

CHICAGO MAY LAND RACE FOR COBE CUP

Two Speedways Near Windy City
Are Proposed Which May Get
Western Vanderbilt.

ROAD FEATURE IS POPULAR

Chicago Auto Club Would Hesitate
to Stage Event on Track, De-
spite Advantages.

What will become of the Cobe Cup automobile race? This question has been agitating the minds of motor racing enthusiasts since the time when the grand stands fronting the Lowell-Crownpoint (Ind.) raceway, where the event was staged last June, were torn down. The future of the so-called "Western Vanderbilt" is indeed tinged with uncertainty. Whether or not the race will be held—and if so, where?—is the situation. For weeks past there have come weird tales out of the West. The Cobe Cup was to be staged at the Indianapolis Motor-drome, at a Wisconsin course, at Grand Rapids, and where not? However, nothing definite has been done.

The very latest in Cobe Cup visions is that a speedway will be built near Chicago, and that the Western road classic will be held as a track event. Moreover, there is talk of building a second speedway near Chicago. In that event there would be a lively bidding duel for Chicago's motoring plum.

AUTO TESTERS NEED GRIT

RIDE IN PARRY SHOWS WHY

MODERN VAQUEROS IN GOGGLES AND
GAUNTLETS PUT "GREEN" MOTORS
THROUGH VIGOROUS TRIALS ON
ROAD AND TRACK.

With the passing of the bucking broncho has come the bucking auto, and the picturesque hero of nowadays is clad in chauffeur garb, instead of "chaps" and spurs. What the range was to the ranchman the open road is to the motorist, and the test track, where stubborn engines are whipped into obedience, is much the same as the corral where bronchos were subdued.

To the average person who takes his car from the salesroom, with the machine running smoothly, responding to the slightest touch of the lever, the work of "breaking in" an auto engine is not apparent, but it takes more time, more nerve and intelligence and often more sheer strength to handle a "green" motor than it ever did to saddle and ride the flightiest mustang.

It was in a Parry car—the newest Indianapolis auto—that the writer, a tenderfoot in motordom, was shown how a machine from the shop is literally "broken" into service; is saddled and bridled, coaxed and driven into the marvel of controlled power and speed it appears in the town dress of touring car or roadster.

The automobile test car is an ugly machine. At first sight all it inspires is distrust. The motor is exposed to view and the dust and mud. Two seats and an improvised bar to brace the feet on comprise the body, which is rough and and homely. And that's practically all a test car is composed of, motor and wheels, with an excuse for a seat and a tool kit behind.

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It is planned to construct one of the speedways south of Chicago and the other on the line of the Northwestern road. It looks as though it will be a race between the promoters to see which can put the project in working order first. It does not seem probable that the middle West metropolis could support two motordromes.

It is reported that the Chicago Automobile Club is considering the project very seriously. However, in the event of the speedway proposition not materializing there is the Elgin offer. A fraternal lodge at Elgin is making a strong bid for a 1910 revival of the Cobe Cup, and it may be that the Chicago organization will look upon the latter project in a favorable light.

Does Not Like Track Idea.

Judging from the opinions of several officers of the Chicago Automobile Club, that body is not inclined toward having the Cobe Cup staged on a track. They point out that the road event was a success from every standpoint last summer except a financial one. While the speedway scheme would overcome this defect, it would rob the race of its identity—a road event.

It is common gossip in motor circles that the 1909 Cobe Cup was one of the best-policed road events of the year. When Ira Cobe, president of the Chicago Automobile Club, donated the cup bearing his name he intended it as a trophy for a big road contest. To change the race to a track event would be to change the spirit of the bequest. Viewed from any conceivable angle, it is hard to imagine how the Chicago Automobile Club will countenance the 1910 Cobe Cup contest as a speedway event.

Then there is another proposition that may materialize. Ft. Wayne automobile promoters have entered the list. The Indiana motorists offer roadways west of their city, where it is said fast driving is possible with safety to pilots and spectators. The course is eighteen miles, with two right-angle turns and several sharp bends. However, several drivers have declared that an average speed of over sixty miles an hour could be maintained. The country is level and the roads are smooth and level with no railroad crossings.

