, providing a contest be properly organized and handled by a technical committee of undoubted ability. Two of these makes are of foreign manufacture, namely, the Panhard and the Saurer, while the other two are American trucks, the Rapid and the Reliance. In each case nominations of at least two vehicles were promised. Entries from other concerns that have shown an interest in the proposed event are contingent upon satisfactory rules, routes and dates.

At the request of the four interested concerns named Charles E. Stone has prepared tentative conditions for a contest which, together with other details, will be turned over to a technical committee for final revision and adoption. It has been suggested that each of the commercial vehicle concerns nominating one or more trucks for the contest be privileged to name one technical expert for this committee, but the latter must not be in any way affiliated with any of the competing firms. Until that committee is named further communications may be addressed to Mr. Fickling at Broadway and Sixty-fourth street. The conditions proposed by Mr. Stone are as follows:

Vehicles should be required to carry the maximum catalogue load in sand bags supplied by those in charge of the test. The weight of the body should also be considered in the final reckoning. All vehicles should be fitted with some form of recording instrument showing speed, trip and total mileage.

Vehicles on favorable roads should be required to maintain the maximum catalogued speed. All vehicles should be fitted with lamps, horns and such spare parts as catalogue calls for, but none other. Each vehicle should be in charge of a driver and if desirable a helper, who must do all the work of adjusting and repairing, and in addition an experienced unbiassed observer to note the performance of all work done upon his truck and to keep a thorough record of the same.

At the various stops which will amount to "controls" the machines may be [illegible] or adjusted, if any kind allowed; all of this work must be done upon the road. The running schedule of each car should be rigidly insisted upon and no credit given for reaching a control ahead of its particular schedule.

All gasolene and oil tanks as well as radiators should be carefully measured previous to the start of the run in order that each official observer may be able to keep careful record of all gasolene, oil and water used during the contest. The circumference of each tire should be ascertained by means of a steel tape previous to the start of the contest in order that the wear may be determined at the completion of the run. The operation of brakes during the contest should be particularly noted.

At the completion of the contest the official observers will turn over to those in charge all of their data, and awards for reliability and efficiency should be based upon the weight of the load carried, plus weight of body; gasolene, oil, grease and water used; nature and number of adjustments and replacements, as well as any other trouble, together with the mileage and running time.

A committee from the Chicago Motor Club headed by President David Beecroft, Secretary Harry T. Clinton and former president F. C. Donald, will go to Washington some day this week to present to Congressman James R. Mann a petition signed by several thousand Chicago automobilists urging favorable action at the earliest possible date upon the Federal registration automobile bill.

The petition, which was drawn up by Mr. Donald, working in harmony with the other officers of the club, and which has also merited the support of the members of the Chicago Automobile Club, after stating that the bill has for its object the removal of the barriers so as to provide for free intercourse between the various States in automobile travel, says:

Whereas, The American Automobile Association, a national organization embracing a membership of more than 30,000 influential taxpaying citizens, by its legislative board and in conjunction with representatives especially appointed in this interest by the Governors of twenty-three States is endeavoring to enlist favorable action of the Congress, and

Whereas a number of eminent counsel-at-law of national repute hold the opinion that the regulation contemplated is once reasonable, just and constitutional and

Whereas the many thousands of users of motor cars, sustaining a new and great industry taking rank in value and volume with the leading manufacturing interests of this country and of the world, are a unit in urging the expediency, necessity and justice of realizing the inherent privileges and protection asked:

Therefore the undersigned, citizens of Illinois, appeal to you, their honored representative, earnestly praying and petitioning the exercise of the prerogative of office as chairman of the Interstate Foreign Commerce Committee, to the end that early and favorable report on this measure be returned to the House of Representatives.

The feeling of the Chicago automobilists regarding the necessity for favorable action on this measure is shown by a letter sent to Congressman Mann a few days ago by Mr. Calahan, one of the officers of the Chicago and St. Louis Railroad Company and an active member of the Chicago Motor Club. He wrote:

"Other men are an automobile owner and are aware how annoying it is to interstate touring in automobiles to be required to obtain a license in each State, including built for the enterprising sheriff or municipal officer empowered with authority of arrest to keep the dinner money at the expense of automobilists within his patrolling territory most of the tourists who are passing from one State to another who have not procured licenses with the State concerned. The owners of automobiles who are always in the front ranks of boosting up the best interests of the country and always ready to pay their share of public improvements and who are entitled to any privileges that with the horse enjoys, and who can go anywhere without license for as road laws in any State concerned."

On April 16.—The run yesterday of the American Automobile Association for the 1910 Glidden tour was the longest thus far. From Bowling Green to this city, a distance of sixty-five miles, the car encountered four rivers in heavy rains. These streams were at the season the four through the country, but made it for the scouting party. D. H. Hanna, mapping the route of the Dallas-Chicago trip, is confident that from Louisville to Nashville is one of the most interesting in the

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[illegible] were sold in the United States during the days of the month [illegible] corresponding period in the history of the automobile industry, according to reports received from many factories now working overtime. Charles T. Jeffery of Thomas B. Jeffery & Co., announces that March was the greatest month in the history of the Rambler business, more than double the number of sales being made in that month than in the corresponding period one year ago.

