

circuits of the 23.27-mile course, a total of 232.74 miles. The winner's average was 51.5 miles per hour.

To-day, Chevrolet successfully piloted a 30.4-horsepower Buick, with rare skill and perseverance, in the big car event wherein the contestants were required to travel 17 circuits, which gave a mileage of 395.65. But the greater distance killed off many, and the victor's sustained flight of speed only footed up 49.3 miles per hour. In the small car race, two besides the winner—Locomobile and Marion—exceeded the speed of the big car performer.

True, it was a bruising distance and the course had a serious handicap in a stretch of over a mile which couldn't be considered other than very bad. A dose of this in every circuit didn't help the cars, especially in the Cobe Cup race, and one after another suffered from disablements which sent them to the side of the road temporarily or permanently.

Mayhap in the effort to give the onlookers a plenteous run for their money, the distance was increased beyond the capacity of the cars for such a course. In like manner, the capacious grand stand offered accommodations for thousands who came not. 'Tis a weakness of Chicago folk to make things bigger than anyone else, and this was their first experience with a great automobile road race.

But let it be said right here, that the job was done prodigiously, and withal most excellently. No expense restrictions interfered with the work of the indefatigable committee, and its members labored from early until late, in order to have everything right up to the mark.

That poor stretch in the course had to be accepted as one of the regrettable handicaps, and if the enormous stand didn't hold the expected throng, it meant that the interest in automobile racing had been overestimated in the West. Even if the events had been "National" instead of "Western," it is a safe assertion that the crowds would not have been any larger, for it must be remembered that the West is always loyal to anything which is branded as of the West.

Credit in huge hunks belongs to that committee which contains the names of Trego, Beecroft, Van Sicklen, Edwards, Sinsabaugh, Ayers, Root and Wheeler. And here, too, should be mentioned the many who helped the grand scheme in minor capacities. The Chicago Automobile Club has good cause to feel proud of its "Western Stock Chassis Races," and to Ira M. Cobe, president, a special vote of thanks is forthcoming.

One of the hitherto unaccomplished things in connection with the racing on the Crown Point circuit was the presence of Illinois State troops guarding an event in Indiana. In the East anything of this sort would have been denounced as "unconstitutional" and impossible. The fact that the races supplied the greater competitive spectacle of modern times free of charge to thousands, wouldn't have had the slightest bearing in the premises. The matter in which the West brushes aside precedent and takes the initiative is invariably most refreshing. It frequently is made to appear that the laws are for the people who have the red blood to insist that their interpretation shall mean the greatest good to the greatest number.

PRESIDENT COBE ON FUTURE RACES

Before the big race for the Cobe cup had concluded there was some talk of next year, and in the course of an interview President Cobe said:

"We do not know whether we want to attempt another race on this scale next year. Perhaps the West does not care enough for such an exhibition. Possibly it is new and we must first show them that the show is worth while.

"I do not think the club will lose \$25,000 by the two races. We will not know the cost for two weeks at least. It will be a considerable loss.

"I am inclined to believe that those most benefited by such an event as a big road race should assist appreciably in paying the cost of running it."

MATSON TELLS HOW HE WON

"The only man I was afraid of was Strang," said Matson. "I made up my mind to catch up with him if I could and cling to him all the way around. I did not know that he was disabled on the third lap, but thought he was ahead of me all the time. I knew I had the speed in my car and that my principal task was to hold the light machine together by conservative driving. The race was the fairest that I ever saw.

"None sought unfair advantage of another. During the race I passed every car but the Marion, driven by Monson, and entered as No. 6. Robertson in his Locomobile and I passed each other repeatedly, and he tried to out-manuever me.

"On the long west stretch of the course I blew out a tire, but Vaughan and I replaced it in one minute and fifty seconds.

"My car responded instantly to the levers, and the way it gripped the road made it hard on the rear tires. In addition to the one I wore out, the one on the other rear wheel wore clear through to the fabric. I knew it was in danger of going and that a stop to put on a new one might lose me the race. As we pulled into Lowell on each lap we knew exactly how far we were ahead. The Chalmers-Detroit camp had a big bulletin board there and gave us the time on each lap. In addition to the time lost changing the tire, we lost one minute and fifty-eight seconds shipping gasoline and water.

"On the last lap I knew that we were more than eight minutes ahead and had plenty of time. So I kept a steady pace and took no chances. It was on this lap that Robertson tried to jockey me out of the race. He knew my tire was bad and he passed me and fell back to tease me into sprinting ahead of him. This I would not do, but let him have third place, not to risk unnecessarily the race I already had won."

CHEVROLET'S OPINION OF THE BIG RACE

After the race was over, and the excitement had subsided enough to permit of actual thought, Louis Chevrolet had the following to say about his victory: "I drove the last eight laps of the race on nerve—nothing else. When I lost the use of one cylinder as the result of the hard jumping over the rocks I almost wanted to give up. But something told me to stay in. It must have been the training I received while a mechanic for Hemery, the greatest motor racing driver the world has ever known. He never has been known to give up. He taught me to drive that way in all my contests.

"It was a hard drive, though. I weighed myself Friday when the officials were inspecting the cars, and honestly, I'm twelve pounds lighter to-night than I was before the start. Two such contests in rapid succession will tell on any man. I wanted to hang up a road record, but the course was in dangerous shape. I can only say I am indeed happy, for hard luck followed my partners, Strang and Burman, all through the two races here."

Ante-Race Stories Scared Away the Crowds—Accounts of the great crowd that was expected, the high prices that would be charged for food and shelter, and the probability that visitors might go hungry, are thought to have kept many from the scene of action. There were vivid tales of how automobile-race goers might have to fight for something to eat and how they would be jostled about, so that officials have concluded that many stayed at home for that very reason. After it was all over, it was realized that the prices were no higher than might be expected, perhaps double, the charge for a 25 cent meal being 50 cents. There was no great dearth of food, and the crowd was not in an "ugly" mood, as some perhaps had feared. Coffee retailed for five or 10 cents a cup, depending upon how the purchaser asked for it and the appearance of the asker. Under cover the charge was a dime, but on the streets the same liquid was a nickel. Sleeping quarters were seldom, if ever, sold at more than \$3 a room, and those at \$10 were the unfortunate dreams of over-zealous press agents.



Chevrolet, the Winner, and Nelson, the Mechanic Who Helped

With the fight in lap eight a three-cornered one involving Chevrolet, Robertson, and Bourque, the Frenchman gained an advantage on the seventh lap and finished 6 minutes 30 seconds to the good in the eighth. He was now leading Bourque's Knox by over 18 minutes, Bourque having stopped 7½ minutes in this lap at the grand stand to change tires and take on gasoline, oil, and water. But Chevrolet's pace was being rapidly eaten into by Bourque and Robertson. In lap nine Robertson cut the lead practically 2 minutes and Bourque lost but 6 seconds to Chevrolet.

