

Americans Must Encourage Racing

The time has come when the American makers must prepare for the fray and enter into the racing game with a zest. Hitherto the Americans have taken a back seat, too busy to bother with racing, but it is probable they now realize the value of racing and of success in speed contests. To many the comparison of the bicycle business and the automobile business is odious, yet there are many things in common between them. Away back in the old days of cycling, foreign

as good as those purchased from abroad. The boom in home made wheels came with a rush in '93 and it was not long before Americans were selling practically all the bicycles purchased by Americans and were also exporting to European markets where a considerable field for the American wheel was opened up successfully. The boom for American automobiles will grow and grow and finally come to a head when the Stars and Stripes are placed at the mast head in both this country and in Europe.



EZRA FITCH IN HIS WHITE CAR

cycle riders on bicycles of foreign make were the aggressors and when records fell it was almost invariably in Europe or on foreign bicycles in America. The wheels of European make were the best sellers in America for many years. Suddenly the American riders with American bicycles started record-breaking and just as suddenly the people of America recognized in their home product wheels



A. G. VANDERBILT IN A CADILLAC
at Ormond Beach

American Racing Cars Coming

The indications point strongly to a great array of American-built racing cars this year. The latest entrants into the field of racing, the Oscar Lear Automobile Company, intend to place in the field three racing cars of 110 H. P. or more. Lee Frayer is working night and day on these cars and from those who have looked over the designs it is learned that

the Frayer-Miller racing cars will be formidable in every way. The success of the touring car made by the same firm in track and road events speaks well for the probable success of the racing cars and a lot of interest will be taken in the outcome of the work of Mr. Frayer. Others who have promised certain entries for the Vanderbilt team are the White Sewing Machine Company, who are to have two steamers in the field; the Pope Motor Car Company, with two or three cars; the Maxwell Briscoe Company with one, the E. R. Thomas Motor Car Company of Buffalo with a new car and probably the two seen during 1905, the Locomobile Company and many others. From twelve to twenty entries are promised for the eliminatory trials in September, and some good sport is promised then. In all probability those who enter from European countries for the Vanderbilt race will have a team of Americans on cars which will do credit to America and bear out the predictions of W. J. Morgan of the success of the American-built cars in 1906, a prediction made in these columns several years ago.

Positive Rules for Vanderbilt Race

While on the subject of the Vanderbilt race which, through the efforts of W. K. Vanderbilt, Jr., is to be again run in America, it might be well to remind the American Automobile Association that a positive statement that cars qualifying for the American team will not be eliminated might add much to the confidence of the makers. The question is being put daily, "Will it be possible to win a place on the team and start?" and without definite reply. Building racing cars is expensive and many makers, including E. R. Thomas of Buffalo especially, would like to know positively whether the elimination trials will be final or whether the Race Commission will again close out successful cars for unsuccessful

ones, as was done last year. The experience of Mr. Houpt, whose Thomas Flyer was shut out after qualifying under adverse circumstances was rather bitter, and Mr. Houpt, a good sport and a good spender, proposes to find out this time before he spends money and time and risks his driver's neck, whether qualification means qualification or elimination. In last year's race M. Roberts and his mechanic drove the race to a finish with a broken battery box, a disconnected battery wire, and yet after the suffering entailed by the spilling of the mixture over their feet and the holding of the broken wire to the frame, they were not allowed to start in the final. The defects were small and the lesson a dear one, possible of correction beyond a doubt before the final. The car proved a good one in every way, yet was debarred from the final, another car which did not finish being substituted.

Course of the Vanderbilt Race

There is much speculation down on Long Island regarding the course for the present year. It is taken for granted that the race will again be run in Nassau county, as the officials gave their unqualified approval last year and promised Chairman Robert Lee Morrell that another event of like character would be sanctioned without question. That there are other courses than the 1905 circuit is doubtless true, and undoubtedly Chairman Morrell has gone carefully into the question and has some ideas in the matter. Until he has consented to again act as chairman, Mr. Morrell will probably say nothing. That he will consent in view of the popular demand all over the world that he do so, seems altogether certain. For Americans feel that none other than Mr. Morrell should be given charge of the great race. His management last year met with world-wide approval, not one single objection having been record-