President Cobe, the donor of the cup, is pleased with the interest manifested by the bidders. Speaking of the situation recently a leading member of the Chicago club said:

"If this bidding and exploitation for the Western stock chassis classic for President Ira M. Cobe's big cup continues we may get such advantageous conditions that even the Vanderbilt Cup event, as it recently was run, will be overshadowed.

And now what do you do? the tenderfoot asked as he kept one eye on the whirling shaft and the other on the fall of his overcoat. The machine had left the factory and was headed for the suburbs.

"Just run her until she quits kickin'."

Swift Pace in Open.

His smile was not ill-timed, for we had passed beyond the city streets and were hitting the country where the roads were rough. Other machines and vehicles had been passed and there was a clear straightaway. The driver opened the gasoline throttle and the car leaped forward, it seemed almost up!

"She's quick on the trigger," observed the buster, dividing his attention between the road ahead and the engine. "That's the whole way of it. I just listen to the engine motor and keep going. I hit the toughest roads and a lot of ruts, hunt out the hills and shin around corners. That's what a green motor needs—just a good workout, with somebody to hold her and keep her trim."

The machine jolted fearfully and it seemed as though it would tear itself to pieces. It swerved out to pass a wagon and for a moment seemed disinclined to get back into the road. It didn't look good and the tenderfoot dropped his overcoat to grab the seat.

"That's all right," said the buster. "She's a little bit stiff in the steering, but before we get back she'll turn with my finger."

And "she" did. Mile after mile, up hill and down, slow and fast the machine was driven and each mile that it went the engine loosened up, the steering gear responded more quickly and the seat itself seemed less liable to jar off. The pace was kept up all afternoon, with a few stops to "look 'er over" and see how the gas was holding out.

On the way back to the factory we hunted up Michigan Hill, north of the city, that has proved the Nemesis of many a motor. By now, after hours of hard running, the "green" motor was throbbing in rhythm. At the bottom we went on low speed and "just to try her out" the driver put "her" to the hardest test, that of making the top from low to high speed. "She" did it and the driver was satisfied.

This and more, too, is done to try out automobile engines. But as the road test is often dangerous to the pedestrians and the traffic on account of the speed that must necessarily be maintained the Parry Auto Company is constructing at its Indianapolis plant a banked track that sweeps around a half-mile course. On a temporary speedway Parry cars are now being given the final test, when the motor is placed in the completed body and given a "workout" of twelve or fifteen miles to "tune her up" before the finished product is turned over with the final "O. K." of the superintendent.

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Speedway Wants Event.

"As it now stands the promoters of the Indianapolis Speedway are eager to add the Cobe event to their program. Wisconsin motor enthusiasts have found a highway course admirably suited for road racing purposes and would like to have the Cobe trophy decided there next season.

"An embryo speedway proposition here in Chicago has behind it some men of capital who have high hopes and ambitions and a desire to dedicate the proposed new track with the running of the Cobe race. The more aggressive men of the Chicago Automobile Club are seriously considering the proposition of the club to have its own big, permanent speedway, on which the Cobe classic would be an annual feature and the Crownpoint motorists, who have the old Crownpoint-Lowell roadway quadrangular course at their disposal, the one on which the Cobe trophy was first run, are still in the field for the 'Western Vanderbilt.'"

BOULEVARD DREAMED OF FROM COAST TO COAST

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The Parry car has been given the hardest of road trials and has passed muster. The motor is made for speed and power and endurance and it can stand it. But like the range that was once the cattleman's, the open road is being relinquished by the Parry manufacturers in favor of the track, the factory "corral, where the motors that have withstood rough driving can buck without endangering life and traffic.

OVERLAND AUTOS MAKING INROADS IN EASTERN PARTS

Season's Record Will Be Broken by Keystone State Concern by Orders Already Booked.

Enough sales have been closed and enough subagencies granted in the few weeks the Keystone Automobile Company has had the agency in western Pennsylvania, West Virginia and eastern Ohio for the widely known Overland car to make a season's record book for an ordinary company and an ordinary car a most creditable document. But with great