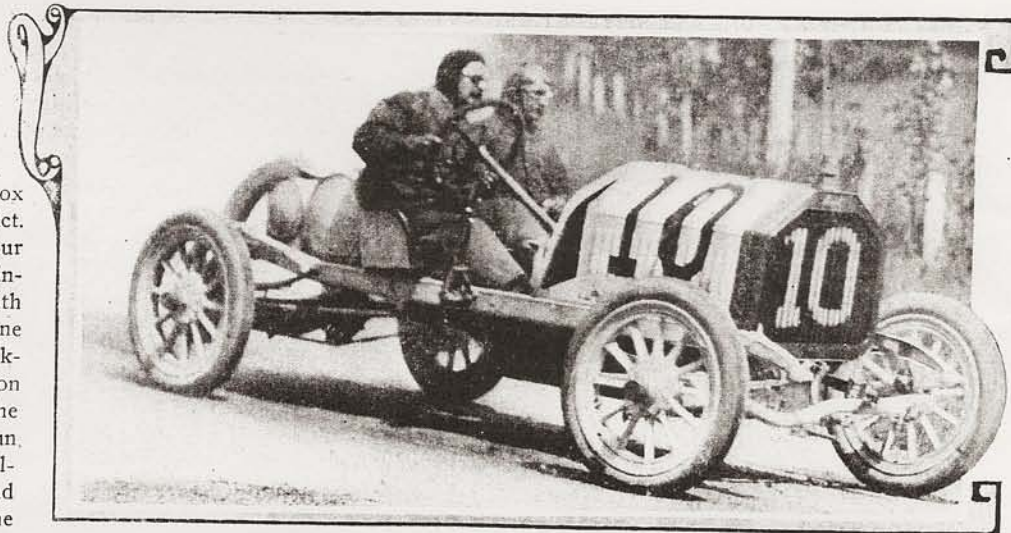
It remained for lap ten to be Chevrolet's Waterloo, he requiring 44 minutes 1 second to make the circuit, while Robertson romped around in 24:57 and

Knox in 27:17. This was the lap when Chevrolet had valve troubles. At the grand stand at the completion of the lap he changed two rear tires, took on gasoline, and some extra valves. The delay allowed Robertson to take the lead at the end of lap ten by a clear margin of 12 minutes 32 seconds.

Bourque at this time was only 1 minute 15 seconds behind Chevrolet. Lap eleven saw Robertson leading Chevrolet by 27 minutes 7 seconds, and Bourque leading him by the narrow margin of an even 10 minutes.

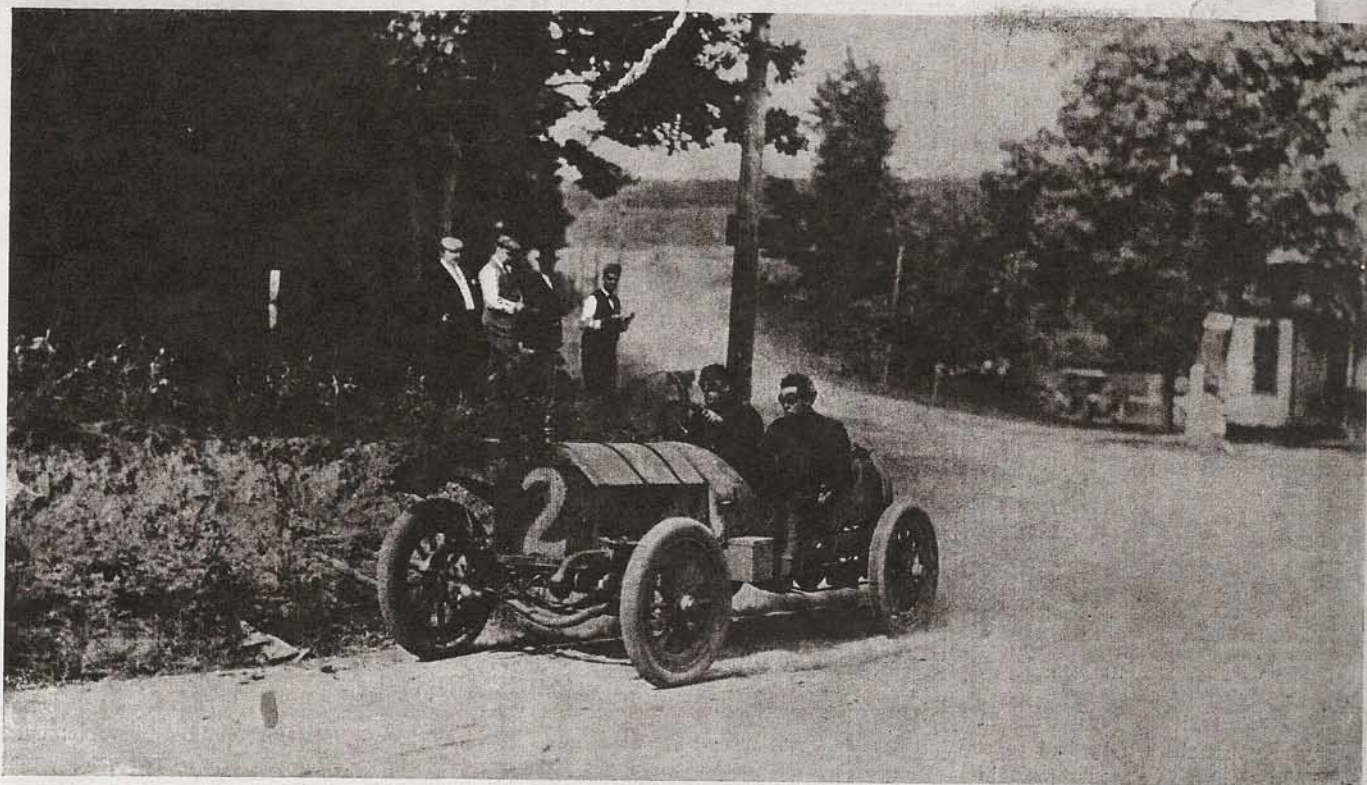
In lap twelve this order of Robertson-Bourque-Chevrolet remained, Robertson having dropped his lead to 19 minutes 14 seconds owing to a stop at Lowell. At the end of this lap he stopped at the grand stand for 4 minutes 40 seconds to take on supplies and change rear tires. This delay accounts for his losing 6 minutes to the Frenchman.

If lap ten was Chevrolet's hoodoo, lap thirteen proved the undoing of both Robertson and Bourque. Robertson had a 6 minutes stop during the lap at Lowell because of ignition troubles, and when he reached the grand stand at the completion of this lap 13 minutes were needed to change the magneto and do some other adjusting. Part of this proved fruitless, as a test of the magneto immediately after it was off showed it was in perfect working condition. While Robertson was working over his difficulties, Bourque was aware of his. During this lap Bourque had filled with water and failed to close the petcock at the base of the radiator, so that when he reached the grandstand not a drop of water remained in the radiator or jackets. It was taking too great a chance to pour cold water into the jackets, and by



Chevrolet (Buick) Took Corners Skillfully But Cautiously

CROWN POINT, IND., June 19—Chevrolet in his contest for the Cobe trophy had to contend against four successive adversaries who confronted him at one time or another during the seventeen laps of the big race. Of these four (Burman, Denison, Robertson and Bourque) two (Burman and Denison) fell by the wayside before the race was one-third over, but the other two (Bourque and Robertson) contended to the finish. In the first two laps his team-mate Burman was his rival, Burman leading Chevrolet five seconds in the first lap, and fifteen seconds in the second. At this juncture, Denison with his Knox came to the fore, and not only took the lead away from Burman but placed himself also 42 seconds in advance of Chevrolet. In lap three Denison piloted the Knox around the circuit in 22:34, establishing the time record for the course. Lap four found Chevrolet to the front for the first time, having the advantage of but 12 seconds over Denison and 57 seconds over Burman. But his lead was short lived, as Denison, who had tire troubles, was destined to put the Knox to the front on the fifth lap in what proved to be the second fastest of the day, 23:08. Denison relinquished his hold, however, in lap six, due to tire troubles, he having to stop 2 minutes 10 seconds at the end of this lap to take on a tire and oil, and having lost more time during the lap changing a tire. This permitted Chevrolet to lead at the end of lap six with a margin of 2 minutes 22 seconds. Burman retired during this lap owing to gasoline troubles and went out of the race. No sooner had he ceased as a factor than both Robertson in his No. 9 Locomobile and Bourque in the No. 2 Knox entered into the first place conflict. Chevrolet had a lead of almost four minutes on Robertson and five minutes on Bourque, in the seventh lap, at which time Denison had gone out of the race owing to a breaking of a connecting rod. Denison stated previous to the start of the contest that his engine had been run for almost two years without the cylinders being taken off, and he had asked for a new engine before the start of the race.



