AMONG THE AUTOMOBILISTS

SHARP'S DEATH NOT LIKELY TO AFFECT FUTURE RACES,

Except That It Probably Will Mean Only Drivers of Competent Experience Will Be Permitted to Start—Racers Return by Boat From Savannah Meet.

What effect do you think the death of Sharp and his mechanician, Fuchs, will have upon the holding of the grand prize race another year at Savannah?" a man who is greatly interested in motor contests asked yesterday.

"None at all, except that I believe it will lead to greater care in the matter of selecting drivers for the big races," he replied. "It will mean, if anything, that a man will have to show decided ability and experience before he will be allowed to send a car along in a big fixture. There are smaller races for men to go into until they become accustomed to the game. After they have driven enough to show that they are fit then they should be permitted to go into the larger contests.

"It is hard to say of Sharp, after he is dead and caused the death of his mechanician that it was his fault that the thing happened, and perhaps it would be better to say that he wasn't experienced enough to have been permitted to enter in the race. He drove in the Vanderbilt cup race a couple of years ago, and that was his only racing to speak of.

"Besides, this accident happened in practice and not in the course of the race. Had it been while the race was on, even then I believe it would not have counted for much against another holding of the race. The history of these events is that the drivers regard what happens to one another as chance. They realize that death and accidents are very likely to happen to any one of them.

"However, had a car run off the course among spectators and killed any of them it would have had a decided effect on another running of the race. Any game where those who are looking on are likely to be put suddenly in great danger is one that probably won't survive any great amount of time."

Another man, one who just returned from Savannah and who was at the scene of the accident to Sharp just a brief time after it happened, said that it puzzled him how it could have come about, except that it seemed to those who tried to analyze the happening that Sharp must have turned around to see if any one was coming and so ran off the course.

"The place where it happened," said this man, "is hardly a curve. There are two or three slight bends there, but the course is very wide and the twists would hardly be noticed by any one. To the left of the course at the point the accident happened is a ditch, and behind it a barbed wire fence. There are a couple of stumps in back of that and a dwarf tree, a pretty sturdy one.

"The idea is that Sharp, having turned his steering wheel slightly while going very fast, looked around to see something and in doing so turned the wheel even more, so that it dashed off the course.

"It slid into the ditch, ripped through the wire and carried away the stumps and bent the tree down. It came up sharp against a much heavier stump beyond and turned right over. That is how the men were badly hurt. That is the way it was figured out by the experts who got there later."

The annual meeting of the Society of Automobile Engineers will be held in this city on January 11 and 12, 1911. President Howard E. Coffin says the two day sessions will be devoted to the business of the society and to technical subjects on which papers, printed in advance, will be distributed to the members.

Division meetings of the society are continuing actively. The plain ball and roller bearings division met with these present: Henry Souther, chairman standards committee; Henry Hess, Hess-Bright Manufacturing Company; A. P. Sloan, Jr., Hyatt Roller Bearing Company; S. P. Wetherill, jr., Wetherill Finished Castings Company, and Coker F. Clarkson, secretary. The division on aluminum and copper alloys met with Thomas Fay of Automobile; S. Fretz, Light Manufacturing and Foundry Company, and H. W. Gillett, Aluminum Castings Company, present in addition to Messrs. Souther, Wetherill and Clarkson.

On board the steamer City of Savannah yesterday morning were some of the folks who went to Georgia to see the races and some of those who took part in the contests. William Knipper, whose Lancia won the Tiedemann trophy race, making the average of 58¾ miles an hour, a new American light car record, was among the early arrivals who returned. His car was in the shipping with the three racing Maxwells which finished third, fourth and fifth respectively in the Tiedemann trophy race. Drivers of these, Emery Wright, Thomas Cadello and Martin Doorley, were on board as well as Hugh N. Harding, the Stoddard-Dayton driver, whose car did not start because of internal disarrangement. Louis S. Disbrow, the Pope-Hartford driver, was another sea voyager.