"The demand is for our higher priced models," said Mr. Jeffery, "and the increase has been chiefly in the larger cities like New York, Boston, Cleveland, Chicago, Kansas City and San Francisco. I understand that many factories have been greatly handicapped in making deliveries because of their increased business. We have not been seriously affected of course because we are independent of all sources of parts supply. We anticipated this great demand during the spring months and because we make all the parts of our cars we have been able to make deliveries readily."

After having occupied its new factory in Elmwood avenue at Buffalo for but little more than two years the Pierce-Arrow Motor Car Company has found it necessary to increase greatly the floor space of the original plant. Not only have extensive additions been made to several buildings, but one new one has been erected and is now being occupied and the work of construction on another will be begun in a short time. All the buildings will be ready for occupancy during the summer and fall.

Coincident with the company's announcement of the increase in the size of its plant comes another official declaration—that of its intention to begin the manufacture of motor trucks. It has been known for more than a year that the Pierce-Arrow Motor Car Company had a truck on the road for experimental work. The Pierce-Arrow truck will be one for heavy loads and its horse-power will be commensurate with its carrying capacity—large compared with the average ratings of commercial vehicles now in use. One of the new buildings on which work will be commenced within a month will be devoted exclusively to the manufacture of motor trucks.

W. C. Poertner of the Poertner Motor Car Company, Metropolitan agents for the National, declared yesterday that there was no truth in the rumors that the National concern had been absorbed by the General Motors Company. He said the Indianapolis men interested in the National company preferred to continue in business as a separate concern. Mr. Poertner said a well known amateur driver had recently selected a National car which he expects to drive in a number of road races and hill climbing events during the coming summer.

A. L. Newton, retail sales manager for the local branch of the Buick Motor Company, says that a Buick, driven by Mr. Bull, defeated a Pope-Hartford in a match hill climbing contest at New Haven recently. He also says that William Oldknow won a hill climbing event at Atlanta with his Buick, climbing Stewart avenue hill at an average rate of 63 3-10 miles an hour.

A new device designed to insure the complete vaporization and thorough mixture of the fuel in internal combustion engines is the product of the Gyrex Manufacturing Company of this city. It consists of a fan with perforated blades mounted in a strong flanged shell which is inserted into the union between the carburetor and the base of the intake manifold of gasolene engines. The mixture of gasolene spray and air from the carburetor passing through the Gyrex causes the fan to revolve at high speed and the saw toothed edges and perforated blades beat up the spray and diffuse it. The officers of the company are E. H. Stickels, president; Hartwell W. Webb, vice-president and secretary and Charles A. Wardle, treasurer.

An analysis of the speed records made by Barney Oldfield at Los Angeles and Daytona again shows the superiority of the motor car as a speed agent over all other means of fast travel, not excepting motorcycles, flying machines and steam locomotives. Not content with setting a new world's mark for a straight-away mile in 27.35 seconds at Daytona, Oldfield captured the American track mile record by covering the distance in 35.22 seconds at the new Los Angeles Motordrome.

The former record means a speed of 101.15 miles an hour, or 185 1-5 feet a second, whirling his Firestone tires around at 1,326 revolutions a minute and driving Barney and 2,500 pounds of his Benz automobile faster than human beings ever travelled before. Had Oldfield travelled at this rate from New York to Chicago he would have covered the distance in 9 hours and 28 minutes, making the eighteen hours of the Twentieth Century Limited look tedious by comparison.

J. D. Williams of New York, an exporter who travels extensively, has returned home from South America. He reports that he saw many automobiles in operation and that the number of American cars is increasing. Referring to his trip recently he spoke particularly of meeting Gen. F. M. de Souza Aguiar, former Mayor of Rio de Janeiro, who took him riding about that city in a seven passenger Franklin touring car. Mr. Williams said that they not only toured the city but went for many miles up the mountains near the city. "I saw several air cooled Franklins in Rio de Janeiro and others in Buenos Ayres," Mr. Williams reported.

One of the features of the Actors' Fund fair this year, which is to be held during the week of May 9 to 14, at the Seventy-first Regiment Armory, New York, will be a superbly finished 60 horse power Alco car that will go to some fortunate member of the profession or some friendly subscriber to the cause. The car is finished in dark blue, with a cream colored running gear, and is so completely equipped that all the lucky one who gets it will need is enough gasolene to fill the tank in order to take it from its pedestal in the armory and start on a long tour.

Mayor Crump of Memphis, Tenn., has purchased the largest car which he could find represented in his city, a six cylinder Premier touring car of 60 horse power, with accommodations for seven passengers. Mayor Crump stated that he wanted a car which not only would carry a large party but would carry them as rapidly as desired.