Bourque (Knox) Once Appeared a Certain Winner, and Supplied the Gamest Kind of Fight to Finish

actual stopwatch he consumed 12 minutes 40 seconds for gasoline, water, and oil and getting started. These extraordinary delays proved the undoing of Robertson, who dropped from first place to third, and Bourque took the lead by slightly over a 6 minute margin from Chevrolet.

Chevrolet, starting with lap fourteen, had settled down in the run for the finish, having enough tires and sufficient gasoline and oil to carry him over the finishing line. He held the lead throughout the remaining four laps, although Bourque was gradually reducing it. In lap fourteen he led Bourque's Knox by 2 minutes 54 seconds. In the fifteenth lap Bourque cut 40 seconds off of this. In the sixteenth lap he reduced it 53 seconds more, and in the seventeenth lap he cut 16 seconds off. But it was not sufficient to win, as it left the Frenchman a final margin of 1 minute 5 seconds, with Robertson 12 minutes in the rear.

While Chevrolet, Bourque, and Robertson were fighting out the first positions, an interesting struggle was taking place between Hearne in No. 11 Fiat and Englebeck in No. 5 Stoddard-Dayton, the former finally winning out.

Although the real struggle was among the five cars that actually finished the contest, there were other factors in the race that kept matters at fever heat until they dropped out. Chief among these was Miller's No. 1 Stoddard-Dayton, which was a strong factor up to the fourteenth lap, when it was eliminated by shearing four pins in the universal joint in the propeller shaft. The report was circulated that the car was in a ditch with two rear wheels off, which proved false, as Miller brought the car to the grandstand before the finish of the race, having taken two pins out of the other universal joint to repair the broken one. His third lap was one of the fast laps of the day, being made in 24:11.

Strang, who was looked to as a possibility, never proved dangerous. In lap one he stopped to take on a supply of valve pins which had been giving trouble, and in lap five was stopped for 1 hour 10 minutes in front of the grandstand while the mechanic effected some valve repairs. After this he made attempts at the lap record, but failing to get closer than 1:23 seconds of the mark set by Denison's Knox in lap three.

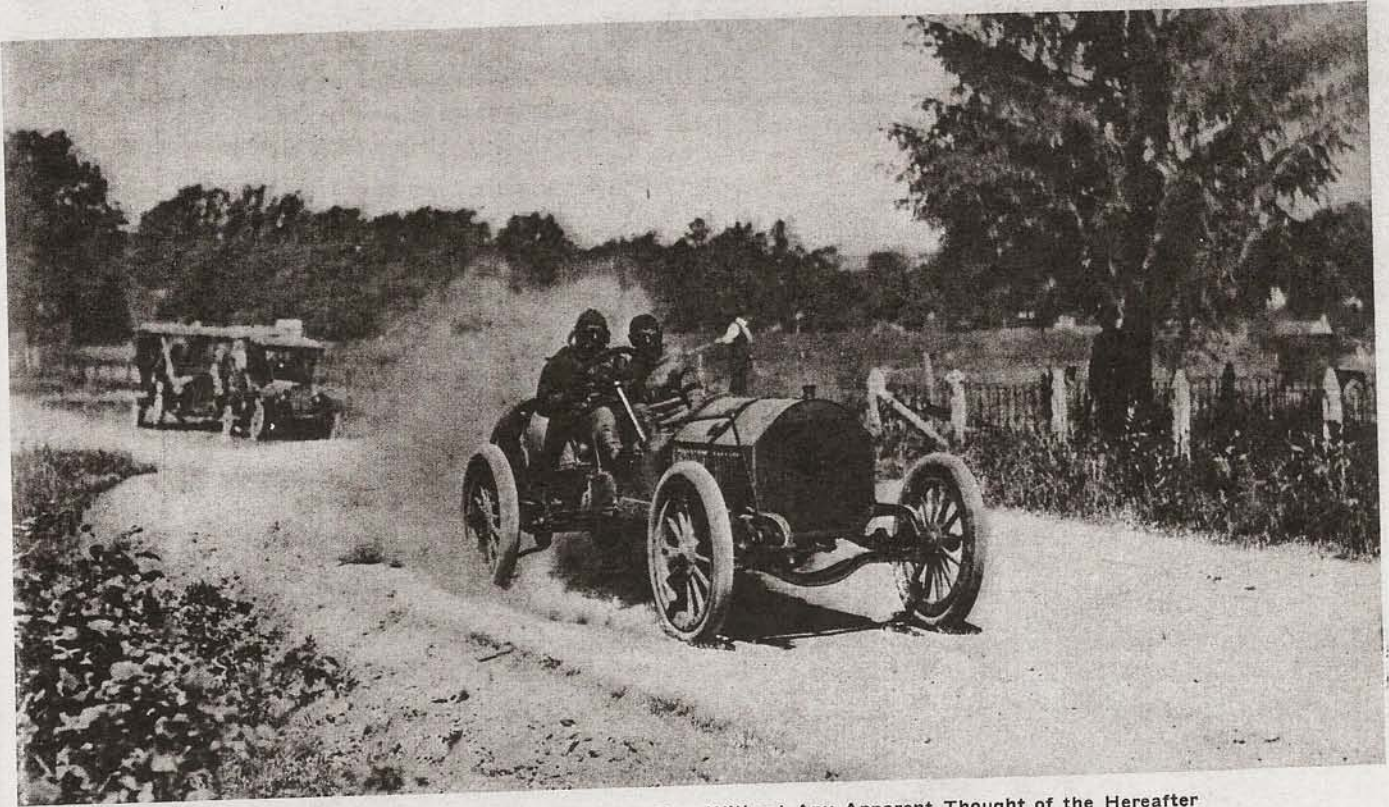
First Lap—Following their tactics in the Indiana trophy race, the Buickers again started to burn up the road in the Cobe cup and the result again showed that the Buicks had made the best

time for the initial lap, Burman, last to start, having negotiated the circuit in 24:15, which was 34 seconds slower than Burman himself had done in the curtain-raiser. The first one past the grand stand in this lap was Bourque in the Knox, who had caught and passed Miller in the Stoddard on the west leg. Chevrolet, even thus early showed he was not to be overlooked, for in point of time he was second to his team mate. Bourque was in third place, while Denison was just warming up in fourth. Seymour was the first to experience trouble on this lap. At the very first turn he slapped on his brakes, which, however, were covered with oil. So terrific was the pace at which Seymour was going that he skidded completely around on the road and tore off two tires. Finishing this lap, Strang was the first to go to the pits, a pin on a rocker arm having been lost. Burman's pace may well be imagined when it is known that he was timed over the special mile stretch at 87.6 miles per hour.