In the hold along with the racing cars were several privately owned cars belonging to persons who went South to see the races. A very low rate was made by the steamship company for transporting these machines, and many took advantage of it. Partner G. Reeves, manager of the Maxwell division team, accompanied his men and their cars.

GENERAL MOTORS FINANCES.

New Directorate Chosen and Durant Reports Conditions Good.

The annual meeting of the General Motors Company was held yesterday in Jersey City, changes in the board of directors being made. These directors, nominated by the voting trustees appointed in connection with the $15,000,000 issue of notes by the company, were elected: W. C. Durant, Anthony N. Brady, James J. Storrow, Albert Strauss, J. A. McClement, Nicholas L. Tilney, Richard Lasseman, Jr., George Richard, Jr., Benjamin F. McGuckin, Herbert L. Carlebach and Arthur F. Bush, Jr. With the exception of Mr. Durant these are all new. The last four named, it is understood, are merely temporarily on the board. They will be succeeded later by four business men of Detroit.

The retiring directors are William E. Eaton, Curtis R. Hathaway, J. T. Smith, William J. Mead, Henry Howderson, A. M. Bentley, Samuel McLaughlin, Schuyler B. Knox, E. R. Campbell and W. C. Leland.

Four of the new directors represent the General Motors Company. The others represent the financial interests which floated the note issue. Mr. Storrow is of Lee, Higginson & Co. of Boston, and Mr. Strauss is with J. and W. Seligman & Co. It is understood there will be a meeting soon at which the officers will be chosen.

Mr. Durant, who is vice-president of the company, gave out a statement last night to the effect that the financial affairs of the company are to be under the immediate supervision of a finance committee, which will include representatives of the banking firms. "The management believes," said Mr. Durant, "that the financial arrangements made place the company in excellent shape for the successful prosecution of its business."

Of the financial condition of the company Mr. Durant had the following to say: "The arrangement entered into some weeks ago with the New York banking syndicate headed by Messrs. J. and W. Seligman & Co. and Messrs. Lee, Higginson & Co. of Boston has been concluded, and as a result thereof the company has received sufficient funds to enable it immediately to pay its entire debt and the debt of all its subsidiary companies. Checks for the payment of all matured obligations are now in process of being mailed.

"To provide for the repayment of these advances the company has issued $15,000,000 of 6 per cent. five year sinking fund notes of a total authorized issue of $20,000,000, secured by a first lien upon the manufacturing plants of the subsidiary companies to the Central Trust Company of New York as trustee. The deed of trust provides for a sinking fund payable as follows:

"On or before the first day of October, 1911, the sum of $1,500,000.

"On or before the first day of October, 1912, the further sum of $1,500,000.

"On or before the first day of October, 1913, the further sum of $2,000,000.

"On or before the first day of October, 1914, the further sum of $2,000,000.

"The $5,000,000 of reserved notes can be issued only subject to the restrictions of the deed of trust.

"Pursuant to an agreement with the bankers a majority of the outstanding capital stock of the company has been deposited with the Central Trust Company of New York as depositary to be voted until repayment of the notes by Messrs. James N. Wallace, Frederic Strauss, James J. Storrow, William C. Durant and Anthony N. Brady as voting trustees."

CURRENT SPORTING GOSSIP.

John M. Ward Not a Candidate for National League Presidency.

John M. Ward will not be a candidate for the presidency of the National League of Professional Baseball Clubs at the coming election. Ward was a candidate last year and ran against John A. Heydler, the vote being a deadlock and Thomas J. Lynch being chosen as a compromise. Ward has written the following letter to President Lynch:

November 4, 1910.

Thomas Lynch, Esq., President National League of Baseball Clubs.

MY DEAR MR. LYNCH: My attention has been called to several newspaper suggestions that I am to be a candidate for the office of president of the league at the coming annual meeting. These statements have been made without any authority from me and I beg to assure you that I am not and will not be a candidate against you.

Please accept the assurance of my friendly regard and believe me, yours very truly,

JOHN M. WARD.