Although robbed of the intense excitement of road and track competition, a Royal Tourist touring car came out victor in a recent contest none the less keenly fought out on less strenuous lines. This was for the most popular car on exhibition at the recent automobile show in Los Angeles. The voting gave the Royal Tourist car an overwhelming victory over fourteen other licensed cars of American manufacture and three foreign built machines which had entered the lists.

The Cole "30," sold here by the Colt-Stratton Company, scored at the Los Angeles Motordrome last week. Driven by Endicott, a Cole "30" stock car broke two records in the 161-230 cubic inches piston displacement class.

It won the ten mile event in 9 minutes 5 2-5 seconds. This beats the former record by 43 seconds. The fifty mile stock car race was won by Endicott in a Cole "30" in 43 minutes 49 seconds, beating the former record by 7 minutes 13 seconds.

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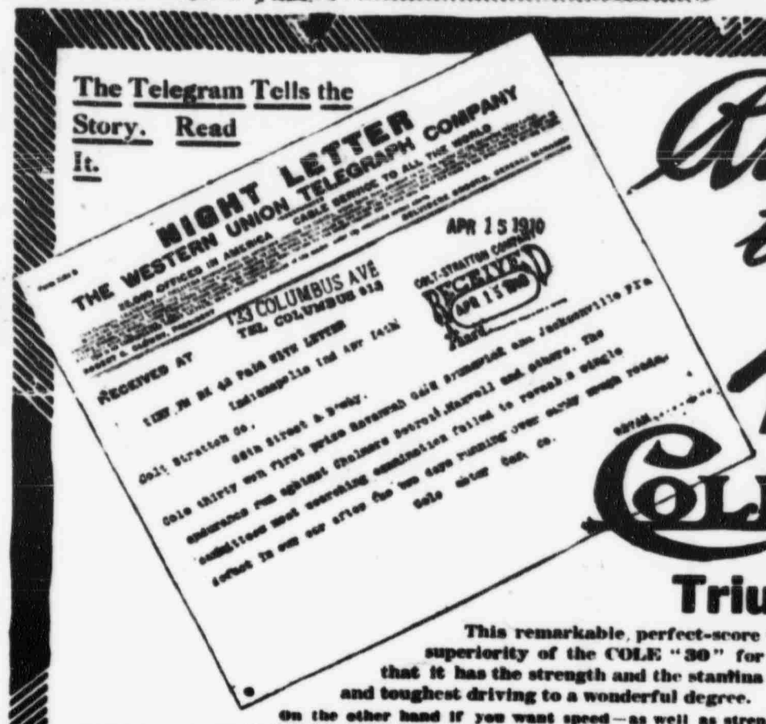

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On the other hand if you want speed—as well as strength and endurance—consider this world beating record made for the 161-230 cubic inches piston displacement class, at Los Angeles Motordrome Races last week

A COLE "30" Stock Car—driven by Endicott—won the 50 mile American Speedway race in 43 minutes, 49 seconds. This time beats the world's record time for this class, made by Nelson in a Buick last year at Atlanta, by 6 minutes, 47 seconds.

We repeat—whether you want speed, endurance or easy riding qualities, the COLE "30" at $1,500 is the best buy on the market. *A trial spin over your route for the asking.*

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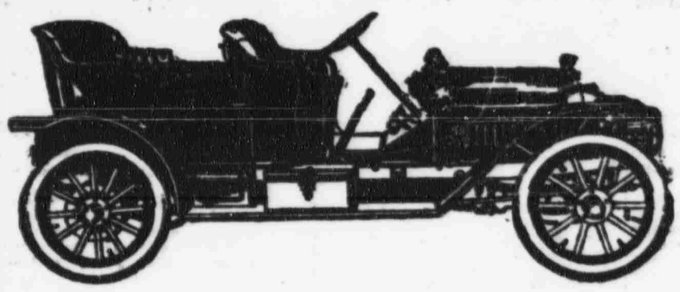

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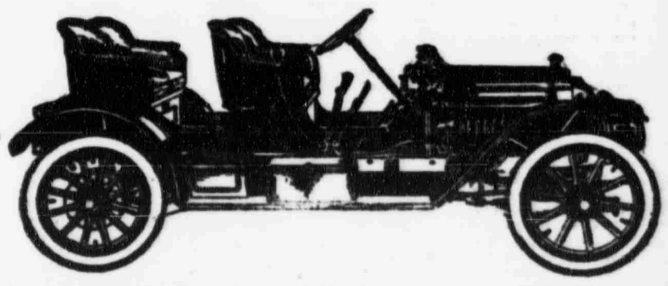

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Owners of Regal Cars are PROUD OF THEIR CARS and tell us so. They tell their friends, too. They are treated right, and knowing it, are MORE THAN SATISFIED.

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Pelham Bridle, complete, $2.96, $3.96 and up to $6.96.
Single Rein Bridle, $1.98, $3.24 and up to $5.49.
Riding Crops, 56c, 72c, $1.19 and up to $10.74.
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