

who has a

# ELGIN COURSE FAVORED

## MAY GET COBE TROPHY RACE

INDIANA, ILLINOIS AND WISCONSIN  
THREE CONTENDERS FOR CONTEST,  
BUT WATCH TOWN IS PROM-  
INENT IN LIST.

CHICAGO, Jan. 16.—Indiana, Illinois and Wisconsin—each and every one of them wants the Chicago Automobile Club's Cobe trophy race for 1910, and a good-natured rivalry among the motorists of the three states already has sprung up, which shows how this Western classic has jumped into prominence in one running. Indiana perhaps has not been so prominent in the bidding as the other two, but that may be credited to the fact that the Hoosiers are so well satisfied with the success they achieved last summer that they believe the Chicago Automobile Club will have to look a long way before finding another course the equal of the circuit at Crownpoint or the Indianapolis Motor Speedway.

Wisconsin was the second to enter the lists and to show its sincerity in the matter. M. C. Moore, president of the Wisconsin State Automobile Association, has sent out a scout car to find a suitable course up around Racine and Lake Geneva. Illinois chimed in only a week or so back, when Frank B. Wood of Elgin, a nonresident member of the Chicago Automobile Club, after a quiet investigation, announced he had found a circuit which seems admirably suited to road-racing purposes.

And what's more, Mr. Wood has gone about booming the Elgin circuit in a

manner which makes it look more than likely that the club will be favorably impressed with his claims when it comes to awarding the plum for next year. He has interviewed the farmers living around the course and has enthused them over the project; he has talked to the prominent residents of Elgin and he has been promised the support of the Elks Club of the watchmaking town.

As another inducement for sending the race to Elgin, Mr. Wood points out that the state encampment of the Illinois national guard will be held there next summer and that if the Chicago Automobile Club stages its road-racing carnival at the same time it may be possible to get the use of the militia without the expenditure of any very large sum, which probably will mean a saving of \$10,000. Then again he believes it will be possible to induce the road supervisors to put the course in racing condition, which means that the club would not have to spend anything like the \$20,000 that was necessary to put the Crownpoint circuit in racing shape. If all this can be accomplished by Mr. Wood, it would be necessary only to organize the race and build the grand stand.

### Has Many Advantages.

The road race course discovered by Mr. Wood is located west of Elgin and within a mile of the center of the town. A street car line runs to within a quarter of a mile of the proposed location of the grand stand, an ideal spot from which the spectators can see the cars coming for a mile, see them slow for a hairpin turn and then straighten up for the dash down the back stretch. The circuit is about ten miles in length, just the size that is deemed best for road racing, as was shown by the success met with at Lowell, Mass., at San Francisco and at the Vanderbilt. The course is pear-shaped and there are only three turns in it, two of them wide, sweeping bends around which it would be possible to go at full speed. The third turn is a hairpin at which it would be necessary to come down to fifteen miles an hour, but then other courses have had their hairpins and yet record-breaking speed has been made over them. There are only three culverts and no bridges.

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