

1909 SEASON GIVES PROPHECY FOR 1910

Wonderful Showing Made by Auto
Racers But Foretells What
Is Coming.

LOCAL SPEEDWAY IS LEADER

Example of I. M. S. to Be Copied
to Make Dream of Chain of
Tracks True.

BY P. P. WILLIS.

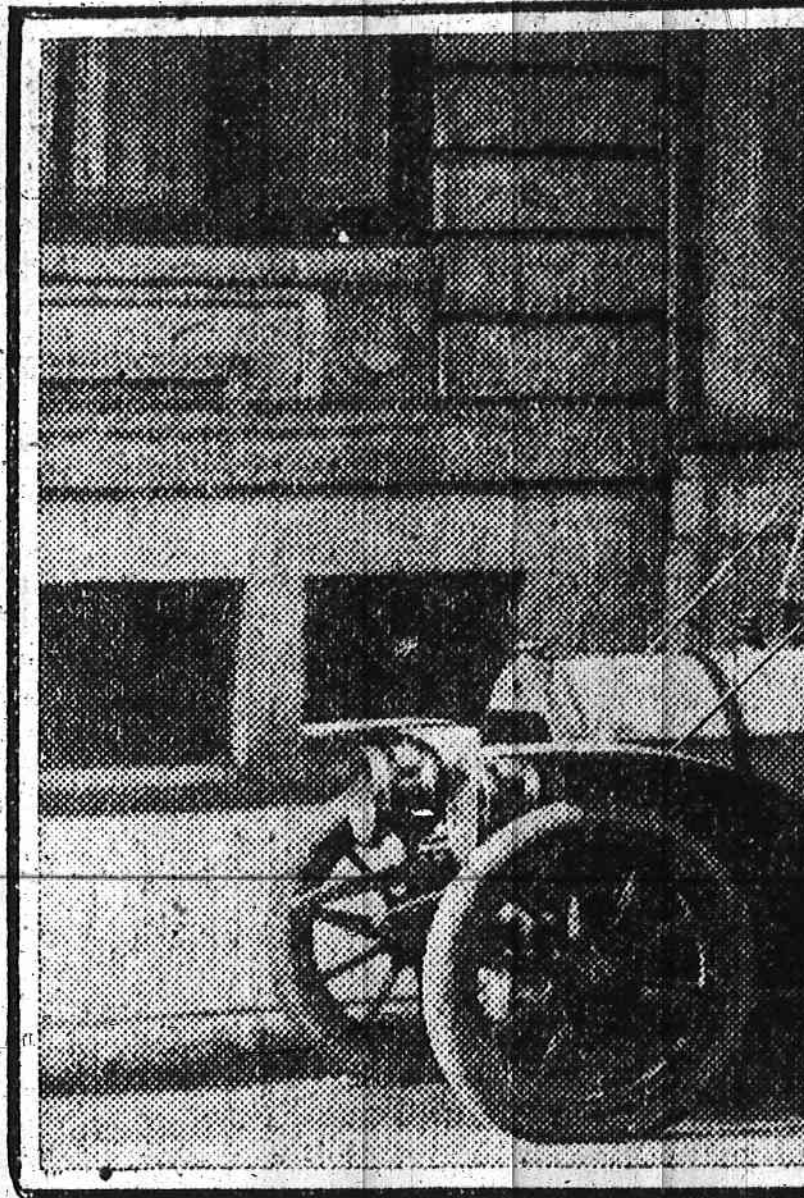
The 1909 motor car season gave Old Father Time the worst chase of his long life. Not only that, but it lasted until so late that he has but a few months' breathing spell before the 1910 season opens with renewed vim.

Thousands upon thousands of dollars were spent this year to prepare fleet gasoline racers, train skillful pilots and build the tracks upon which to astonish the age and demonstrate what cool-headed, brave men, mounted on marvelous steel creations, can accomplish. And Indianapolis came out of the season's fray with flying colors and far in the lead in many respects.

A few significant facts tower above the mountains of statistics, information concerning the various speed contests and phenomenal output of cars, that, to the follower of the trade and sport, are the handwriting on the wall. They are:

Race Tracks Grow in Favor.

1. Track races that heretofore were confined mainly to one-mile tracks of minor importance, were conducted on a much larger scale with an increased expenditure of money and also of success.



plumes were snatched out of Indianapolis's well-feathered cap.

