

NATIONAL CIRCUIT WILL CUT EXPENSES

**New System for Motor Car Races
Launched by A. A. A. Helps
Builders.**

**KEEPS PILOTS IN TRAINING
By Organized Series of Events
Drivers Will Give Public Bet-
ter Exhibitions.**

BY W. H. WELLMAN.

America's motor car manufacturers, realizing that automobile racing creates an interest that no other kind of publicity can, have decided to make the 1910 racing season, through their patronage, the greatest and most elaborate year ever in the history of the sport. More factories will maintain teams during the season of 1910 than before.

The great speedways, of which the Indianapolis Motor Speedway is first and foremost, will be the havens where the teams will fight it out for world's records and also for the championships of the land. These events will be visited by people from all of the country around those sections which have plants built especially for racing and every racing car in the United States will probably be represented at these meets, as they will be national as well as national circuit meetings.

During the interim between the beginning of motor speedway carnivals and the end of the racing season the cars and drivers will be used on the circuit which will comprise the part of the national circuit that will be supported by

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agents, to whom the manufacturers must cater to a certain extent.

It was the cry from this source that has caused the factories to sanction and offer their help to the national circuit and give the people of the circuit the best race meetings that have ever been held. An appreciable interest that will have direct bearing on the sale of the cars is created in this manner and, as during 1909, the most of the factories will maintain their racing teams all of the year.

In this way the manufacturers will get the greatest benefit from the maintenance of a racing team of stars like the 1910 season will have, and the towns in which the national circuit will play will be enabled to see the stars of the speedways in action and competition that will be reproduced on the mile tracks.

The schedule will be arranged by the contest board so as to make trips to hill-climbs, road races and other previously established and sanctioned events, but short distances apart, and in this way avoid great transportation expenses and other costly items. The use of the drivers all the year round will be profitable to the entrants as well as aiding the proficiency of the pilots, and with steady training racing should be greater than ever.

The circuit will enable the men to get into shape for the meetings on speedways and many new stars will be born with the new system.

The character of the meetings will be stock chassis races for cash and plate, and some handsome trophies will be donated by the various interests. Classifications will be made according to the rulings of the A. A. A.

Besides stock chassis races, events for special cars, record breakers and machines that have international reputation will add zest to the meetings and create enthusiasm among the general public who will turn out to see the daredevils, flirt with death by making miles at the rate of less than a minute on a circular track. Amateur events entered by the owners of their cars will be held and city and state championships will be raced for.

The time of the meetings will be arranged to the convenience of the manufacturers by the contest board, and the national circuit meetings will do much to popularize the sport in all sections of the country. The circuit will be the means of developing men that have class enough to compete with any and the meetings at the Speedway will bring America's racing history to where it is unparalleled by any in the world.

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During the interim between the beginning of motor speedway carnivals and the end of the racing season the cars and drivers will be used on the circuit which will comprise the part of the national circuit that will be supported by the manufacturers of the country. These towns, Detroit, Cleveland, Pittsburg, Columbus, Cincinnati, Louisville, St. Louis, Milwaukee, Washington and Buffalo, will be arranged on a schedule by the contest board.

Bulldozers Get Benefit.

Cities like these mentioned in the circuit are well able to support race meetings and the interest stirred up will be beneficial to the manufacturer, in every sense. The cars racing get a large amount of publicity and the general public is furnished an amusement that is rare in sections less fortunate than Indianapolis, where a speedway has been built.

The agents of the manufacturers have been crying for meetings of this kind for the last years, since 1905, when the last meets were considered by E. A. Moross, now director of contests of the Indianapolis Motor Speedway, on account of the local interest that was aroused by the races. Enthusiasm was created in all of the cities by the meets and the keen competition made the effect a lasting one and one that was of great benefit to the

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Causes Care to Be Taken to Protect Auto Tires.

Sunshine has a deteriorating effect on rubber, a fact which those who reside in countries where the sun shines as a rule, instead of the exception, must find correspondingly expensive. Some rubber manufacturers will sell "specially prepared" tires for the tropics. On all occasions one should endeavor to store outer covers and inner tubes in dark places, and when out driving the same thoughtfulness bestowed on a horse, in leaving it in a shady spot when at rest, may, with advantage, be given to a motor car. Besides protection from light in the storeroom, the question of ventilation and temperature should not be neglected. Both frost and heat injure rubber, and a temperature of between 60 and 70 degrees should be regarded as that at which it preserves best. Although dampness is by no means harmful to rubber alone, any which is lined with canvas should be guarded from it; otherwise the fabric will become rotten in time.