Second Lap—Bourque still continued to hold his place at the head of the procession, finishing the second lap, although he was not the actual leader. Burman still had that honor, his second lap being even faster than his first. Chevrolet, too, was putting up a good battle against Father Time and was runner-up. While the racers were going on this lap the report came that Florida was out of the race without even finishing one round, a sleeve on a camshaft breaking and ending his career just after turning into the home stretch. Denison was becoming a factor even thus early, and the running of the Knox made it a favorite.

Third Lap—This round furnished a big sensation and made Denison and the Knox even greater favorites, for the time showed a record had been broken, Denison having negotiated the circuit in 22:34, the fastest time ever recorded for the circuit and equal to 62 miles an hour. This terrific pace carried him to the front. Burman had slipped back to third and his team mate, Chevrolet, still hung to second place, being 42 seconds back of Denison. Bourque in the other Knox hung onto the lead and was in fourth place, while Robertson was "jogging along" fifth. There was only 3 minutes 21 seconds between first and fourth, so it was becoming a real race.

Fourth Lap—Denison slowed a bit the fourth round, while Chevrolet, continuing his even pace, went to the front, having the lead by 12 seconds. Burman was holding third, while



Robertson (Locomobile) Rounding Cemetery Turn Without Any Apparent Thought of the Hereafter

Bourque was fourth. Seymour had enough on this round, a broken connecting rod stopping him near Cedar Lake. It seemed at this stage as if the contestants had settled down to a steady grind, realizing that a 400-mile race was far from being a sprint.

Fifth Lap—Denison got his second wind in this round. He went out after Chevrolet and got him, his round in 23:08 being the second fastest on record. Chevrolet was only 5 seconds slower than on his fourth round, but Denison picked up enough to make him the leader of the race by 1 minute and 19 seconds. The way he was going it looked as if he would maintain the lead to the end. Still, the first five were remarkably close, there being only some 3 minutes separating first and fifth. Hearne in the Fiat was plugging along consistently, evidently having laid out a schedule and being determined to hold to it.

Sixth Lap—Chevrolet came into his own on this lap, closing up on Denison and being better than 2 minutes to the good of the Easterner who had again slowed after a fast round. Chevrolet had done his lap in 25:47, his slowest so far, while Denison had dropped back to 29:28. Burman had engine trouble and quit after having been in third place; this, of course, moved Bourque up a peg. Robertson in the Loco was holding his own, while Hearne was showing regularity and precision of running.

Seventh Lap—Denison went down and out on this round, a connecting rod breaking and the front end of his car catching fire. This removed a most formidable rival from Chevrolet's path and he was glad of it, for his pace was slowing as was that of the others. Robertson profited and climbed to second, becoming at once a favorite with the people, who declared the Vanderbilt winner was just about to make his run to the front. It looked that way at least, although on this round Chevrolet had the fastest time. Robertson was more than 4 minutes back of the flying French leader.

Eighth Lap—The Frenchman again clipped off the fastest lap in this round, doing 25:50, while Robertson slowed, although holding second place. Bourque was still third, while Miller was fourth. Englebeck was holding fifth, with Hearne sixth. Lytle, in seventh place, was having trouble with his magneto and a broken spring, but still was on the move.

Ninth Lap—Again it was Chevrolet who held the time honors when this round was completed and it was with Robertson

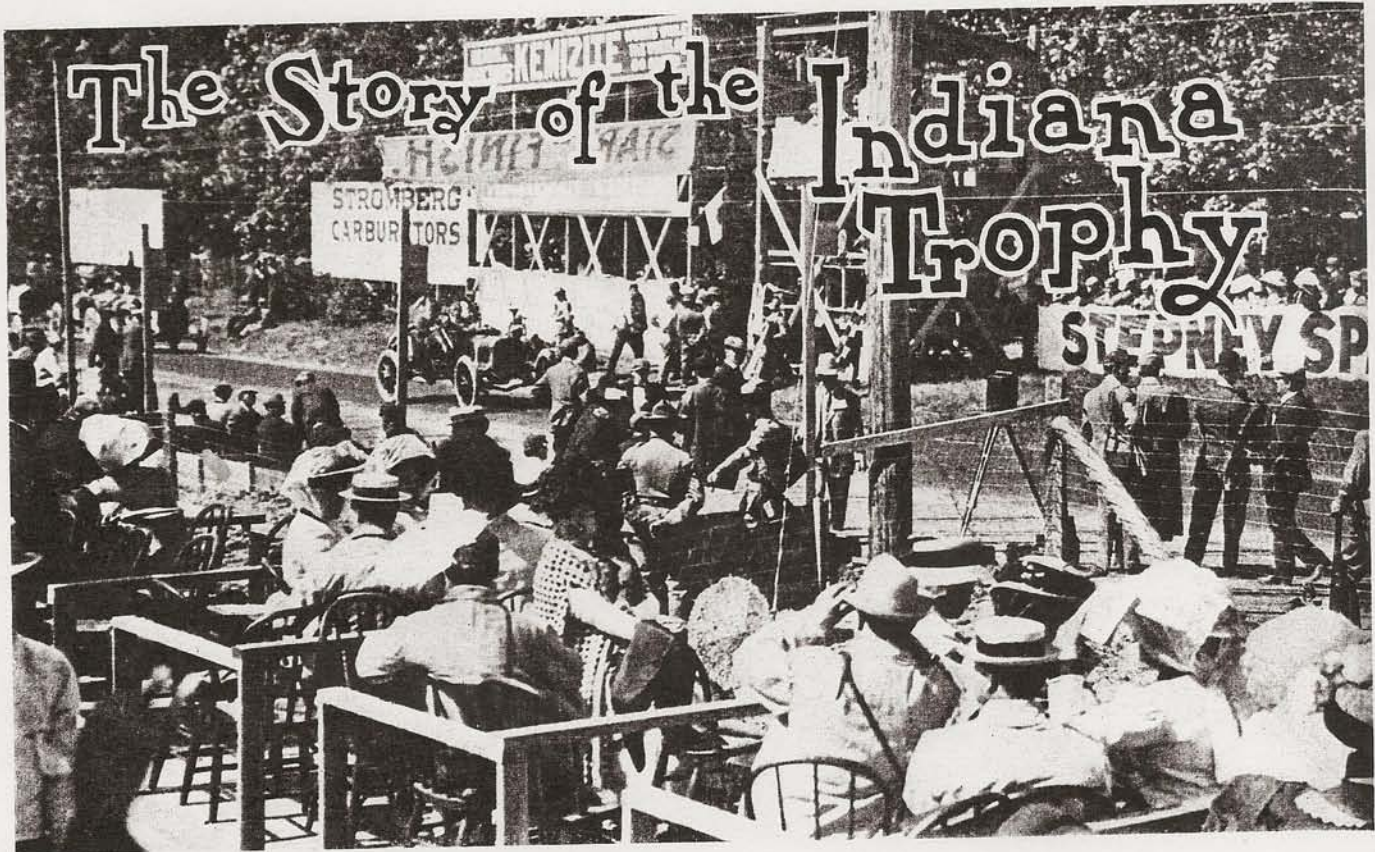
grimly hanging on. At this stage the Locomobile driver gave evidence that he was not to be overlooked and that he was far from being beaten. His was the fastest round, the watches giving him 25:38. Chevrolet had dropped to 27:14, his slowest of the race, and there was a difference of but 5 minutes between the two. Bourque hung to third and in fourth place was Miller in the No. 1 Stoddard, who was just ahead of his running mate, Englebeck. Hearne was sixth and the last man with a chance to win.

