

CHALMERS SENDS STARS

EXPECTS TO WIN LAURELS

DETROIT AUTO FIRM STANDS GOOD CHANCE OF PLUCKING VICTORY FROM MOTOR SPEEDWAY RACES THIS WEEK.

Joe Matson and his Chalmers-Detroit "Thirty" stock car, with which he won the Indiana Trophy, will make his appearance on the Indianapolis Motor Speedway during the coming motor carnival.

Besides Matson, the Chalmers-Detroit Company has also entered two other Chalmers-Detroit "Thirty" stock cars. The other two entries will be driven by Knipper and Gelnow. Knipper drove a Chalmers-Detroit in the Indiana Trophy also, but failed to finish on account of an accident. Just before the accident he was in the lead and had the honor of making the second fastest lap during the Crownpoint event.

The Chalmers-Detroit team has excellent records. Matson's winning of the Indiana Trophy has brought his name prominently before the motoring public. In winning the Indiana Trophy he displayed remarkable skill in the handling of his machine, never once stopping during the strenuous grind and finishing with minutes to spare, his car being in excellent shape and ready to go the entire distance over again. Before connecting himself with the Chalmers-Detroit Company, Matson was in the employe of the Corbin Company, handling its racing cars. He was also for some time in the employ of the American Mercedes Company and his ability as a racing driver is unquestioned.

"Billy" Knipper is well known among racing enthusiasts. He first became known while acting as mechanic to Herbert Lytle, the famous American racing driver who has been piloting foreign cars. Knipper rode in the Gordon-Bennett and Grand Prix races, and has driven in scores of road and track races in this country as well as abroad. Knipper piloted the Chalmers-Detroit "Thirty" pathfinder for the flag-to-flag tour from Denver to the City of Mexico quite recently.

Cost of Speedway in Excess of \$350,000

The Speedway Park has an area of 328 acres.

There are forty-one buildings, including grand stands, garages, aerodromes, clubhouses, machine shops, oilhouses and refreshment buildings.

The total cost of the Speedway was in excess of \$350,000.

The track is five miles long, the outer embankment being twelve feet high. An entire farm was turned upside down to build this course. The track is covered with gravel and 230 gallons of asphalt oil.

Three miles of fence inclose the park. Four miles of six-inch gas main for balloon inflation were laid, connecting with an Indianapolis plant.

Nine miles of pipe are used in lighting the park with acetylene gas.

Three thousand hitching places are provided for horses.

Twenty-two stands seat the crowds. One will seat 7,200, another, 3,200, and twenty club stands will seat fifty persons each.

The Speedway is a mile and a half west of the Emerichsville bridge over White River. It is on the Crawfordsville pike.

The Big Four Railroad and the Ben-Hur traction line pass the main entrance.

Ten buildings are devoted to the comfort and housing of the racing teams and their machines.

Lytle in several big events. Of late years he has been confining his efforts to all Pacific coast events. His most recent victory was the winning of the Wemme Trophy at the Portland Rose Carnival road race, in which he piloted a Chalmers-Detroit "Forty" to victory, covering the 100 miles in the remarkable time of 102 minutes. On July 10, passing over the Santa Monica course near Los Angeles, Dingley won the Shettler Trophy for light cars with a Chalmers-Detroit "Thirty" stock car, covering the 202 miles at an average speed of fifty-five and one-half miles per hour, the fastest time for a light car ever made in a road race in this country.

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Gelnaw Promises Well.

Gelnaw is making his debut as a Chalmers-Detroit pilot, and from his excellent reputation much is expected of him.

Besides the three Chalmers-Detroit "Thirties" entered, Lorimer and his famous Chalmers-Detroit "Forty" Bluebird will participate. Lorimer and his "Forty" are undoubtedly known to every lover of motor racing, as he has achieved much success in the last year in scores of nationally known road races, track meets and endurance contests. The "Forty" Bluebird, which he will drive at Indianapolis, is the same car with which he won fifteen track races and several endurance contests in the last four months. His latest victory is the winning of the 100-mile "Motor Marathon" on the Brighton Beach course, New York, averaging fifty-six miles an hour, equaling the record for the course. Other notable victories captured by Lorimer recently have been the fifty-mile Point Breeze track race at Philadelphia, the ten-mile track race at Readville, Mass., in which he covered the distance in a little over nine minutes, and the winning of three events on the Dead Horse Hill climb at Worcester, Mass.

It is probable that the Chalmers-Detroit Company will also enter another Chalmers-Detroit "Forty." Should it decide to do so this car will be piloted by Bert Dingley, the well-known Pacific coast racing driver. Dingley bears an excellent reputation in this country as well as abroad, he having piloted a Pope-Toledo in the Gordon-Bennett Cup race in France, and having ridden with

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ROAD RACES ARE COSTLY, BUT ARE VERY POPULAR

Large Amounts Lost in Promoting Such Events as the Vanderbilt, Cobe and Grand Prize.

Road races, like the Grand Prize, the Vanderbilt Cup and the recent Cobe trophy contest in Indiana, while unquestion-

ably popular with the public, come high and cost so much money to run that it is an open question if the coming Lowell road race, which will be held in Massachusetts on Sept. 6 and 8, will be the financial success its promoters hope for.

While the receipts from the entrance fees, grand stand and parking privileges of last year's Vanderbilt Cup race totaled up close to \$50,000, it is claimed that the Parkway people lost money. At any rate, they never paid anything to the A. A. A., and it is said that over \$10,000 is due to some trusting tradesmen who furnished supplies.

The Grand Prize race in Savannah cost the Automobile Club of America over \$22,000 to run, but as it won its fight with the A. A. A. it apparently felt that it had got some return for its money.

As for the Cobe trophy race, that little event showed a deficit of \$30,000, the loss being divided between the club, Ira M. Cobe and John Farson, but at that the Chicago Automobile Club is talking of holding another race next year.

Just what the total expenses of running the coming Lowell road race will be are not known yet, but that they will be over \$25,000 is fairly certain, as the lowest bid on the construction of the stands and pontoon bridge over the Merrimac River was \$13,000. So it can readily be seen that the holding of a road race involves not only a tremendous expense to the promoters, but considerable risk as well.

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