

# STUTZ SEES DANGER IN NEW AUTO COURSE

Fears Necks and Machines, Not  
Records, Will Be Broken in  
"Western Vanderbilt" Races.

## STRANG MAKES DARING TRIAL

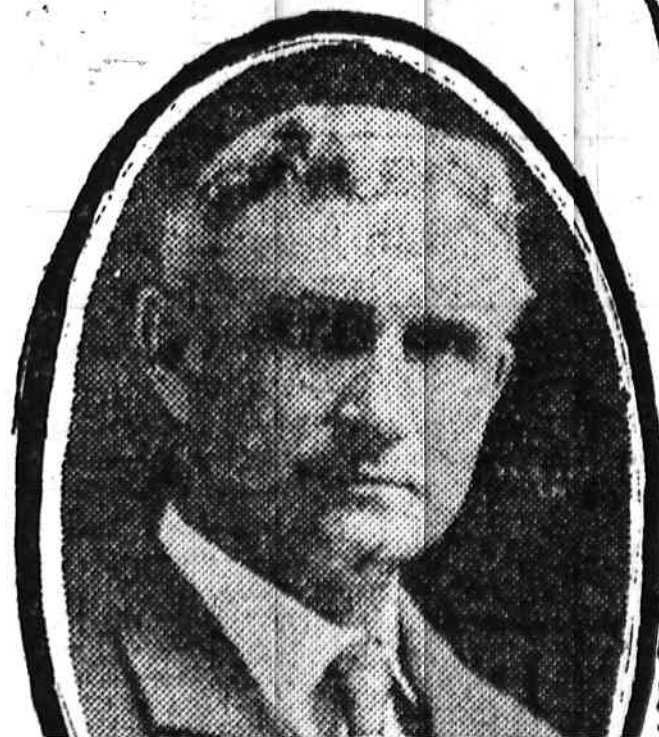
Drives Machine at Terrific Speed  
While Tourists Watch Spec-  
tacular Performance.

BY A STAFF CORRESPONDENT.

CROWNPOINT, Ind., June 17.—Necks and machines, not records, will be broken at the Crownpoint automobile course during the "Western Vanderbilt" races Friday and Saturday, according to Harry Stutz of Indianapolis. He regards the upstate course as the most dangerous upon which any automobile road race has ever been run. The course abounds in dangerous curves, sharp descents and misleading turns. Several of the drivers who have been trying out their machines during the last few days have experienced hair-breadth escapes from death while whirling over the Hoosier road at the rate of a mile a minute. Deep ruts have been carved in the macadamized roadbed by the continual gnawing of the tires.

Hundreds of tourists, who are eager to be on the grounds in plenty of time, lined both sides of the roadway near the judge's stand today to witness the try-outs. The most thrilling and spectacular, as well as the most dangerous, stunts performed with the racing smoke wagons were executed by Lewis Strang in his Buick. At the rate of a mile a minute Strang's machine, when striking a rut or a bump in the road, would leap for-

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#### Discovers Course by Accident.

It was an accident that led to the discovery of this already famous automobile course. A few months ago a member of the Chicago Automobile Club while touring on a pleasure trip drove around the course as it is now marked off. He was so pleased with what he regarded as the possibility of a great middle West racing track that he insisted and succeeded in getting the members of the Chicago Automobile Club to make an inspection of his "explored course."

The inspection proved an igniter of enthusiasm in the minds and hearts of every member of the party. As a result the course stands today repaired at the expense of \$50,000 under the glare of the automobile spot light of this country. It has long been the desire of the Chicago club to do something big in the racing line, so that the heart of the automobile manufacturing world might be the stage upon which the builders could exhibit to the public the merits of their cars. This dream, it is predicted by experts, will be more than realized.

In order to improve this course many stupendous obstacles had to be overcome. The club committee got into communication with the commissioners of Lake County. There was an exchange of proposals concerning the use of this country road. It was finally agreed that if the club would pay all damages to abutting property and also put the roads in good repair it would be permitted to close the course during certain hours of the day for the purpose of racing. The course is now closed between the hours of 2 and 4 in the afternoon. During these hours man and beast alike fight shy of this narrow course as though it were a live wire. Close upon the heels of one another the fearless drivers test the limit of the cars that throb beneath them and at the same time familiarize themselves with the intricacies of this delectful track.



**ASA PAINE,  
MINNEAPOLIS, REFEREE  
COBE CUP RACE**



**FRANK H. TREGO,  
GENERAL EXECUTIVE  
CHICAGO ROAD RACES**



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#### Cobe Praises Progress.

Ira M. Cobe, president of the Chicago Automobile Club, was a prominent witness of the tryouts today. In order to stimulate interest Cobe has offered a handsome prize for the winner of Saturday's race. This prize stands as a lure to seventeen entrants. The requirements for competition in this event are that the entered car shall not be in excess of 525 cubic inches of piston displacement and shall not weigh in excess of 2,250 pounds.

The cars were weighed this morning on the public scale at Crownpoint by the technical executives, David Beecroft, F. E. Edwards and Berne Nadall.

