

Ernie Moross, Barney Oldfield

# ROADWAY RACING MARKS NEW EPOCH

## Equal Conditions in Foreign Countries and Opens Way for American Cars

### TRUCK CHASSIS EVENTS LEAD

#### Manufacturers Are Anxious to Demonstrate Worth of Machines on Track.

By E. A. Moross.

The Indianapolis Motor Speedway has opened the epoch of motor car racing. Events to 1901 contents have been of a limited nature, with but few machines entered in the events, while 1910 promises a gain of close to 50 per cent in number of speed cars.

Years the foreign manufacturers made reputations and created a market for their product by advertising their machines through the medium of speed.

In the early years of the sport in the United States, 1903 and 1904, with the exception of a few events on mile circuit tracks, the only annual event of importance at that time in this country was the Vanderbilt Cup race.

There were so few American car entries in the Vanderbilt Cup that it was necessary to hold elimination trials for less than three manufacturers for that event, and in each case the winner was foreign.

The preliminary event to qualify for the main race was far from the condition of auto racing in Europe, as during the year that it was impossible to secure sufficient entries to make elimination trials necessary in this country to qualify for the Vanderbilt Cup.

In the elimination trials for the Bennett Cup, of which only a few cars could compete for the trophy, while the Italian, German and American manufacturers were holding their elimination trials in qualify for the event, the same condition existed for the second Vanderbilt Cup, while the result was in keeping with the conditions that existed in the American entries. The trophy was won by foreign cars.

The condition of the market for foreign cars in this country was in keeping with the prices of the cars in these contests. A great percentage of the high-priced cars were of foreign make.

#### Speed Conditions Reversed.

Now that these, however, the racing conditions have been reversed. The Vanderbilt Cup event, a contest of automobile racing, has been introduced; this event has always been of European soil. The Grand Prix, a famous classic, has also fallen as a European event.

The Paris-Vienne events, those of the long road, and the Euro-Coronado plain and one of the passenger was injured. No word of the accident reached the night control until a belated contestant arrived.

Wireless for Newspapers. A wireless telegraph car from which messages could be sent at any point along the route would be of great assistance to both the conductors of the tour and to the press representatives. It is planned to place the Chalmers wireless car at the disposal of all the newspaper men, so that unusual happenings may be more speedily reported.

Last year several newspapers failed to receive news of the tour through car accidents. All of this would be obviated by wireless telegraph car.

When the Chalmers Company conceived of the plan to equip one of its cars with a complete wireless telegraph outfit, the plan was submitted to an Eastern expert. The question of obtaining the necessary altitude to send messages any appreciable distance gave the

thought now, however, that the difficulty has been solved. The expert promises that if his plan works, it will be possible to send wireless messages a distance

## Rivals Bullet in Mile Auto Race.



BARNEY OLDFIELD.

Barney Oldfield last week made a mile in his Benz car in 37 seconds. The Emperor of Germany cabled congratulations to him.

## ASSURES GLIDDEN NEWS TRUCK HORSE IS PASSING

### WIRELESS-OUTFIT, PLANNED MOTOR OPENS NEW ACTIVITY

#### CHALMERS COMPANY DEVISES SCHEME TO KEEP WORLD IN TOUCH WITH EVENTS OF THE 1910 MOTOR CLASSIC.

#### ARGUMENTS OF UTILITY, STRENGTH, SPEED, STABILITY AND CHEAP. A NEWS ALL GO TO PUT ANIMAL OUT OF RUNNING.

Wireless telegraph will probably be used for the 1910 Glidden tour, which is scheduled to start June 15 from Cincinnati for a trip through the South and Southwest to Dallas and then north to Kansas City and Omaha and east through Iowa and Illinois and finish at Chicago.

The Chalmers Motor Company, which is to lay out the official route, has opened negotiations with several of the wireless telegraph companies operating in the United States for the equipment of a wireless telegraph car.