It is understood that several of the National League club owners are opposed to the reelection of Lynch, but the withdrawal of Ward from the field will probably insure Lynch's retention in office.

John J. McGraw signed a five years contract with the New York National League club yesterday. It is said that he will receive more than $50,000 for his services during that period. McGraw was supposed to get $10,000 a year and a percentage of the club's profits in past seasons, although the figures were not made public. His new engagement is a testimonial to his success as the Giants' leader.

Some of the stockholders of the Santa Anita racetrack at Los Angeles are anxious to conduct a sixty days meeting this winter, but it appears that George Rose, the millionaire bookmaker, who is heavily interested in the plant, does not regard the plan with favor. Rose is making book at Emeryville and on Monday he talked the matter over with Thomas H. Williams, president of the Pacific Coast Jockey Club. Mr. Williams expressed the opinion that the reopening of Santa Anita just now might revive the hostile attitude of reformers toward racing in California and that the meeting now in progress at Emeryville was a sufficient test. The California Legislature convenes in January and Mr. Williams is prepared to make a hard fight against further anti-racetrack measures. Emeryville is going along smoothly with the oral betting system and if the legislators do not pass another bill it is believed that in due time racing in California will enjoy its former prosperity. Rose, acting upon the advice of President Williams, has notified his fellow stockholders at Santa Anita that it is advisable to keep the track closed for the present at least. John Brink, on the other hand, speaking for E. L. Holland, Barney Schreiber and others who have money invested in the Los Angeles course, announced yesterday that the meeting would be held regardless of the agreement reached by Messrs. Williams and Rose.

The appointment of Judge Charles F. Price to officiate in the stand at Juarez guarantees clean racing at the Mexican track opposite El Paso. Judge Price is fearless in his rulings and has established a reputation for square dealing that has made him one of America's foremost racing officials. The Juarez meeting bids fair to eclipse anything of the kind ever conducted during the winter season and when the bugle sounds on Thanksgiving Day more than 800 horses will be on the ground. Manager Winn has worked diligently to make the meeting a big success. As Señor Terrazas, part owner of the track, is closely identified with the Mexican Government, no trouble as a result of the anti-American feeling in the republic is expected. James Butler, who has helped to finance the venture, will visit Juarez about the first of January.

"The Jockey Club does not advocate a repeal of the anti-bookmaking law by the new Legislature at Albany," said a well posted racing man yesterday. "As a matter of fact the reformers have welcomed the abolition of the bookmakers, so-called, but are going to make a fight to have the directors' liability law declared unconstitutional. The tracks were compelled to close after the Saratoga meeting because this law made the track owners liable to arrest and prosecution if any bets of betting took place on their properties. If the directors' law is knocked out, therefore, all the tracks will conduct meetings next year and the betting will take care of itself. It is not a crime to make a bet and under new conditions a certain form of speculation will be established by the courts. The days of slates, stools, sheets and cash boxes are gone forever."

BILLIARDS

Slosson to Play With Demarest Preliminary to Match With Hoppe.

George Slosson played two practice games yesterday for his match with Hoppe in his room and won both. In the afternoon he defeated Fred Williams, playing 18.1 to his 18.2, by the score of 300 to 112, making a high run of 55 and averaging 20. Williams made a high run of 44 and averaged 9.13. In the evening he played E. Gardner, defeating him by the score of 300 to 211. Slosson made a high run of 75 and averaged 14.8-21. Gardner's best run was 49 and he averaged 10.5-21.

Slosson will play a match game of 3,000 points with Calvin Demarest beginning tomorrow afternoon. Slosson will play the 1 to Demarest's 2.5. The match will take six days, 500 points to be played each day, 300 to be played in the afternoon and 200 in the evening.

C. H. Byers defeated F. Durbin in the game played last night in the three cushion tournament at John J. McGraw's room by the score of 46 to 23, with a high run of 6, the highest run made during the tournament. Durbin's best run was 4. The game lasted 116 innings.

