

# MAY GET F. A. M. RACES

## INDIANAPOLIS MAKES BID

LOCAL MOTORCYCLE ENTHUSIASTS ENDEAVOR TO BRING NATIONAL POWER WHEEL EVENTS HERE IN JULY.

On account of its location and the inducements it offers for racing Indianapolis is attracting the attention of the majority of the motorcycle manufacturers and officials of the Federation of American Motorcyclists with a view to holding the 1909 meet here instead of in the East.

The dealers and riders prominent in the F. A. M. circle in this city have pledged themselves that their home town would be the ideal place for the coming event. They declare that the prominence of which Indianapolis boasted in the days of saucer track racing and bicycle century runs should be duplicated with motorcycle honors.

### Races Held in July.

The regular F. A. M. races are held in July and if the proposed five-mile banked race course is completed by that time it is probable the events will be run here. As it is a national affair there are annual entries from most of the Eastern states and many in the West, with teams expected this year from the motorcycle clubs of San Francisco, Portland and Los Angeles.

Organized in Brooklyn, N. Y., Sept. 7, 1903, the F. A. M. has devoted every minute since to the advancement of the motorcycle and the interests of the rider. It has accomplished so much that every motorcyclist owes it a debt for which membership in the federation is but a partial payment.

The motorcyclists, who in every state have been favored by legislation, owe it to the untiring efforts of the F. A. M. Whenever the rights of the motorcyclists have been attacked the F. A. M. had willingly and speedily come to their aid, and the battles fought by them have always resulted in strengthening their useful organization. Among other things it has procured for motorcyclists everywhere, whether members or not, low fees, and in many cases abolition of any fee, for the right of passage from one state to another.

It maintains a bureau of information, distributes dairies and road maps, and in many other ways gives its members tangible evidence of its valuable services. It is allied with the Amateur Athletic Union, the American Automobile Association and the National Cycling Association. Its rules have placed the sport on a stable foundation. Its endurance and reliability tests, ably and impartially conducted, have given the motorcycle all it needed to prove to the public its usefulness, speed and reliability—severe tests and widespread publicity.

WILL TOOT OVER EUROPE.

In presenting the Jackson automobile for 1909 to the motoring public the Indiana Carriage and Automobile Company, 27-23 South Capitol avenue, is confident of success. The model shown above is the Model E touring car, five-passenger, four-cylinder, 36-40 horse power, 111-inch wheel base, pressed steel frame, equipped with everything that makes an outfit complete.

## FEW DRIVERS VICTORIOUS

### ONLY FOUR AT EXTREME TOP

STRANG, ROBERTSON, LYTLE AND DALPH DE PALMA AMONG THOSE WHO WON AMERICAN HONORS OF YEAR.

In America the honors of the year just ended, so far as drivers of racing automobiles are concerned, went to a few men. Lewis Strang, George Robertson and Herbert Lytle were at the head of the list among the home-bred group with Ralph de Palma adding to his record as a track driver by making the fastest single lap in the Grand Prize race at Savannah.

Lewis Strang drove Isotta cars to victory at Savannah in March, at Briarcliff and at Lowell; was second to Herbert Lytle, who had taken an Isotta and left Strang a Renault in the Motor Parkway Sweepstakes and, again driving a Renault, was sixth in the Grand Prize race—as good a record as any man can show.

George Robertson won the stock car race at Fairmount Park, Philadelphia, in a Locomobile, and drove a racer of the same make to victory in the Vanderbilt Cup race two weeks later. He was to have driven a Panhard at Savannah, but the car was not entered at the last moment.

### Lytle Wins Parkway.

Herbert Lytle was second to Lewis Strang in the Savannah stock car race driving an Apperson, and won the Motor Parkway Sweepstakes in an Isotta. In the Vanderbilt Cup race his Isotta car was beaten by less than two minutes, although disqualified two weeks ago. He was to have driven a car in the light car race, won by W. M. Hilliard, but was suffering from typhoid fever at the time.

Several of the famous foreign drivers appeared in the Grand Prize race. Louis Wagner, the winner, won the Vanderbilt Cup in 1906, and Victor Hemery, the second man, was victorious in that race in 1905. Erie was new to this country but finished fourth in the Grand Prix in France last year. Nazzaro, the third man, drove in the 1906 Vanderbilt Cup race but his Fiat was put out by an accident. He was second in the Grand Prix in France last year, but won it in 1907 together with the Florio and Emperor Cup races.

Szisz won the Grand Prix in 1906 and has driven here in Vanderbilt Cup races.

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