

"To give a comparison between the great track at Brooklands and anything of its kind in America, I should say, take a three-mile stretch of the Florida beach when the tide is out and the famous sand is smooth and hard as asphalt. Double this stretch up, ribbon-fashion, into an irregular pear-shaped loop, the ends of the ribbon curling up naturally on the outer edge in the twisting process. Smooth out a piece of land in the loveliest bit of scenery in New England, with a lazy winding little river making zig-zags across meadows and a wooded hilly slope furnishing the background of the picture. Take the three-mile ribbon of track, lay it carefully on the cleared space, even digging into the foot of the wooded hill to allow room for the smaller end of the loop. Stretch another length of ribbon from the point where the sides of the pear begin to converge and carry it back fashion to the spot where it

"At the outset the Brooklands Automobile Racing Club took the Jockey Club as its model, the Earl of Lonsdale, president of the Jockey Club, being the first and existent president of the Brooklands Club. This is probably to a large extent responsible for the absence of that free and easy, go-as-you-please way of doing things which the traditions of the bicycle track had handed down to motor racing in America. An illustration of this has been shown this year, when, for the first time, motorcycles have been allotted events on the afternoon programs. When the time came for the boys on wheels to line up in the paddock, preliminary to being sent out on the track in rotation according to number five minutes before

"What
and you
"Nothi
where I
dent han

smooth out a piece of land in the loveliest bit of scenery in New England, with a lazy winding little river making zig-zags across meadows and a wooded hilly slope furnishing the background of the picture. Take the three-mile ribbon of track, lay it carefully on the cleared space, even digging into the foot of the wooded hill to allow room for the smaller end of the loop. Stretch another length of ribbon from the point where the sides of the pear begin to converge and carry it sash-fashion to the spot where it emerges from behind the hills—and you have the famous Brooklands automobile racing track of Weybridge, Surrey, England.

Offer Long Stretches.

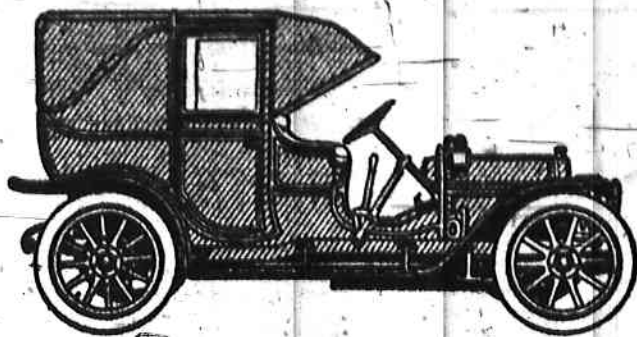
"The length of one lap is approximately two and eleven-sixteenths miles, or to be accurate, 2.76687774 miles, which is about all there would be left of the three-mile stretch of beach after allowing for turnings." But including the diagonal cross stretch, the circuit complete is close upon three and a quarter miles in length.

"In the maintenance of this immense motordrome a small army of men is kept constantly employed. The track itself is built on the estate of H. F. Locke King, from whose residence, 'Brooklands,' the track takes its name. To reach the track from the high road after entering the grounds is considerable of a walk and quite a tricky drive by car, as the route has been cut out of the hill and involves no end of twistings, sudden rises and climbs and hairpin turns, where the skill of the average driver is fairly tested. On race days men are stationed at these corners and turns, wig-wagging flags to prevent cars coming from opposite directions colliding. These, with the gate keepers and others employed about the track, constitute a goodly staff of permanent employees.

"A tunnel under the asphalt stretch allows access to the interior of the enclosure, where the paddock, restaurant and administration offices are located. As yet Brooklands lacks the finishing touch of a clubhouse like Brighton Beach or Empire track. But the members' clubhouse and grand stand on the slope of the rearward of the hill, behind which the great track runs, are reached by a bridge over the water or from the paddock across the 'water' between them. It is a pity that the original members' clubhouse, a really fine building, was destroyed by fire some years ago and a new one is now being erected on the site.

The New Brooklands

"The new Brooklands is a masterpiece of engineering and architecture. It is a place where the most advanced ideas of the automobile world are put to the test. The track is a perfect circle, and the cars are driven at high speeds. The new Brooklands is a place where the most advanced ideas of the automobile world are put to the test. The track is a perfect circle, and the cars are driven at high speeds.



Bargains

They are guaranteed in fact as conscientious as we are an automobile. No other company can name a few of our choices

- 7 H. P. Old Runabout
- 20 H. P. 2-Cylinder Winton
- 20 H. P. 4-Cylinder Winton
- 24 H. P. Knox Automobile
- 12 H. P. 2-Cylinder Autocar
- Top, Lamps, Gas Tank.
- 4-Cylinder Premier Runabout
- 4-Cylinder Premier Touring Car
- 4-Cylinder Premier Coupe
- 4-Cylinder Ford Runabout
- 2-Cylinder Maxwell
- 10 H. P. Pope Hartford

Immediate Delivery

- 1 40 H. P. Olds Touring Car
- 30 H. P. 1910 Autocar, Ford

Indiana

21 Massachusetts Ave

State Agents Chalmers-Dodge

They are guaranteed in
is as conscientious as we
automobile. No other com
name a few of our choices

- # Immediate E

- # Indiana

State Agents Chalmers-De



**Local Branch, Corner Meridian and New York Sts.
Factory, Kentucky Avenue and Morris St.**

H-TRACK

BROOKLANDS

MOTOR RACE SOME POINTS, THERE, TO WAY.