Boston won for the first time last night in the intercity league tournament at Johnny Doyle's room. Al Mason of the Hub defeated John Manahan of New York by the score of 50 to 47 in ninety-one innings. Safety was the style of game on both sides from the start. It was a hotly contested match and Mason won by three points. Mason made a high run of 4. Manahan's best run was 3. Tom Gallagher was referee. The game to-night will be between James Blair, New York, and Al Mason, Boston.

AMERICAN FIGHTER WINS.

Jimmy Walsh Beats Sammy Kellar, the English Bantam.

Jimmy Walsh, the American bantam champion, won a scientific ten round bout by a small advantage from Sammy Kellar, claimant to the English title, at the Fairmont A. C. last night. Kellar showed much cleverness in blocking and countering, but Walsh carried the fight to him in a majority of the rounds. Walsh was the harder puncher and in the last two rounds, when he adopted slugging tactics, showed superiority, but even then Kellar displayed enough pugnacity to make the finish a hair-raiser. Walsh on work and points had the better of six of the rounds, but he did not win easily. He just nosed his man out at the wire.

The American carried about 120 pounds, while the Englishman scaled at 117 or thereabout. The bout was an excellent magnet, as the clubhouse was crowded when the little fellows were introduced.

Walsh forced the issue in the first round, rushing in with heavy swings that Kellar coolly blocked. Kellar did some clean countering, driving the right into the stomach and the left to the head. At infighting Walsh showed the greater strength but the Briton had a clever defence and escaped unharmed. The round was about even.

Rushing in quickly Walsh began the second round with a left swing on the neck. Kellar got away from another rush and turning quickly shot in several hooks to the body. Kellar got into a mixup and both men hammered the short ribs until clinched. Kellar put a sharp left on the nose, and as Walsh rushed in they slugged to a clinch. Walsh had the round by a small margin.

The Briton began the third round with a left that was blocked, but he swung over the right to the jaw and Walsh clinched. Walsh then jabbed successfully with the left, Kellar jumping in with a double swing to the jaw that rocked Walsh perceptibly. Walsh took the defensive after that and Kellar had the round.

Walsh lost no time in boring in with a stiff left on the mouth as the fourth round opened. He came again with the same kind of a punch, but Kellar blocked and countered heavily on the neck. Walsh took a hand at the blocking game for a moment, after which he began to slug and Kellar was wrestled to the floor. When the Briton jumped up Walsh increased his attack and put in some hard smashes with both hands, Kellar being on the defensive at the gong. Walsh had this round with plenty to spare.

Kellar worked the left into Walsh's face in the fifth round, but he had no steam behind the punches. He got the right over to the head, however, with considerable force, whereupon Walsh went to a mixup and slugged his man until the latter clinched. Walsh rushed the Englishman to a corner and had him covering up when the bell rang. It was Walsh's round.

In the sixth round Kellar smothered several rushes and then put in some sharp lefts. Walsh kept in rushing, however, until Kellar jarred him with a clean hand swing on the jaw. Kellar also met another attack with a left on the throat, but he could not keep the Boston man away. The round was slightly in Kellar's favor on points.

As Walsh resumed his rushing in the seventh round Kellar blocked and countered stiffly on the neck. Walsh shot a right to the jaw and the Englishman wabbled. The American then piled in with a wild assault, but Kellar, rallying, rocked him with a right on the jaw. Walsh eased up then and Kellar scored points with the left until the Bostonian rushed him to the ropes and landed a heavy right over the heart. Walsh's round by a shade.

Blocking cleverly Kellar countered stiffly as Walsh came in full tilt for the eighth round. Walsh did the leading then and forced Kellar into a mixup, the latter holding his own. Kellar got his right to the jaw and also to the stomach as Walsh came again and had the round on points.

Although Walsh rushed incessantly in the ninth round and landed some hard swings Kellar blocked and countered with great skill. Both reached the jaw with swings, Walsh being the harder hitter. Kellar hooked a clean left to the chin in a mixup and Walsh's attack for the moment disappeared. But he was at it again, and both exchanged wallops that made the crowd roar with delight. Walsh had this round by a small margin.

