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WILL GIVE UP RACING

HENRY FORD TO QUIT GAME

Auto Manufacturer Believes That Classification of Cars Should Be Changed.

As a result of the wreck of his latest speed creation in its tryout drive, Henry Ford proclaims his intention to take part in no more track races until the classification of racing cars is radically changed.

"I believe," says Ford, "that track racing is of inestimable value to the trade and to the development of the art of automobile building."

"In no other kind of a race can a car be subjected to such severe tests; in no other way can the public be shown what modern cars are capable of, with as little danger to the spectators. But we have surpassed the possibilities of the old classification."

"One thousand kilograms (2,204 pounds) weight constitutes the only limitation for racing machines. There is no limit to the power of the motor which may be installed; just so long as the gross weight does not exceed the above figure."

"This standard was established in Europe several years ago. Owing to crude methods, trappy design and inferior materials, it was, up to two years ago, impossible to build a car of that weight and with power sufficient to drive it at any really dangerous speed. So far the classification was all right."

"But today all that is changed; by refinement of design; by scientific research into the principles of the gas engine and by long experience we are now able to get more than twice the power per pound of engine weight that was possible two years ago. By the use of vanadium chrome steel we have built a six-cylinder car having 120-horse-power and which weighs only 1,600 pounds. As evidence of the wonderful progress made in the last four months one needs only to compare this car with racing machines of two years ago. Several cars failed in the elimination trials for the last Vanderbilt race because unable to come inside the weight limit and others light enough to pass proved insufficiently strong to withstand the contest."

Strikes Eight-Inch Post Squarely.

"This car, 600 pounds underweight, according to the classification, going at a seventy-mile clip, struck an eight-inch post squarely, broke it off and then carried away another with a section of the fence. Yet the front axle—weighing twenty-seven pounds only—was not bent. The car shot over an embankment, rolled over and over for twenty-five yards and

to avoid crushing his skull, he looked like a big leather chair hurtling along the track. It didn't seem possible that the object could be alive.)

"Science has outstripped the old rule. We can now build cars capable of over two miles a minute."

"How then shall we perpetuate the sport and yet not make every track a slaughter pen for drivers? Most of the greatest drivers—those who drove for blood, not the "hippodrome" professionals who ride "for revenue only"—have either been killed or so badly maimed they might almost as well have been killed."

"Give us a new classification. I suggest a maximum cylinder displacement of 250 cubic inches. Let each engineer put this into one, two, four, six or sixteen cylinders as his fancy dictates. An engine of 250 inches capacity can be made to drive a car under the minute mark—and that is fast enough to satisfy even the blood-thirsty spectators who like to see a man killed now and then."

"Let there be no other restriction. Then it is up to the designer to show the superiority of his design, his theories, over those of competitive designers. In testing guns the Government gives each aspirant a certain quantity of powder and asks him to hurl a projectile further than his rivals. Each automobile designer would have a chance to show what he could do with 250 cubic inches of gas. Let him make his cylinder 4 inches by 4 inches; 2 inches by 8 inches, or 8 inches by 2 inches, or any other dimension his judgment dictates or his pet theory suggests, so long as the total does not exceed 250 inches."

Result Will Be Clear.

"This, more than any other test that can be devised, will settle the question of superiority of fours versus sixes; of twos versus fours; of long-stroke, small-bore versus long-bore, short-stroke; of high or low compression; of cooling methods and even of shaft drive versus chains for the transmission of power, and, above all, of fuel economy."

"All contestants will be working under identical conditions and the result will be clear to the public."

"I venture the prediction that if such a standard is set for racing cars and the possible speeds thereby reduced to reasonable limits, such high-grade sportsmen as W. K. Vanderbilt himself, Foxall Keene, Alexander Winton and others who now patronize the sport only in a financial way, would be willing to drive in the competition—and I would be tempted to again enter the lists myself."