Tenth Lap—This round nearly saw the end of Chevrolet, for it was on this lap that he had his engine trouble, a valve breaking and getting into a cylinder and punching a hole in the piston. But the Frenchman was not discouraged. He patched it up as best he could and continued on three cylinders. This gave Robertson his chance and the Locomobile shot to the front by virtue of a lap in 26:35 to 44:01 for Chevrolet, and led by 13 minutes and better. Bourque was still third and Miller fourth.

Eleventh Lap—Lytle withdrew at this stage of the race, leaving only seven cars, of which number the Strang-Buick was practically out. Robertson continued making his fight for the cup and it began to look very dubious for Chevrolet. Robertson cut out 24:57, it being the third consecutive time he had made the fastest round, and he had Chevrolet by 16 minutes. It seemed all over but the shouting, but Chevrolet limped along grimly on those three cylinders, determined to finish at any rate. His trouble had relegated him to third and Bourque found himself in the position of runner-up. Miller was fourth and Hearne fifth.

Twelfth Lap—Robertson began to have trouble at this stage of the race. He was held up 6 minutes at Lowell and while he was first when the tape was crossed his lap was a slow one—36:20. Still, he was 20 minutes ahead of Chevrolet, who had dropped to third place, while Bourque had gone to second. All the cars were slow on this lap, the 26:13 of Bourque being easily the fastest.

Thirteenth Lap—A new leader developed this time around, Bourque going to the front for the first time in the race. He had an advantage of 7 minutes over Chevrolet, both of them having caught and passed Robertson. The Locomobile man thought his magneto was giving trouble and he released his grip on the



Small Cars Lining Up for the Indiana Trophy Event on the First Day

CROWN POINT, IND., June 18—That the 232.74-mile road race held to-day for the Indiana trophy will go down in history as one of the greatest small-car races in America is beyond doubt. Of the sixteen starters, nine were running at the finish, and six completed the ten laps, thereby setting the record for the greatest number of finishers in any American road race. The cars were all tuned to the minute, which is borne out by the consistent running of many of them. The winning Chalmers team had been on the course early, and the little cars had been doing consistent work in the daily practicing. A surprising feature of the race was the speed the little cars made and the reliability they showed. After the first two or three laps, many predicted they would soon stop, but these "Doubting Thomases" were more surprised to find them running with the same regularity at the end of the 232 miles. The speed of Matson's winning Chalmers was greater than had been anticipated, and, as after events proved, it maintained a higher average for its ten laps than did the winner of the Cobe trophy for the seventeen laps of the following day.

According to his own words, Joseph Matson, driver of No. 19, winning Chalmers-Detroit, was not certain as to his status in the race until the fifth lap, when he had sufficient lead to give reasonable assurance of winning with consistent running. Matson started out slowly, requiring 29 seconds for the first lap, which put him in eleventh place, Strang and Burman, in Buicks, setting the fastest times. Strang was eliminated in lap two by breaking an axle, and Matson, by driving the lap in 25:43, was able to climb from eleventh to third place, leaving Burman in first place with 5 minutes' margin, and Poole, his running mate, in another Chalmers, 67 seconds ahead of him.

Lap three was the one that gave first evidence of Matson's work, and when he finished this lap and had landed in first place, overtaking ten competitors in two laps, it was good evidence of what might be expected at the finish. As it was, he got the lead and held it tenaciously to the end with the exception of lap four, when Knipper, his running mate, wrested it from him by 2 seconds. Unfortunately Knipper cracked a cylinder in the fifth lap and the promised fight between Matson and himself vanished.

Laps three and four were essentially Chalmers-Detroit laps in that Matson, Poole, and Knipper, driving the Chalmers team, were the three leaders. In lap three the times were: Matson, 1:20:24; Poole, 1:20:28; Knipper, 1:20:47. But 25 seconds separated the three, and in lap four this triangular home fight continued, with Knipper, 1:46:27; Matson, 1:46:29, and Poole, 1:46:54.

In lap three Chevrolet, Robertson, Wells in a Moon, and Wiseman in a Stoddard-Dayton, were trailing the Chalmers trio closely, but in lap four, Chevrolet was out because of valve troubles, leaving Monsen in the Marion, Robertson in the Locomobile, and Wells in the Moon, close rivals. Lap five saw Matson back in first position, his running mate, Poole, two minutes later, a five-minute margin separating Monsen in third place, and a seven-minute safety gap between him and the Locomobile. This was the first period in the race when the leader had a minute or more leeway, and gave him an opportunity to plan a complete run. This order of Matson leading with Monsen-Marion and Robertson's Locomobile in close pursuit continued through laps seven, eight and nine, and in the final lap Robertson moved up into second place, leaving Monsen in third.

While the struggle among these three for three first positions was engrossing attention, an interesting contest was taking place among Florida's Locomobile, Wells in the Moon, and Wiseman driving a Stoddard-Dayton. In lap seven Wiseman's time was 204 minutes 3 seconds, Wells' time 204 minutes 26 seconds, and Florida's 205 minutes 22 seconds. Lap eight saw Wells take the lead of the trio with Florida next, and Wiseman third. In lap nine Florida had taken what proved to be fourth honors away from the Moon, which was running but 43 seconds behind it, and the Stoddard was nearly a minute later. This order changed in the final lap, Florida still holding to fourth position, but Wiseman moving the Stoddard up into fifth, and the Moon finishing in sixth scarcely 3 minutes later.

Viewed from the grand stand, the race was entirely bereft of pit incidents, not a single car having to change tires at the pit during the run. Wiseman in the Stoddard-Dayton stopped in the third lap to take on oil, requiring exactly 1 minute and 25 seconds. Robertson halted his Locomobile exactly 50 seconds in the

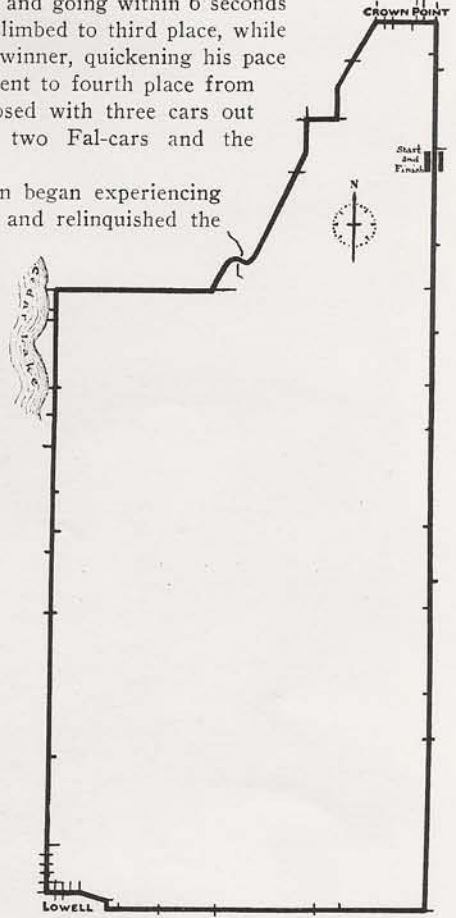
fifth lap to replenish with oil and gasoline, and in this lap the Moon, No. 11, took on oil. A bad leak in the oil tank was discovered and 3 minutes and 45 seconds consumed in filling the tank and trying to repair the leak. Matson made four stops during the run. In lap one, he changed a tire due to a blow-out about 5 miles from the start. In lap four another blow-out occurred, and in lap seven he stopped at the grand stand for gasoline and oil.