Kellar opened the last round with a left on the mouth. He followed with two more lefts, but Walsh cut loose with a fierce attack, landing left and right with so much power that Kellar's nose began to bleed. Kellar rallied with some solid counters, but Walsh outslugged him until the Englishman was clinching. But at the end Kellar was still fighting desperately and gamely. Walsh was the winner.

Mrs. King Leads in Pool Match.

Mrs. King turned the tables on Miss Clearwater last night in the second game of the contest at Maurice Daly's Broadway Billiard Academy. The score was Mrs. King, 111, Miss Clearwater, 55. The winner made a high run of 8, Miss Clearwater's best run being 5. The total score for the two nights is Mrs. King, 202, Miss Clearwater, 140. It was said last night among the friends of Miss Clearwater that Miss Eugenie Fitzsimmons would challenge the winner of the match.

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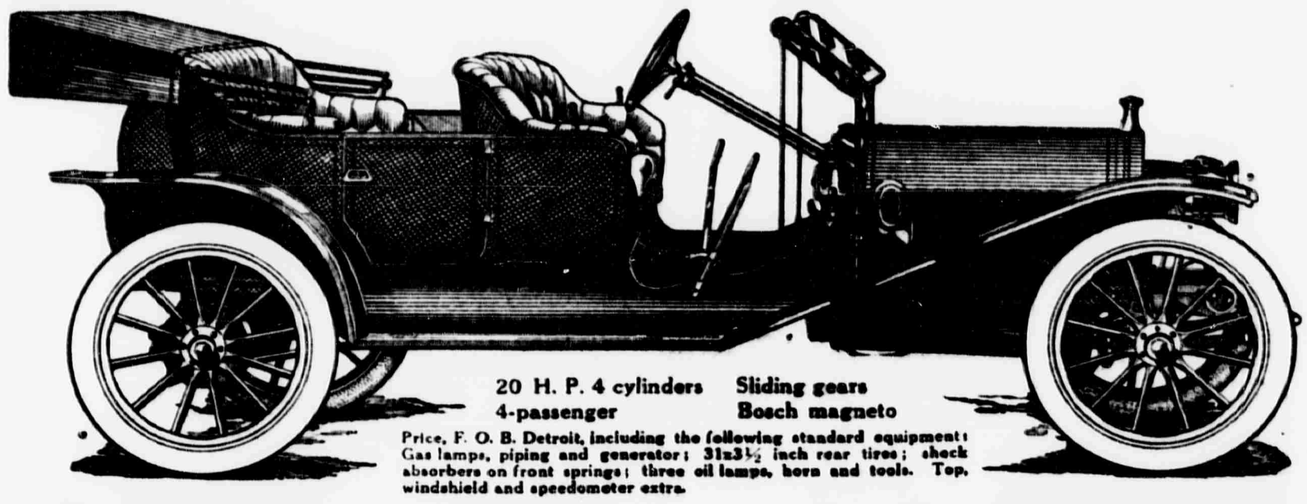

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Are you one of those who have felt that a touring car was beyond their means? Hundreds like you now find themselves eligible to ownership of the new $900 Hupmobile. In first cost and in assured economy of operation it makes a touring car possible to scores who have not dared consider one before.

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"Let the other fellow have the long profit on the high-priced car.
"Give us the small profit on a generous volume.
"The automobile business cannot grow to real greatness on the patronage of the few—it must deserve the support of the many.
"There aren't enough rich men to go around.
"We will build cars for the average man—for the modest pocketbook.
"We will send the Hupmobile out into every nook and corner of the world.
"We will link the city to the farm; and the farm to the city.
"Anybody can sell luxuries to the rich—let us bring health; and sunshine; and pleasure; to men and women of modest means.
"Let us resolve to build a car so good that it will shame the cars of higher price.
"Let us make it so light and yet so strong that it will cost less to keep than any other car on earth.
"Last, and most important of all, let us resolve that all the money on earth shall not tempt us to turn out a poor product."

This policy was formulated three years ago. Now thousands of people swear by the Hupmobile and vouch for its soundness and its value.