This year's event, like that of 1909, will extend through much territory where towns and telegraph stations are far apart. Last year a wireless telegraph car would have proved valuable in several instances. On one occasion a contesting car did not report at a night control. No one had any idea what had happened to the car with the last message. Two other instances in which a car was wrecked on a Colorado plain and one of the passengers was injured. No word of the accident reached the night control until a belated contestant arrived.

The day of the truck horse is passing; the era of the motor truck is just at hand. Not only in America has the automobile made enormous strides as a pleasure vehicle, but the auto truck has jumped to the front as a commercial conveyance of the first rank.

The truck horse slips on the smooth pavements. Even in hitches of ten and twelve the horse balks often at the heavy loads at which he is called upon to strain. But the horseless truck, with almost the capacity of a freight car, able to go anywhere with ease, handicapped by no pavement, rough or smooth, able to pull tons more than the horse and travel miles farther in a day, is the coming industrial vehicle.

The demand for these motor freight cars that run not upon rails but upon the ordinary streets of the cities and the highways of the country has multiplied many fold in the last few years. Concerns that five years ago were making a hundred trucks or more a year have doubled the capacity of their factories every year since in the effort to keep up with their orders.

#### Has Great Utility.

It is the unmatched utility of the motor truck that accounts for the popularity of the business, together with the demonstration that the careful keeper of a garage is able to make of the cheapness of its work, when compared with the truck horse.

The motor truck has become the general utility vehicle of men who are engaged in something more than three corners of business. The grocer delivers his goods by it and the undertaker makes in it all the trips his calling requires, save the actual journey to the cemetery, and that may be added before long. The ice cream and the confectionery merchant use the motor; so does the soap manufacturer. The transportation companies, the makers of the truck have found. Several express companies use the truck extensively, especially for long-haul delivery. In many American cities the

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## HANDY HINTS WHEN PAR.

What to Do, When to Do. Diagnosis of

First, don't take anything for granted. Know what you are doing—guess. Study your car and machine thoroughly before you with it. Irregular explosions in the locate misfiring of the motor, which cylinders misfire by dep vibrators, the coil box, first l then singly. If one cylinder out the spark plug and exami this motor with the spark plug See that the points of the plu night-gap as explained in your book. If it does not spark m

attributed to the stock market events. Compare the number of events held in the United States to the number of events held in 1903 and 1904 in this country and the answer would at once suggest itself that America now leads the world in the sport of automobile racing.

### Road Events Popular.

The list of road events for 1909 numbered such races as the Vanderbilt Cup, the Fairmont Trophy, the Cole, Lowell, For-

so numerous to mention, as almost every city of importance has an annual event, a few of them being the Wilkes-Barre, Mt. George, Algonquin, Altitude, Pasadena, Eagle Rock and many others.

But it was for the speedways to show real automobile events, as well as trophies to be contested for. The number of entries in the two speedway meets, that of Indianapolis and Atlanta, has proved that speedway racing is the popular kind of sport.

Indianapolis led with the number of entries taking part at a single meet, showing the largest field of contestants ever gathered at a race meet on any track, course or road in the world. Sixty-two cars entered at the Indianapolis meet, and at the Atlanta meet there were thirty-four cars, making a grand total of ninety-six cars in the two speedway meets.

While the aggregate amount of cash and plate racing for at the two speedway openings, Indianapolis and Atlanta, exceeds the trophies of the combined European and American road events, as well as the numerous billiard and track events, to become an item of small consideration.

### Prizes Worth \$20,000.

Indianapolis Motor Speedway trophy valued at \$10,000 donated by Wheeler & Schaeffer, is the most valuable trophy in the racing world, weighing 160 pounds, four feet in diameter and standing more than eight feet in height. In addition to this trophy the Prest-O-Lite trophy, the G & J trophy, the Nany Grand Brassard, the gold-plated Overland, the medals and cash offered at the opening meet presented a prize list of more than \$20,000.

