

SPEEDWAY TO STAGE NEXT COBE CUP RACE

Western Vanderbilt Event May
Be Run on City's Famous
Track in 1910.

INDIANA COURSE ABANDONED

Chicago Automobile Club Officials
Take Steps to Avoid Another
Big Deficit.

The grand stand on the Lowell-Crown Point motorcar raceway is in the hands of a wrecking crew. This does not mean that the Western road classic has been abandoned. Rather it marks the passing of the Indiana course as an automobile speed circuit. The Cobe Cup event will not be discontinued and it is more than likely it will be staged at the Indianapolis Motor Speedway in 1910.

A member of the Chicago Automobile Club, under the auspices of which the contest was held last June, has declared that an effort was being made to secure a course nearer to Chicago and that the committee in charge of the work has several such circuits under consideration.

A report has it that preparations for next year's race have been going on quietly for some time and that something definite is about to be announced. The club officers are said to be favorably disposed toward a revival, notwithstanding the \$30,000 deficit that was reported to have accrued from last June's contest.

With the grand stands and the track completed it is pointed out that the speedway would be the ideal place for the race as the inner course of the track would afford all the hazards of a country road.

The Brush runabout which
Pike's Peak was recently us
low breaking ground for the
Runabout Factory in Detroit.
The new factory, when com
be one of the most com
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PLAN NEW E-M-F

STUDEBAKERS TO BR

WILL ESTABLISH \$400,000 A
PLANT AT WALKERVILLE
SUPPLY THE TRADE
CANADA.

SOUTH BEND, Ind., Oct.
cial)—The Studebaker E-
pany will establish a \$400,000
plant at Walkerville within t
weeks. The company will
trade of Canada and other
onies, and will be known as
Company of Canada.

The concern will be mere
lary company of the well-kn
firm. Foremost among the
are Frank H. and J. Harring
It is stated that all of the
quired by the new company,
nished by the Walkers, toget
J. B. Book, Charles L. Palms
E. Flanders of Detroit.

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Robert M. Brownson has b
as secretary and treasurer.
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Then before the race is started it is assured that there would be no deficit as there was last year. The grounds are perfectly equipped and the seating capacity of the grand stand and bleachers has been increased 10,000.

Work on the brick resurfacing is being pushed and will be finished early next month.

Speed Trials This Year.

While it will be so late in the season that the weather will be too uncertain to make it safe to plan a race meeting this year the track will be thrown open for speed trials and will be in use more or less all winter.

Notwithstanding reported preparations of the Chicago motoring organization for a 1910 Cobe Cup race, it looks as if next year's contest will be held at the Indianapolis Motor Speedway.

The management of the speed circuit will make every effort to hold the Cobe Cup contest here next year and the management appeared to be very confident that such would be the case.

Chicago Automobile Club officers have little to say on the subject. They neither deny nor confirm reports. However, one man associated prominently with last year's race had the following to say:

"While the wrecking of the stand does not necessarily mean the Crown Point-Lowell course is abandoned, it certainly looks that way. The location of the stand came in for criticism, but that is not surprising, as the race was disappointing in many ways. The failure to sell seats in the stand was not so much of a disappointment as the comparatively small attendance, 30,000 or 40,000, where 100,000 had been expected.

"If the race is held next year, which has not been decided yet, it is likely some other course in Indiana will be selected, as the laws of Illinois are not favorable to such contests."

THE SEASONED TRAVELER.

Detroit Free Press.

lished by the Walkers, together with J. B. Book, Charles L. Palms and E. Flanders of Detroit.

Flanders will act as president and general manager of the new company. Robert M. Brownson has been named as secretary and treasurer. The board in control of the company will be the Walkers and Mr. Palms.

The project of organizing a company to manufacture cars from the designs of the E-M-F Studebaker-Flanders 20 has been under consideration for some time. It is being pushed to his full capacity to meet demand, however, Mr. Flanders, who has the project devolved, has delayed consummation until now. One of the chief requisites was a good plant and this was found in the plant of the Globe Furniture Company at Walkerville, a concern in which the Walkers were heavily interested. Flanders states that when fully in operation the Canadian plant will have a capacity of 100 cars per month, two models above mentioned.

Heavy Duties Drawn

Heretofore the E-M-F car, which has enjoyed an excellent reputation from Canadian points, has tended to be sold with the heavy duties. The cost of manufacturing in Canada is somewhat higher than on the American side, and the cars can not be sold for the same price. It is hoped, by the adoption of new methods and machinery to those in vogue in the United States, to reduce the price of E-M-F cars to a figure far below that at which cars of the same quality now be obtained by Canadian buyers.

Least important of all, however, is the filling of Canadian needs also in other British possessions—New Zealand, Australia and other parts of the British empire that the market awaits the production of an American car by American manufacturers at the prices which prevail in the United States. Shipping from the Canadian side of the river will have the advantage of a 10 per cent rebate on all duties.

Thus situated, the E-M-F car in Canada will be in a position to meet the competition that concerns on the line will find it hard to meet on its own terms.

Operations in dismantling and reinstalling special machinery in automobile building have already started. Flanders stated that he will begin to come through shortly next year, and it is the hope of the directors to turn out cars fast enough to take care of the spring and summer demand of Canada at least.

The new company will employ a total of about 200 men at the