To the credit of the men who are in the automobile game, and especially to the credit of the local citizens, when Atlanta demonstrated that it was on the map to stick awhile, Indianapolis promoters went it one better and paved the local course, making the I. M. S. cost more than \$700,000.

Some Records Made.

A glance at some of the monumental track records that confront the 1910 laurel seekers will suffice to indicate just what they are "up against."

Records Regardless of Class—One mile, Flat (Strang), :37.71, at Atlanta; two miles, Flat (Strang), 1:21.51, at Atlanta; five miles, Flat (Strang), 3:17.70, at Indianapolis; ten miles, Flat (Strang), 7:01.49, at At-

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Race Tracks Grow In Favor.

1. Track races that heretofore were confined mainly to one-mile tracks of minor importance, were conducted on a much larger scale with an increased expenditure of money and also of success. Two big speedways were constructed during the year in response to this growing demand, the first at Indianapolis and the second at Atlanta. So great was the success of these two tracks that many rumors are afloat that similar ones will be built in territory ranging from the Atlantic to the Pacific, and from the Great Lakes to the gulf. Not only rumors, but in some instances the ground has been broken, and in others steps toward organization have been taken.

2. Road racing constituted the greater part of the season's activities, and, like track racing, was conducted for the benefit of stock cars more than ever before. It is predicted that this year will see greater attention paid to stock cars and far less to freak creations, as it is believed that Mr. Common Every-Day Man is interested more in a stock car, the kind he is thinking of buying, than in any pet that some automobile fanatic might construct at enormous expense.

Road racing leaped into the spotlight with a bang this year. The bulldozers and the general public responded without hesitation. So great was this year's success that Fred J. Wagner, the Eastern wizard on motors, said recently when in this city that he knows of six more firms that will join the contest ranks next year.

Europe Falls In Support.

The road races were not supported as much this year abroad as in previous years, largely due to a pact that the leading makers entered into. America met its foreign competition in road racing this year and triumphed.

Concerning the future of road racing there is a vast difference of opinion. Some of the wise ones shake their heads and declare that the tracks will kill this branch of the sport, while others shake just as hard and cry just as loud that road racing will live when track events have been dead and buried. One thing is certain and that is that 1910 promises to have its calendar chock full of both kinds of events.

3. The hill climb contests this year grew in popularity and in their demonstration of the merits of cars, for which purpose they were conducted. Their future is generally conceded to be long-lived. The endurance runs, such as the Glidden tour, in which Premiers and Marmons made perfect scores, are scheduled for a change of diet, as the leaders in the East and West agree with the mighty middle West that some changes are needed in the rules of such runs in order to benefit the most. That these tours will continue is taken for granted.

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Records Regardless of Class—One mile, Flat (Strang), :37.71, at Atlanta; two miles, Flat (Strang), 1:21.51, at Atlanta; five miles, Flat (Strang), 3:17.70, at Indianapolis; ten miles, Flat (Strang), 7:01.49, at Atlanta; twenty to 150 miles, Flat (Robertson), time for 150, 2:05:00.63, at Atlanta; 200 miles, Buick (Chevrolet), 2:46:48.47, at Atlanta; 250 miles, Buick (Burman), 4:38:57.4, at Atlanta; one kilometer, Benz (Oldfield), :26.2, at Indianapolis.

Free-for-all Class—Two to ten miles, Flat (Strang), time for ten miles, 7:01:34, at Atlanta; twenty to 160 miles, Flat (Robertson), time for 160, 2:13:44.38, at Atlanta; 170 to 200 miles, Rainier (Disbrow), time for 200, 2:58:48.32, at Atlanta.

Four Hundred and Fifty to Six Hundred Class—Thirty to fifty miles, Flat (Robertson), time for 50, 42:02.98, at Atlanta.

301 to 450 Class—Ten to twenty miles, National (Aitken), time for twenty, 16:18.41, at Indianapolis; thirty to 200 miles, Buick (Chevrolet), time for 200, 2:46:48.47, at Atlanta; 210 to 220 miles, Jackson (Ellis), time for 220, 3:49:37.7, at Indianapolis; 230 to 250, Buick (Burman), time for 250, 4:38:57.4, at Indianapolis.