Atlanta with its trophy named in honor of the city of Atlanta, valued at \$5,000, as well as the cash prizes, made a prize list of about \$10,000, so that the two speedways, Indianapolis and Atlanta, offered a prize list of more than \$35,000.

Indianapolis by building the first speedway, has encouraged speedways throughout the country, so that the indications now are that there will be at least five such courses by the end of 1911. The local market is likewise in another respect, namely, that it has the only speedway park and only balloon park in the world.

### Prohibits Aeronautics.

The infatuation of the Southern course prohibits aeronautics or aviation, so that the Atlanta Speedway can be used for automobile racing only. The Indianapolis course, with its brick surface, is also practical for testing purposes and for developing motor cars, which greatly adds to its commercial value.

Many of the leading manufacturers have stated that it was by their preparation for the Indianapolis Motor Speedway events that they formed their racing teams, which have since toured the country, making the numerous other events possible. But be that as it may, before the Speedway was built in this city the largest number of racing cars ready to be entered in contests by the Indianapolis manufacturers at one time was five. In 1909, at the opening meet of the Speedway, there were eleven Indianapolis made cars entered in the racing events. While a record number of the factories shows that for 1910 there will be from twenty-two to twenty-seven racing cars owned in this city.

This alone proves my assertion that the Indianapolis Motor Speedway deserves the credit for the present activity of the American manufacturers for contests of every kind.

## NEW CARS FOR STATEMEN.

Line of Alcos Is Being Put In In the National Capital.

Whether arguments of regulars, the senators and representatives at Washington, as well as members of the diplomatic corps and visiting politicians of either the present or the past, will soon have some of the Alcos to ride in when they return to their homes. Mr. B. Van Dyke, manager of the Alcos cars, this is his statement in regard to the Washington market. He stated that the Washington market is being developed by the Alcos cars, this is his statement in regard to the Washington market. He stated that the Washington market is being developed by the Alcos cars, this is his statement in regard to the Washington market.

disposal of all the newspaper men, so that unusual happenings may be more speedily reported. Last year several newspapers failed to receive news of the four through car accidents. All of this would be obviated by a wireless telegraph car.

When the Chalmers Company conceived of the plan to equip one of its cars with a complete wireless telegraph outfit, the plan was submitted to an Eastern expert. The question of obtaining the necessary altitude to send messages any appreciable distance gave the

thought now, however, that the difficulty has been solved. The expert promises that, if his plan works, it will be possible to send wireless messages a distance of 400 miles from the car, and in that range a wireless station can be found from any point on the route as at present planned. Many of the minor details have not yet been worked out, but there is every indication that the plan will prove perfectly feasible.

### Will Follow Starter's Car.

That the wireless car may always be available for the use of the tourists it is planned to have it follow the starter's car each morning. This would give the wake of the tour, and anyone wishing to send a message would not have to wait more than an hour at most, whereas it might take three or four hours to reach a town. In case of an accident the wireless car would save many weary miles of tramping across unfamiliar country.

While a wireless telegraph automobile would indeed be a wonder to many of the people who will be encountered en route, in some sections of the country to be traversed the telephone is with a rarity. There a wireless telegraph is almost a necessity. It is a fact that there are still many automobiles equipped with one of these almost magical instruments should be one of the sensations of the tour.

## GUARANTEES BETTER QUALITY

Striking Tendencies, New to Auto Industry, Promise Reforms Soon.

Some striking tendencies new to the automobile industry, and even contrary to an old maxim, made within the past few years, have developed during the past few weeks which will not only limit the production of automobiles during the next few years and influence the price of many cars, but will guarantee to users cars of better quality.

Three months ago it was the habit of new makers to announce in stupendous figures estimates of large outputs for the coming year. These estimates ran as high as 50,000 cars. Recently there has developed a contrary policy, and makers generally are now claiming smaller outputs, asserting that more time will be spent in the production of the car and more attention given to the matter of quality.

