

SPEEDWAY TO STAGE NEXT COBE CUP RACE

Western Vanderbilt Event May
Be Run on City's Famous
Track in 1910.

INDIANA COURSE ABANDONED

Chicago Automobile Club Officials
Take Steps to Avoid Another
Big Deficit.

The grand stand on the Lowell-Crown Point motorcar raceway is in the hands of a wrecking crew. This does not mean that the Western road classic has been abandoned. Rather it marks the passing of the Indiana course as an automobile speed circuit. The Cobe Cup event will not be discontinued and it is more than likely it will be staged at the Indianapolis Motor Speedway in 1910.

A member of the Chicago Automobile Club, under the auspices of which the contest was held last June, has declared that an effort was being made to secure a course nearer to Chicago and that the committee in charge of the work has several such circuits under consideration.

A report has it that preparations for next year's race have been going on quietly for some time and that something definite is about to be announced. The club officers are said to be favorably disposed toward a revival, notwithstanding the \$30,000 deficit that was reported to have accrued from last June's contest.

With the grand stands and the track completed it is pointed out that the speedway would be the ideal place for the race as the inner course of the track would afford all the hazards of a country road.

Then before the race is started it is assured that there would be no deficit as there was last year. The grounds are perfectly equipped and the seating capacity of the grand stand and bleachers has been increased 10,000.

Work on the brick resurfacing is being pushed and will be finished early next month.

Speed Trials This Year.

While it will be so late in the season

The Brush runabout which climbed Mike's Peak was recently used to pull a low breaking ground for the new Brush runabout factory in Detroit. The new factory, when completed, will be one of the most complete, best equipped automobile factories in America, and is made necessary by the growing demand for this little car.

PLAN NEW E-M-F PLANT

STUDEBAKERS TO BRANCH OUT

WILL ESTABLISH \$400,000 AUTOMOBILE
PLANT AT WALKERVILLE TO
SUPPLY THE TRADE IN
CANADA.

SOUTH BEND, Ind., Oct. 30.—(Special)—The Studebaker E-M-F Company will establish a \$400,000 automobile plant at Walkerville within the next few weeks. The company will supply the trade of Canada and other British colonies, and will be known as the E-M-F Company of Canada.

The concern will be merely a subsidiary company of the well-known Detroit firm. Foremost among the incorporators are Frank H. and J. Harrington Walker. It is stated that all of the money required by the new company will be furnished by the Walkers, together with Dr. J. B. Book, Charles L. Palms and Walter E. Flanders of Detroit.

Flanders will act as president and general manager of the new concern, and Robert M. Brownson has been selected as secretary and treasurer. The balance of the board in control of the affairs of the company will be the Walker brothers and Mr. Palms.

The project of organizing a Canadian company to manufacture motor cars from the designs of the E-M-F 30 and Studebaker-Flanders 20 has been under consideration for some time. Being pushed to his full capacity to build cars fast enough to take care of the growing demand, however, Mr. Flanders, on whom the project devolved, has delayed its final consummation until now. One of the chief requisites was a good factory site, and this was found in the mammoth plant of the Globe Furniture Company at Walkerville, a concern in which the Walkers were heavily interested. Flanders states that when fully equipped and in operation the Canadian factory will have a capacity of 100 cars per day of the two models above mentioned.

Heavy Duties Drawback.

Heretofore the E-M-F company, which has enjoyed an excellent demand from Canadian points, has had to con-

BRUSH VIBRATION

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INDIANA WIN

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Speed Trials This Year.

While it will be so late in the season that the weather will be too uncertain to make it safe to plan a race meeting this year the track will be thrown open for speed trials and will be in use more or less all winter.

Notwithstanding reported preparations of the Chicago motoring organization for a 1910 Cobe Cup race, it looks as if next year's contest will be held at the Indianapolis Motor Speedway.

The management of the speed circuit will make every effort to hold the Cobe Cup contest here next year and the management appeared to be very confident that such would be the case.

Chicago Automobile Club officers have little to say on the subject. They neither deny nor confirm reports. However, one man associated prominently with last year's race had the following to say:

"While the wrecking of the stand does not necessarily mean the Crown Point-Lowell course is abandoned, it certainly looks that way. The location of the stand came in for criticism, but that is not surprising, as the race was disappointing in many ways. The failure to sell seats in the stand was not so much of a disappointment as the comparatively small attendance, 30,000 or 40,000, where 100,000 had been expected.

"If the race is held next year, which has not been decided yet, it is likely some other course in Indiana will be selected, as the laws of Illinois are not favorable to such contests."

THE SEASONED TRAVELER.

Detroit Free Press.

"Has he traveled much?"

"I should say so. He's been through two fortunes."

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Least important of a filling of Canadian need other British possess Zealand, Australia and the British empire t market awaits the American car by Amer at the prices which shipping from the Can of from this side of t any will have the a per cent rebate on all c Thus situated, the b Canada will be in a competition that conce the line will find it has terms.

Operations in dismantling and reinstalling speed automobile building started. Flanders sta begin to come through new year, and it is th jectors to turn out le take care of the sprin mand of Canada at le

The new company ment to about 200 me will increase this nu to 2,000 within a year fings will nearly equal size.

A 1910 Roadster Equipped

An Irvin Racy Type Roadst