First Lap—Evidently the Buick team had received instructions to "beat it" from the start, for both Burman and Strang wasted no time in getting under way, Burman, in particular, clipping out a pace for the first lap that was faster than anything that had been shown in practice by the little cars. He soon caught Maisonville in the Corbin, who had started first. This left Burman out in front and the Buicker improved the opportunity afforded by the clear course to whiz around the circuit in 23:41. Strang, his team mate, showed 24:32 2-5, having caught Robertson and crossing the tape with Pearce in the Fal-car. Even at this early stage, though, the Chalmers-Detroit got into the running and it was Knipper in No. 5 who was third in point of time, his lap figures being 25:55. Maisonville was in fourth place and Pearce in the Fal-car fifth. The only absentee on this circuit was Ruehl in the Fal-car, who, however, managed to make the lap several hours later, crossing the tape for the first and only time after seven laps of the race had been run. It was apparent that the ones who later became the most important factors in the fight for the trophy were in no hurry at the start, for Matson was tenth in point of time, his first lap being his slowest. Robertson, too, "jogged" around the first time, being eighth, while Monsen was just ahead of him.

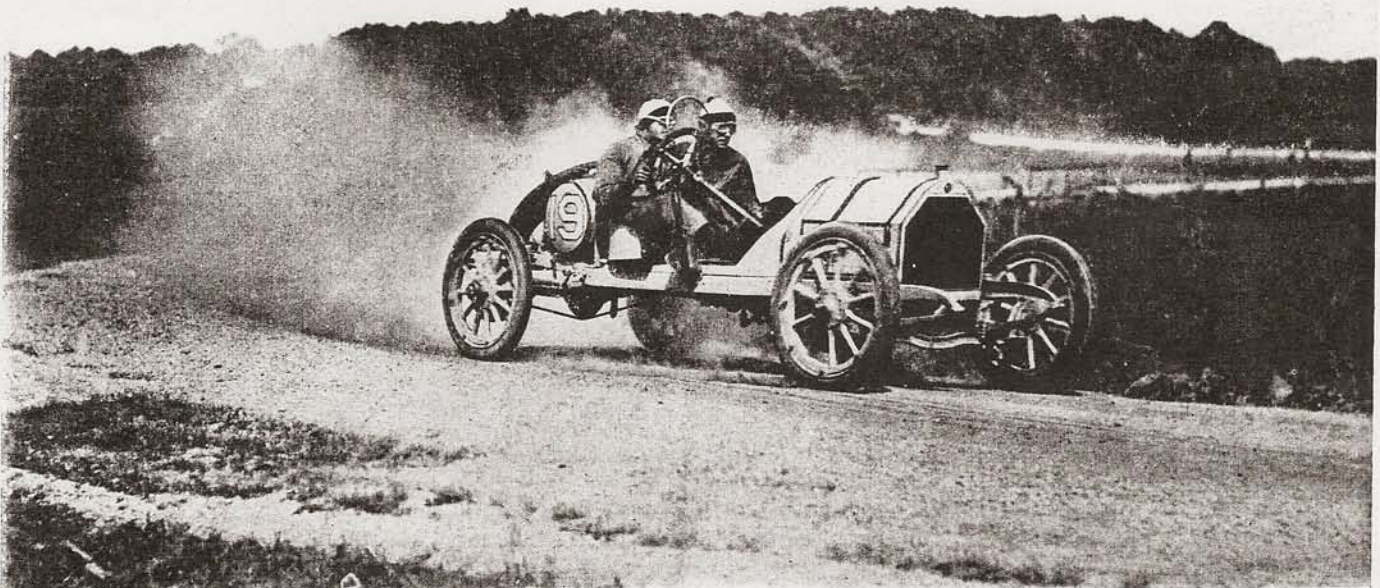
Second Lap—This terrific pace began to tell in the second round. Strang and Burman continued their helter-skelter clip and the former got his quietus at the cemetery turn at Lowell, where he stripped a pinion on his rear axle and took the count. Burman, however, managed to hold the lead he had gained in the first lap, but his time for the second circuit was considerably slower by nearly 3 minutes. With Strang eliminated, Wiseman in the Stoddard became second. His two laps were remarkably consistent, the first being 27:58 and the second 27:36.

Poole, running evenly and going within 6 seconds of his first lap time, climbed to third place, while Matson, the ultimate winner, quickening his pace by some 4 minutes, went to fourth place from tenth. The round closed with three cars out of the running—the two Fal-cars and the Strang Buick.

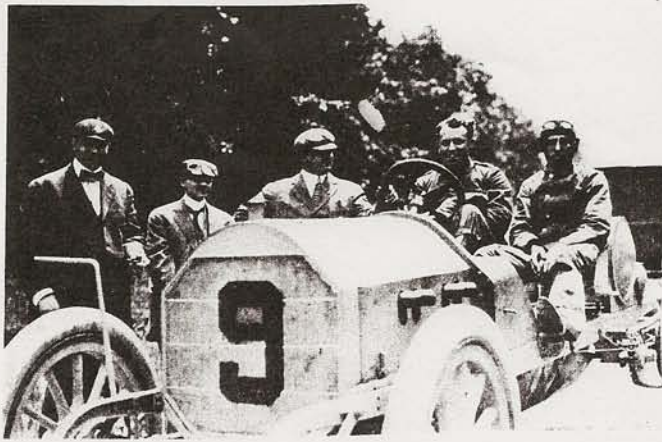
Third Lap—Burman began experiencing trouble in this round and relinquished the lead he had gained the first two laps. He sifted back in the rapidly moving field and was ninth when he crossed the tape. At this stage the Chalmers colors came to the front and the finish of the lap saw all three Bluebirds flying out in front, Matson leading, with Poole second, and Knipper third. Chevrolet showed his first and only flash on this lap when he worked up into fourth place, nearly a minute back of Knipper. The race had settled down to a grind and the sprinters evidently had given up all idea of running the legs off the others. The Chalmers drivers were running on a well-arranged schedule and it looked even at this stage as if they



Map of the Course



Matson and His Chalmers-Detroit "Bluebird" Rounding the Much-Talked-of "S" Turn

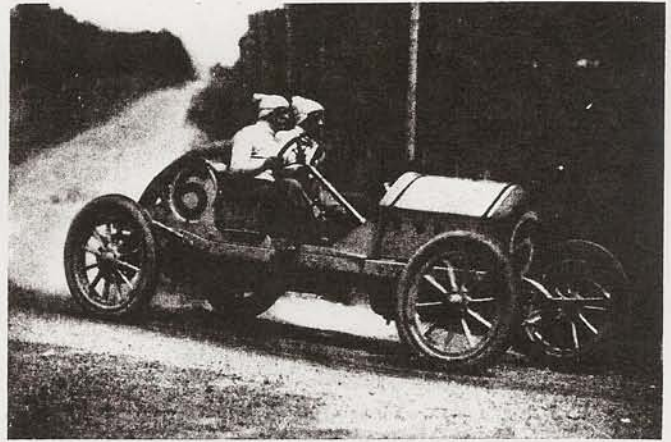


Designer Riker, Driver Robertson, and the Big Locomobile

were going to have a lot to say at the end of the race. The three Bluebirds were identical in appearance, and judging by the manner in which they were running, predictions were made that two of them would be in the first three.