The production of one or two of the very high-priced cars has always been limited because of the limited demand, but the Rambler maker, Thomas B. Jeffrey, was the first among the builders of medium-priced cars to announce the limitation of the Rambler output to 2,000 cars for 1910. Immediately thereafter similar announcements by the Rambler are that it is impossible to build a good car to sell at an extremely low price and build it so rapidly. Therefore, the Rambler factory is about the largest of its kind in the world, only 2,000 cars will be built, and each one more carefully than before.

## CHAUFFEURS MAKE SACRIFICE

Philadelphia Drivers Prove Loyalty to Union Transit Fight.

Philadelphia automobile chauffeurs are giving up a very good thing in order to demonstrate their feelings toward the Philadelphia Transit Company and uphold the cabdrivers' union, according to a local dealer who has just returned from the Quaker City.

The chauffeurs of Philadelphia during the last two weeks of their strike have averaged \$15 and \$20 per day. Every old kind of a machine has been put in service and will the conditions are not half met. The street car strike is also helping the sale of many automobiles.

People there have been in the market for cars and have been delaying the matter placed hurriedly at the beginning of the strike. In many cases agents have had to sell their concentrating cars to fill the hurry order. The demonstrating cars sold have in many cases brought a premium, not that they are better than the ordinary cars sold, but because immediate delivery was made and dealers were handicapped by not being able to demonstrate.

The union car drivers' and chauffeurs' strike has done much to get the chauffeurs' union organized by private owners, who are now being overworked helping friends to

and the speed with which the truck does its work, when compared with the truck horse.

The motor truck has become the general utility vehicle of men who are engaged in something more than three grocer lines of business. The grocer delivers his goods by it and the farmer makes his all the trips his calling requires, save the actual journey to the remedy, and that may be added before long. The ice cream and the confectionery merchant use the motor, so does the soap manufacturer. The transportation compa-

panies are using the motor truck to haul the mail, and the express companies use the motor truck extensively, especially for long-haul delivery. In many American cities the firemen hustle out upon motor trucks when the long stages, rather than in the old horse-drawn sleds.

The florists prefer the motor. The police patrol in various cities are trucks. The light racing wagons, of course, are always motors. The laundries are using the truck and the men who deliver the massive rolls of print paper at the offices of the dailies morning after morning find they can do their difficult work better and faster when they haul their freight upon these motor machines.

### Wire Poles Put Up.

Telegraph and telephone poles are put up in many places now by truck power. The poles are hauled on the trucks and when the holes are ready a car is attached and the motor does all the pulling necessary to get the pole to the vertical and to hold it there while the hole is filled in. In the mining regions in the West, also, the trailer is attached to the truck so that there is virtually a two-car service maintained for the heavy freight-trucks.

These trucks are being shipped also into many of the countries of the Orient and into nearly all the countries of Europe. The foreign pleasure vehicle de luxe has been built that few years ago a product of France, but the American commercial motor wagon is winning its way in Paris and in other European cities.

Those who have studied the subject say that the capacity of the truck horse is fifteen miles a day and that the average life of the horse is two years and nine months. The capacity of the motor truck is fifteen miles a day and its life is sixty miles a day and its life is seven years.

### Cheaper Than Horse.

The item of expense is not in favor of the truck horse either. To haul a ton of freight a mile costs 93¢ cent, and the heavier the load the truck carries the more it costs to haul. A ton carried for a mile more than 65 cent a mile. The ordinary heavy duty truck will carry from three to five tons. Those who use the lighter trucks say that these small motors will replace a similar horse-powered vehicle from two to four times.

The motor truck is still unable to prove its usefulness to the greatest extent, because the horse still determines what the rate of speed through a city shall be. In the short haul business in a city the truck can move no faster than does general traffic. It is in the long-haul work in consequence that the motor truck has shown the highest degree of efficiency. Get the horse off the streets of the city, and the speed of traffic would be at once increased considerably.