The light cars were weighed yesterday. At 8 o'clock this morning every entrant in the light car race had arrived at the course and was beginning to "burn it" as the sun rose. Because this race comes first the drivers are utilizing every minute available to practice. Although regular practice hours are in the afternoon, only an hour or two at sunup, before traffic begins, is considered safe.

One remarkable feature of the entire course is that not a single railroad crosses it. This within forty miles of the great railroad center, Chicago.

The two straightaways, the one between Cedar Lake and Lowell on the west leg, six miles long, the other between Lowell and Crownpoint on the east leg, a little more than nine miles long, are the scenes of the best time thus far. The starting point is at a position on the east leg near Crownpoint. A large grand stand erected on the west side will accommodate at least 50,000 people.

#### Built "Hen Roosts."

Every orchard, meadow and cornfield that bounds the entire circuit has long been rented at a premium. Grand stands that look more like chicken roosts are to be seen every other hundred feet on

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CHARLES F. ROOT,  
CLERK OF  
COURSE

either side of the course. The farmers are reaping a harvest from the influx of visitors. Many of the sightseers will camp all night in the fields and roads along the course. The races starting at 8 o'clock in the morning necessitate an early gathering of the spectators. Chicago society has found a new outlet for its craving of amusement, and while opposite to the general trend of functions, hundreds, not only from Chicago, but Indianapolis, St. Louis, Cincinnati and many other places, have indicated intentions of witnessing the races.

In front of the grand stand repair pits for the motor racers have been completed. A bridge crosses the track at this point upon which men with large megaphones will announce the progress of the different cars, naming the time in which they have covered the course after every lap. For the Cobe trophy, or heavy car event, the cars will be required to cover the course, which is 23.27 miles long, seventeen times, or a total distance of 395.66 miles. The small car racers will go the route ten times for a total of 232.74 miles.

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Every time a car takes the eleven different curves on every lap the mechanic must lean far out as the machine whirls around on two wheels, in order to maintain its equilibrium. As the practice has indicated, this grueling test upon the road-bed has ground the turns to a fine dust, thus increasing the danger to the life and limb of the racers.

### Soldiers Pitch Tents.

Col. J. B. Sanborn arrived this morning with the advance guard of the militiamen who are to patrol the course during the two days of races. The colonel has established headquarters near the judges' stand, where he has completely outlined his "blue print of defensive battle." While he does not anticipate any trouble with spectators, yet from previous experience, he says that persons become careless, not realizing the danger, and urged by their eagerness, often attempt to crowd upon the roadway. If necessary, unruly persons will either be taken to the guardhouse, or temporarily imprisoned to a tree. The majority of the troopers will be stationed at the curve where the greatest danger is expected.

Along both the main streets of Crownpoint and Lowell heavy six-foot high wire fences have been built. The course leads direct into Lowell, facing a large plate glass of a hardware store. It here turns with the sharpness that will require expert skill to keep the car from plunging headlong into the store.

In Lowell there are two curves, the names of which alone are enough to frighten the average driver. They are called "Death's Corner," and it is here that the

part. A short distance east of "Death's Corner" the drivers encounter a double turn called "Cemetery Curve." None of the curves is baited. Running directly east from Lowell to the south the cars are pushed about 200 feet, when they must be whirled to the east again. The path then lies due east about two miles, when the last turn is made. After the cars have whizzed around the last turn, providing the driver is still behind the wheel and the mechanism of the car has not been ruined, they disregard all danger as they wheel off the last nine miles on a straightaway toward the judges' stand, the finish.

Blick Edwards and his staff were busy this morning installing special timing apparatus.

Frank Trego is the inventor of this apparatus, which has been tested and proven efficient, having been used at Savannah. It tells the rate at which a car is going at any given point along the course.

Little Crownpoint and Lowell are weighed down with a flood of auto enthusiasts. Board and rooming places are at a premium. Six in a small country house room is the average. Hundreds more are expected tonight. When the practice has been completed tonight every race headquarters will be the scene of busy preparation. The racers will be given their last overhauling before the final spurt against time and distance, a general girding of loins, figuratively speaking, preparatory for the speed battle.

## 'WILL BREAK 'EM ALL': FISHER

### Local Balloonist Speaks Enthusiastically Concerning New Records.

RICHMOND, Ind., June 17.—Carl Fisher of the Indiana Aero Club was in Richmond today on his way to the Wright celebration at Dayton, O. Talking of his plans, Fisher said:

"I'll get the Lahm Cup back all right. In about two weeks I intend to make an ascension from Indianapolis, and then I intend to get all the cups hanging around loose. I will break the long distance record and I'll also make a new endurance record."

Fisher stated that he could have easily made the long distance flight record in the big balloon race held recently in Indianapolis if he had not had such poor luck with the air current.

### MISS HAMMOND TENNIS WINNER.

NEW YORK, June 17.—Miss Louise E. Hammond today won the Metropolitan tennis championship trophy for women in the tournament in progress at the West Side Club's courts, defeating Miss Kate Wagner, national indoor champion, by a score of 1-6, 6-2, 6-1.

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