231 to 300 Class—Five miles, Buick (Strang), 4:48, at Indianapolis; six miles, Marmon (Harroun), 5:40.83, at Atlanta; twenty miles, Buick (Chevrolet), 17:10.70, at Atlanta; twenty-five miles, Buick (Strang), 23:20.1, at Indianapolis; thirty to seventy miles, Marmon (Harroun), time for seventy, 1:03:01.28, at Atlanta; seventy-five miles, Buick (Strang), 1:09:37.5, at Indianapolis; eighty to 120 miles, Marmon (Harroun), time for 120, 1:49:26.94, at Atlanta.

One Hundred and Sixty-one to Two Hundred and Thirty Class—Four miles, Chalmers (Matson), 4:05.5, at Atlanta; five miles, Stoddard (Schweitzer), 5:13.4, at Indianapolis; twenty to forty miles, Chalmers (Knipper), time for forty, 39:40, at Atlanta; fifty to seventy miles, Buick (Nelson), time for seventy, 1:10:31, at Atlanta; eighty miles, Chalmers (Knipper), 1:20:29, at Atlanta; ninety miles, Buick (Nelson), 1:30.28, at Atlanta; 100 miles, Chalmers (Knipper), 1:40:46.82, at Atlanta.

Other Cities Want Chance.

A glance now at the number of hands that are raised by cities dotted over the entire land, bidding for speedways for the coming season, indicates to what extent the future of track racing is assured.

Incidentally almost all of these promoters are looking to Indianapolis for suggestions and in a few cases an insight into the cost and labor of the local track cut in the bud the aspirations to build elsewhere.

St. Paul and Minneapolis have asked for detailed plans of the local track. Detroit is planning two speedways. One will be a combination aviation grounds and the Wright brothers have already looked it over with the view of taking stock in the concern. The other will be a commercial track without a gate. Cleveland is being boomed by real estate men for a two-and-one-half-mile brick track.

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From present indications the track events will bid for the greatest amount of attention in 1910. Builders that never thought of trying to race before will pitch their products in the speed arenas next year and those who are pioneers in the sport are running their factories day and night to prepare for the glorious season-to-be.

Local Track Stands High.

The records of 1909 are the foes that must be conquered. That Indianapolis has a remodeled track upon which all of these records can be annihilated is the belief of the promoters after the recent mid-winter speed trials. The results of these trials are fresh in the public mind; how Johnnie Aitken in his National car broke every record from one to twenty miles for cars in its class and the class higher up; how Strang made a new world's five-mile mark, a new Speedway mile mark and a new American quarter-mile mark in his big Fiat. This goes to show what will be done here when weather becomes favorable. And, as though this is not enough to assure the builders that here is the place to make their best records, it is confidently noised about that another speed trial meet may be held early in the spring, before the regular season opens, in order to give the makers a good taste in their mouths.

The public needs no priming, for while ice formed on its whiskers it was well represented at the recent "polar races at the Speedway and gave testimony to the fact that its interest has not lagged during the overcoat and earmuff period.

Atlanta got busy right after the local track had been dedicated and cut several didoes. On that track (which now is scheduled for another outlay of money for needed improvements) world's records became ancient history in the twinkling of an eye and many of the

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The big fight is on in New York city and the first of the three proposed tracks to get completed will reap a harvest. A. R. Pardington is planning a five mile track along the Long Island Parkway and has organized his company. The McAdoo Tunnel Company is boosting a speedway project to cost many thousands of dollars. They sent a representative here recently to inspect the local track. Senator W. J. Morgan has organized the New York Motor Racing Association, and is planning a three-mile track. He has promoted all of the Ormond Beach races and bids strong to be the first in the field with his speedway there.

Texas Bids for Notice.

Then comes El Paso, Tex., with plans for a five-mile course, and an effort to take away men connected with the local Speedway. Baltimore (without regard for geographical location) is bidding for a track, Springfield, Ill., has its plans, Columbus, O., is boasting of what it will do, San Francisco has started two tracks, Readville, Pa., and Boston has a track in process of construction. Atlanta promises to improve its track since Indianapolis has gone it one better, Chicago has a bee in its bonnet that hums, making a noise like two different tracks. Providence, R. I., is getting busy, and Jack Prince has almost completed a wooden track at Los Angeles. There are others who are knitting their brows and who have donned thinking caps, but are not ready as yet to commit themselves.

One fact is plain that the motorists' dream of a chain of motordomes, from coast to coast, will most likely be