The motor truck has been greatly improved, would speedily be revolutionized. One of the leading concerns engaged in the manufacture of motor trucks began business with an output of from two to thirty trucks a year. There were then employed a few more than a score of men and it was some years later that the firm considered itself well established in a 100-ft building with an improved elevator service by which the materials were hauled to the second floor, where they were assembled.

One building has been added to another in the last five years and at present a big extension is under way. This new building will be almost 700 feet in length. The entire plant is of reinforced concrete and covers twenty acres.

This company will build for the 1910 trade 5,000 large trucks, besides 2,500 or 3,000 half-ton wagons. In the day when twenty trucks a year were the utmost the firm was able to make and sell the value of the annual output was reckoned at something like \$20,000; the product of the concern for the coming year will realize more than \$15,000,000. There are now employed in the plant more than 1,000 men and that number will be greatly increased when the addition new building is completed.

### SATISFACTORILY EXPLAINED.

Smart Set.

Actor-Playwright: "I have been told, sir, that the Corset you sold me is not genuine."  
Art Dealer: "Who said so?"  
Actor-Playwright: "The art critic of the 'Daily Whirl'."  
Art Dealer: "Do you believe what their dramatic critic says about your plays?"  
Actor-Playwright: "Never thought of that. What have you to show me today?"

Know what you are doing. Study your car and machine thoroughly before you start it.

Irregular explosions in the indicate misfiring of the motor which cylinders misfire by the vibrator. The coil box, first then singly if one cylinder out the spark plug and examine it with the coil box. The motor with the spark plug. See that the points of the plug gap as explained in your book. If it does not spark plug. If it sparks however, the motor and see if the vibrator works correctly.

Make sure that the contact is not pitted and that the vibrator is not loose or out of adjustment. Look at the timer and timer. Loose connections frequently cause it. If more than one cylinder regularly then the battery is

### Storage Battery Troubles.

If the battery runs down after a full charge, the cause is either a short circuiting inside the battery across the plates or else the electrolyte or the sediment of the battery is so bad that the battery inspected at once discharge the full amount. Remove the plates, wash them by not being fully covered by the electrolyte. The battery should be recharged before being used.

It will be remembered that two or three charges in a will become exhausted soon the battery has become dry. The battery stand should be cleaned and dry on the outside. An ammeter with a voltmeter battery repairs yourself. It

### Magneto Troubles.

Symptoms: Misfiring of detected magneto plug and other troubles. The magneto is a wooden driver or hammer, touch the metal to the plug, the motor. This will ground the spark plug points are too just them as directed under Troubles.

If the points have been gathered by the intensity of the state them with a knife. The sign wires leading from the plug may have become connected or the high tension may have a bad contact. The points may have become gaps are not tight. Inspect brushes. If they are gion scrape them off with a kn fiber rollers may not be to case remove the rollers from box and clean the shaft clean.

If it is worn down replace new one. Unless the magnet is a simple matter of clean or adjusting the interrupter instrument, should be repaired by a mechanic. Do not take it to do the work yourself. Troubles so seldom occur, attention is hardly necessary.

### Spark Plug "Tou

If the porcelain is era new plug. If the plug is out of the cylinder, put it placed, try a new plug. If the battery is weak, if coated plugs should be cleaned. If the plug has circulated by soot, wash it line. Sooting is caused by the carbon from the carburetor plug-points may be too far apart. The prop points on the battery plug inlets, on the magneto plug of a business card or I Always carry two or three plugs and about six feet in the tool box. Never a great testing the battery connections perfectly clean. Do not turn down screw too far. A high when the tremor or vibrator does not indicate a hot more, it uses two or three amount of current necessary to get the vibrator are until they make a pet over. Use a very fine vibrator points, as the points may be very ea