"With conditions as they are today, and the result of every race dependent on chance, accident and circumstance—that skill counts for little has been proven by the fatalities among our best drivers—no man of responsibility can afford to jeopardize the interests of his business and the livelihood of his employees by driving in a race. Nor do I feel like assuming the responsibility of allowing Kullick or any other driver to enter more of these contests under present rules. I would feel that his blood was upon my head if the to-be-expected happened."

FORD IN REMARKABLE TOUR.

Prof. Taylor Drives Runabout 5,000 Miles Through Mud and Water.

Prof. H. D. Taylor, director of the de-

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"What, then, is the limit? Tires, Fabric and rubber can not withstand the strain to which they are subjected when called upon to deflect the course of 1,600 pounds of car hurled down the stretch at seventy miles an hour. The car was going under the world's record. Kulick says the throttle was only half open; no man can estimate how much faster that car can go. Its speed possibilities are limited only by the nerve and daring of the driver, its strength by that of the tires.

How Kulick Escaped an Enigma.

"How Kulick escaped is still an enigma to me—his long experience, his presence of mind in throwing himself backward from the seat as the car hit the fence may have had something to do with it. (The momentum carried him 200 feet round the track beyond where the car went through the fence. With knees drawn up, chin pressed against his chest

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FORD IN REMARKABLE TOUR.

Prof. Taylor Drives Runabout 5,000 Miles Through Mud and Water.

Prof. H. D. Taylor, director of the department of agricultural economics, University of Wisconsin, recently completed a 5,000-mile tour in his Ford runabout. The trip, which was one of part pleasure, part professional observation, began June 15 at Madison, Wis., and ended at the same place Sept. 2.

In a letter to the Ford Motor Company he says: "The point farthest east was Boston, Mass.; farthest south, Washington, D. C.; farthest west, Des Moines, Ia. On the entire trip we never waited for the roads to improve, but started out whenever we were ready, regardless of mud and water. For example: We wished to go from Syracuse to Ithaca, a distance of fifty-six miles, one afternoon after a heavy rain. The road was mostly clay to Courtland, thirty-six miles. We simply plowed right through the mud and water, and made Ithaca about 5 o'clock."

After reciting numerous similar experiences to show the sturdiness of the car, Taylor concludes: "I do not know what more can be said of any machine. She went everywhere through mud and sand and up the longest, steepest hills, including Jacob's Ladder, which famous hill she made, mostly on the high, and was always ready for the next task. In fact, the machine surprised me a thousand times by its ability to do the unexpected in the way of speed, power and endurance. In the 5,000 miles I had but three punctures and no blowouts. So much for lightness. The total expense for repairs was \$11.90—\$10 I paid your Washington agent for adjusting my crank shaft bearings and the balance, \$1.90, for tools I then bought so I could do the job next time myself."

of these assets. guard against p- hard driving and take into consid- death because of of his track. In in road races and dents happen an steering knuckles tires burst or oth- poor driver pass a result of some maker or the pro- right. Weak stee- der, fences arou- track are murder. may be figured makers fail to bu- for the reason th- car look cumberse automobile event- fences and fail to structions because eat. Life is sn- cause of the fallu- promoters, and th- same. Some claim and so on becaus- strong, but they- the maker realize- ordinarily weak.

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It's the users of the motor car into like mad men, la- people to get out- killed, skip when- and then wonder- so much of auto- really kills ten tim- ple, but greater i- the automobile. ly safer in the lo- or the trolley car- and pistols kill r- killed by the aut- the publicity and the auto driver ash- not motor wonder- large.

The Vanderbilt year killed one- injured but two oth- of this event refu- to be run again- of soldiers. The r- race at Brighton- the death of one- dozen others and- gerous than any- Yet there are thos- stripped stock tou- road because of th- vise the track rac- cause they do no- In recent track n- curred in almost- some advise track- tests. The death- as compared to

Indiana Motorists Organizing.

Seventy members of the American Motor E. Land, Richmond; Henry C. Davis, Rock-