The new Hupmobile banishes three bugaboos which have always confronted the touring car buyer:—
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Fear No. 1 is driven away by the life-long guarantee and the magnificent record of thousands of Hupmobiles already in use.

Fear No. 2 is left without a leg to stand on by this same life-long guarantee.

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So you will be confronted, when you see this new car, to-morrow, by an entirely new economic proposition.

If a touring car would mean anything to you—
If it would make life brighter and healthier and happier for you and your friends—
And you can afford to pay for that inestimable boon a first cost of $900, and an after-cost about equal to the average daily street-car expense—then buy a Hupmobile, with implicit confidence in its rock-ribbed, life-long guarantee.

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That the first poor Hupmobile has yet to be built.
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GENERAL SPECIFICATIONS
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Unit power plant. Four cylinder, 20 HP. motor; 3¼ inch bore, 3½-inch stroke; offset crank shaft; valves on left side.
Selective sliding gear transmission, two speeds forward and reverse. Lubricated from crank case.
Multiple disc clutch enclosed in gear case and running in oil.
Hyatt roller bearings on outer ends of rear axle.
2 foot and 2 emergency brakes, internal expanding on rear wheels.
Drop forge front axle, I beam section, integral spring seats.
Frame of pressed steel channel section. Semi-elliptic front springs, patented cross spring in rear.
Float feed, automatic carburetor, accelerator pedal, hand throttle under steering wheel.
Bosch high tension magneto. No battery, coil or complicated wiring.
Thermo syphon system of water circulation for cooling.
Front and rear tires, 30x3 inches. Wheel base, 96 inches. Tread, 56 inches.
Body Hupp blue, white striping. Wheels gray.
Oil lamps for dash and rear, horn and tools regular equipment. Top, windshield, gas lamps, tank or generator extra. Weight, regular equipment, 1200 lbs.
Price, $750 F. O. B. Detroit

TOURING CAR

Same as Runabout except:
Wheel base 110 inches, heavier frame, vanadium steel rear spring.
Metal body seating four. Tufted upholstery. Hupp blue on body, white striping, gray wheels.
Regular equipment: gas headlights and generator, shock absorbers on front springs, oil dash and tail lamps, horn and tools. Top, windshield and speedometer extra.
Tires 30x3 inches front, 31x3½ inches rear.
Weight, regular equipment, 1600 pounds.
Price, $900 F. O. B. Detroit

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You get enough power to carry four people up any hill or grade the Hupmobile may encounter.

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You get a system of springs, supplemented by shock absorbers in the front, which makes driving a delight in ease and smoothness.

You get a longer wheel base than has ever been offered before for less than $1000.

You get a Bosch magneto and sliding gear transmission—offered for the first time in a touring car for less than $1000.

You get the same superb construction that won for the Hupmobile Runabout the honor of being the only moderate-priced car that employed the same fine materials and methods utilized on larger and costlier cars.

You get the first life-long guarantee ever given with any automobile in the world—a guarantee which will be carried out to the letter, no matter how many people may, in time, own the car you buy, nor how many years hence it may be called into action.

Runabout, $750

COUPE specifications
Same as Runabout except:
Body of metal, fully enclosed and storm proof. Hupp blue,—white stripes, gray wheels and gray panels on doors, doors open forward.
Standard equipment includes electric headlights, combination oil and electric side and tail lamps, dome light, folding dash seat for a third person, shock absorbers in front.
Front tires, 30x3 inches, rear, 31x3½ inches.
Weight, 1600 pounds.
Price, $1100 F. O. B. Detroit

Coupe, $1100

TORPEDO specifications
Same as Runabout except:
Gear ratio 3½ to 1, giving speed of 55 miles an hour.
Metal body, with gas oline tank enclosed. Absolute protection from mud and dust.
Standard colors and equipment same as runabout.
Tires 30x3 inches front and rear.
Weight 1300 pounds with standard equipment.

Torpedo, $850

Price, $850 F. O. B. Detroit.

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