Fourth Lap—Billy Knipper showed his nose in front in the fourth lap when he came up from third place and assumed the lead. His mates, Matson and Poole, were right with him, though, there being only 27 seconds separating the first and third Chalmers, showing remarkable consistency of running and a well-arranged schedule. On this lap Chevrolet had enough and retired from the contest, leaving an even dozen cars still running. It was engine trouble in his case. Mosen in the Marion had crept up a place through the retirement of Chevrolet, while Robertson in the Locomobile and Wells in the Moon were traveling well. The whole field was well bunched at this stage of the proceedings, all of the first six cars being inside a 6-minute blanket.

Fifth Lap—It was only a temporary eclipse for Matson when Knipper passed him in the fourth lap, for at the finish of the fifth Matson again was clipping out the pace and he never was ousted from the lead from this point on. The Chalmers suffered the loss of one man in this lap when Knipper broke an oiler lead which resulted in his retirement. This jumped Poole into second place, while Mosen in the Marion stuck to the heels of the second Chalmers. This was the half-way point in the race and there was only 5 minutes between first and third. Robertson had been running on a schedule, figuring on 51 miles an hour for the first half, after which he had intended going after those in front of him. He was 7 minutes and 30 seconds behind Matson at the half-way mark and those in the stand concluded that Robertson had his work cut out for him, so well was the Chalmers running. Ten cars were left in the fight at this point, but of these ten, only eight had any kind of a



Mosen and the Consistent Marion, Which Finished Third

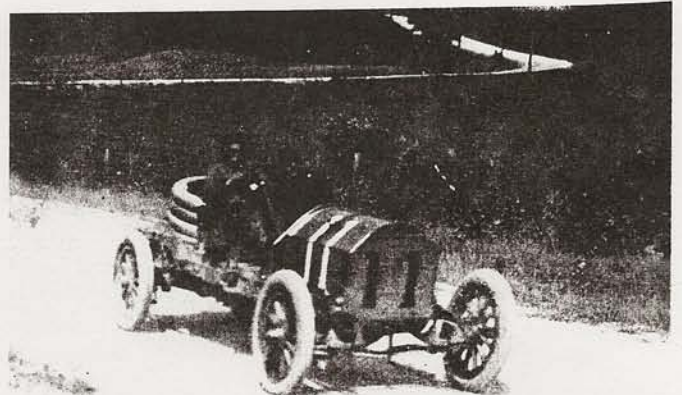
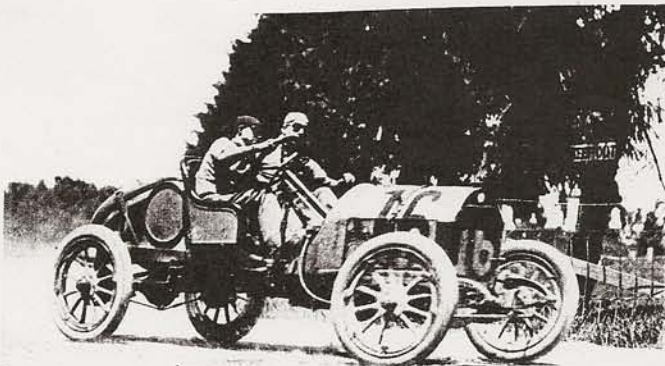
chance. Maisonville in the Corbin and Wright in the Stoddard being so far back they were not given any kind of consideration. Burman dropped in this round, disqualifying himself when he borrowed a valve from Strang's car which he found deserted on the cemetery turn at Lowell. Burman made the change, picked up Strang and drove to the finish, where he ran his car off the course and retired from the race.

Sixth Lap—Poole was sifted back into the rear in this round, dropping from second to eighth. Matson still kept his lead, being closely pursued by Mosen, who was the dark horse of the race. Mosen, however, was 7 minutes back of the leader and was in danger of being caught by Robertson, who at this time began to show an inclination to get to the front. Wells in the Moon had been sticking to Robertson like glue and at this stage it looked to be a fight for second place in which Mosen, Robertson and Wells were the interested parties.

Seventh Lap—Matson still had the speed of the party and his seventh lap was the fastest of the lot; Mosen picked up a bit on those who were chasing him, while Wells closed 15 seconds on Robertson, whose slowest lap of the ten was this one. No one of the drivers quit in this round, there still being ten cars which were in the running.

Eighth Lap—This round saw the elimination of Stutz in the Marion and Wright in the Stoddard. They had been far in the rear anyway and their dropping out did not alter the positions of the leaders. Matson had a slow lap and so did Mosen, but Robertson picked up a couple of valuable minutes, which improved his chances of getting second place. His 27:41 was the fastest of any of those battling for the cup.

Ninth Lap—At this stage of the proceedings Matson appeared like the winner, having an excellent lead. The Chalmers was running very sweetly and holding its own in point of speed with the others. Robertson was getting desperate at this point



Wells and the Moon, Which Finished in Sixth Place



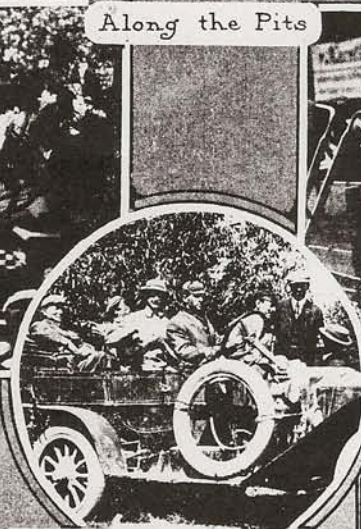
Mm. Hauvette-Michelin, Matlack, and Robertson



A Group of Crown Pointers



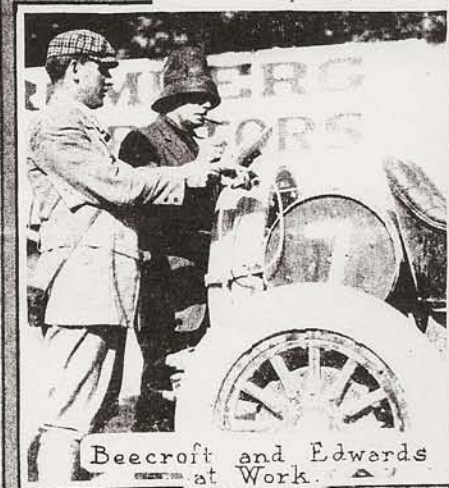
The Hospital Tent



Along the Pits



Bill Bailey, Lubricator



Beecroft and Edwards at Work



Notables: Ryan, Ade, Reeves, Wagner Stevens.