Speedway long
"Brooklands of
conceded to be
have seen per-
In many re-
given credit for
icate across the
ck, however, is
nt interest and
entertainments
ger scope than
wing article by
nth's Motor is a
hat the cousins
bringing to pass
England, occu-
n the world of
anatically anti-
ts as one would
the other hand
of all lovers of
f its containing
in the world for
lands. To reach
g the gantlet of
on police traps,
onviction in the
oliceman taking

n between the
is and anything
should say, take
of the Florida
out and the fa-
hard as asphalt.
ribbon-fashion,
shaped loop, the
ng up naturally
twisting process.
nd in the loveli-
England, with a
making zig-zags
wooded hilly
ground of the
-mile ribbon of
n the cleared
the foot of the
for the smaller

agement of the track, but it is hoped that some day they may be remedied. When one bears in mind that the construction of this huge playground for motor cars has cost in round figures \$750,000, while the gate receipts and membership fees will little more than cover running expenses, the question of sinking still more money in the undertaking is one for deliberation.

"But once the absence of a grand stand midway between the ends of the oblong is forgotten and the visitor's attention focused in the corner of the loop where the straight home stretch runs past the timekeeper's box on the hillside and the paddock and offices in the inclosure, he will find many things to admire in the way they do things at Brooklands.

"Two points of contrast which strike one forcibly between the manner of conducting motor races in England and America are in the matter of punctuality in starting and in the method of announcing results. Precisely to the tick every race is started here exactly according to program with apparently no fussing or shouting after belated starters. And at the end of every finish, the winning car is driven back to the weighing scale, exactly as in a horse race, its weight verified and up goes its number. The order of sequence in place is likewise blackboarded at the same time and the winner's time per mile is announced in figures big enough for everybody to read.

"At the outset the Brooklands Automobile Racing Club took the Jockey Club as its model, the Earl of Lonsdale, president of the Jockey Club, being the first and existent president of the Brooklands Club. This is probably to a large extent responsible for the absence of that free and easy, go-as-you-please way of doing things which the traditions of the bicycle track had handed down to motor racing in America. An illustration of this has been shown this year, when, for the first time, motorcycles have been allotted events on the afternoon programs. When the time came for the boys on wheels to line up in the paddock, preliminary to being sent out on the track in rotation according to number five minutes before

their race, it was noticeable that there was more fussing and scurrying, shouting for absentees and jawing between riders and trainers than had been seen in all the motor races since the track opened. Similarly, in the matter of entries, where the motorist has recognized from the beginning that a closing date means the actual and final closing of the entry list, the cyclists, many of them, were astounded on being informed that post entries were inadmissible. A rule is a rule at Brooklands and every one knows it.

"So far, in the brief existence of the track, it has been a process of evolution in the matter of races and their character."

GIVES PERCENTAGE OF SLIP.

Henry Souther Figures Out Slide of Motor Wheels.

From Henry Souther's analysis of the results of tests on tire slips at Brooklands, England, on a level racing track of the best sort, with plain round tread tires inflated as is usual for racing, the percentage of slip of the rear wheels when driving is as follows:

For a speed of forty miles an hour, .3; fifty miles an hour, .6; sixty miles an hour, 1.1; seventy miles an hour, 1.8; eighty miles an hour, 3.7; ninety miles an hour, 5.4.

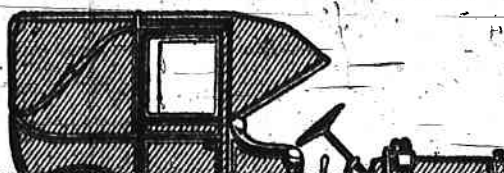
The driving wheel on the inside, running around a curved track, slips a very little more than the outer wheel as the centrifugal force going around curves reduces the weight on the inner wheel, permitting it to slip more readily than the outer wheel.

NOTHING TO FEAR.

"What if an accident should upset you and you should land under the car?"

"Nothing to fear on that score. That's where I'm usually found when an accident happens."

The Indiana Automobile



always

A
Aut
with
Amer
main
Maga
venti
The
Legis
taken
prove
enough
to th
though
vital
of th
perity
As
dency
recog
press
estab
cated
uses
hand.
the q
of fig
the l
affair
atten
were
trolle
certa
imme
curve
and h
on the
nomin
mathe
cover
profes
a few
gener
gover
"By
This
reflec
gay.
certa