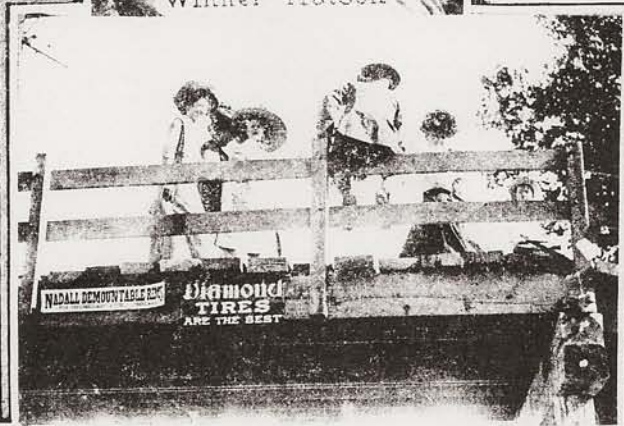
Winner Matson



Paine, Wagner and Trego



A Gentleman from Indiana.

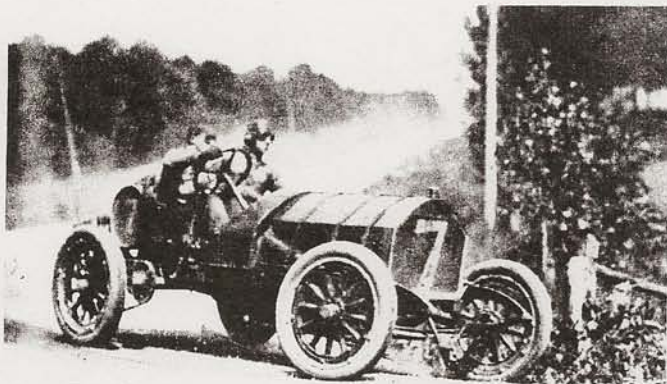


Everybody was Happy

THE GOSSIP OF THE STOCK CHASSIS RACES

Hard Luck of the Corbin—First of the cars to start in the Indiana Trophy race was the Corbin, driven by Maisonville, who had good reason to bemoan the fate that put him out of the running on the first day. There was considerable difficulty in getting the soldiers placed around the course, so much so that the start of the race was delayed for an hour. Supposedly by that time the truckloads of militia had been entirely distributed, but despite the red-flag signal which greeted the Corbin as it came up a rise in the second lap a heavy truck occupied the center of the road on the down grade following. It was a case of slap on the brakes, which burned out very quickly and settled all chances of the Corbin participating in the real battle, although Maisonville got going again and was running lap after lap well under 30 minutes when the race terminated.

Some Grand Stands Were Out of Sight and Empty—Nearly a hundred grand stands of varying sizes and pretensions had been built by farmers and others around the course in order to secure some of the fabulous wealth supposed to be expended at automobile races, if reports from the East were to be believed.

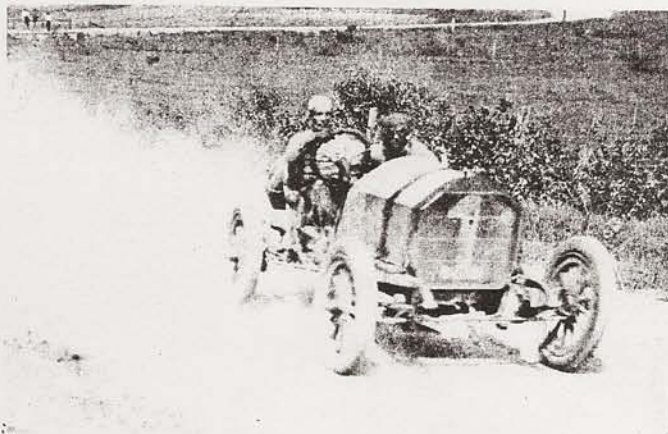


Darracq (Knox) Who Made Record Lap of Course

the crowd were awed and pleased with his "Ten, nine, eight, . . . three two GO." It sounded realistic, and gave the crowds the feeling of hearing something of which they had previously read. So "Wag" was an extraordinarily noted personage, and all the youngsters in Crown Point are making raids on the clothing stores for checked short pants, leather puttees, and German caps with leather visors.

Michelinites Were Happy—Among the naturally interested onlookers were: M. Hauvette-Michelin, who is the executive head of the American factory of the Michelin Tire Company at Milltown, N. J.; Manager "Jack" Matlack and Advertising Manager Bramwell. With such a preponderance of cars equipped with Michelins the Milltowners were inclined to feel quite confident, though they could not resist the enthusiasm which naturally followed in the wake of the victory. M. Hauvette-Michelin has seen all of the principal European races, but his first American experience was at Savannah and the second at Chicago.

Indiana Trophy Presented to Matson—Clothed and in their right minds, Joe Matson and Mechanic Dan Vaughn were re-



Maisonville (Corbin) Who Failed Through No Fault of Car

The inhabitants of the district who had built soon began to figure losses, for most of the seats went begging and those who did pay for a "stand-seat" had plenty of room. Even the big stand erected to hold 10,000 persons, at \$5 each for the two days, right at the finish, was not half filled on either day, and the parking spaces across the way had two banks of cars—in a few spots. The idea of those in charge that \$15 and \$10 spaces would be in demand was sadly blasted. Lumber was cheap on the day after the tourney.

Lytle Said Course Was Worse Than Briarcliff—After he had given up the struggle because of rear springs broken in the stretch of soft gravel road and backed his Apperson in behind the press stand, "Herb" Lytle said:

"The course is in awful shape for a short stretch. If I could have saved the machine in any sort of shape I would have kept running on three springs. The Briarcliff course was bad, but the one spot in this is worse. All the cars are slowing up over it as they strike their running gear, so badly is the road cut up. Other parts of the road are fine. This bad spot must be built over if the race is to be run again."

The bad spot was a mile long in the stretch leading to the finish, about five miles from the tape.

"Wag" Delighted the Westerners—Fred J. Wagner, the starter of the really big races, was once an inhabitant of the Windy City, but the races on the Crown Point course were the first of their kind in that section of the country, and consequently the first which he started there. So all the papers and many in

ipients of the Indiana trophy and a great ovation just before the start of the big car event. The winner of the light car race came to the stand in the victorious Chalmers-Detroit, President Ira M. Cobe of the Chicago Automobile Club presenting the handsome silver cup to Matson. The appearance of the crew was far different from their looks when they completed their work on the previous day, for straw hats and light spring suits had replaced the oily sweaters and jerseys of the racing togs.

The Commercial Hotel at Crown Point, Ind.—With race headquarters at Crown Point, the Commercial Hotel, of which Mrs. Beers is the hustling manager, assumed some importance in the matter of providing food and lodging for the thousands. One inconsiderate boarder found fault with a towel which had done much service in the public washroom and registered a kick with Mrs. Beers, who came back with the emphatic remark that "Over forty men have used that towel and you are the first one to kick." There was no clean towel forthcoming!

Harry Knight the Dean of the Timers—From Boston came the man who took charge of the timing of the cars in their fights. Harry Knight is a well-known figure in New England automobiling, and he has extended his timing operations to various parts of the country. With his trusty chronometer and array of stop-watches, Knight saw that the timing of the autos was made accurately and without friction. "Demountable" Nadall lent a good hand in the job.

Arrangements Were Wonderfully Good—Perfection in management and preparations were everywhere evident, sub-