

FIAT RACER RESULT OF DEFI OF NAPIER

Challenge Issued by English Man-
ufacturer Interested Italian
Auto Makers.

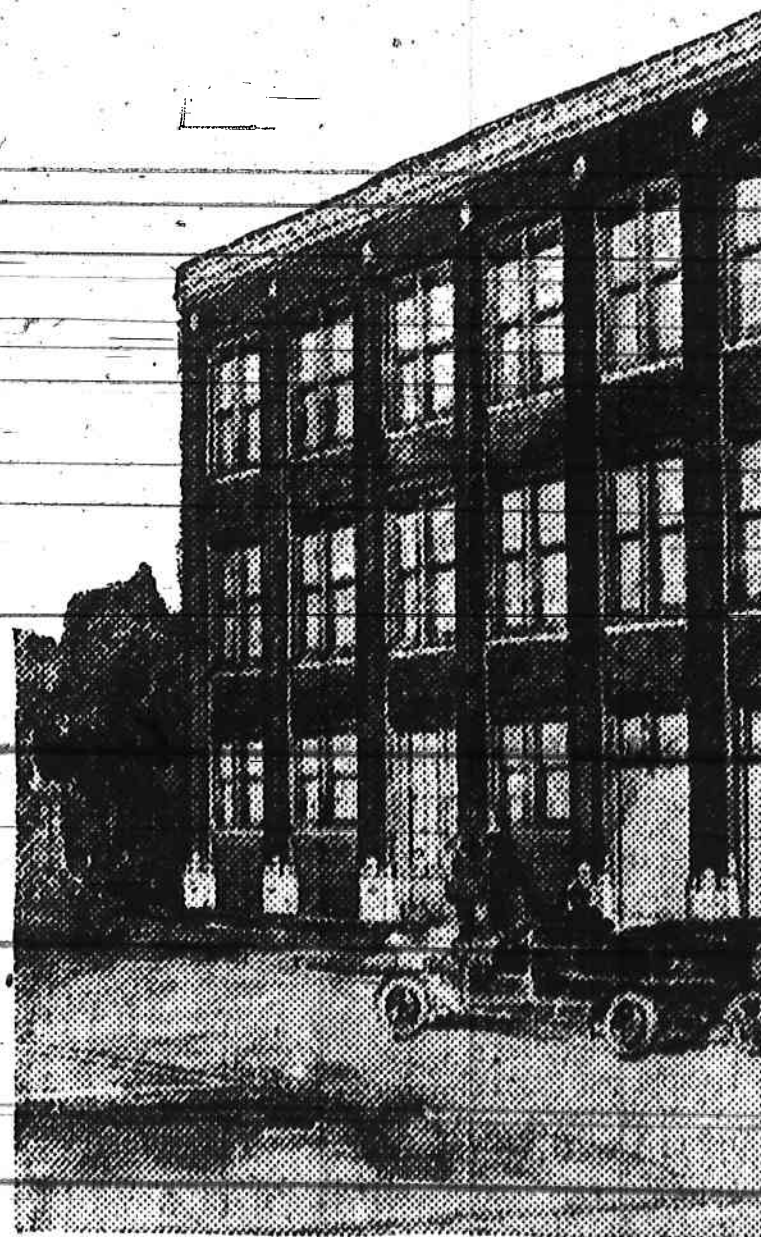
"GIANT" RUN BY LEWIS STRANG

Bought by New Yorker and Now
Being Raced by Fearless Amer-
ican Driver.

As tales of history reveal the motives of the building of art treasures as but whims of kings and great influential men, so does this personal selfishness still sweep into the present day. Locomotives are often built of enormous proportions and capacity because the pride of the owner has been flaunted and haggled by the great work of a rival's machine. Other wonders in these branches of commerce are created in this way and almost each day something extraordinary is completed to satisfy the whim of some plutocrat of the present time.

So it was with the Fiat Company of Italy, builders of the Fiat Giant to be driven at the Indianapolis Motor-Speedway record trials by Lewis Strang, one of the most fearless drivers that ever handled the wheel of a car, and present holder of world's records, was constructed and tuned into one of the fastest and most ductile automobiles ever built. The story of strife between two rival firms of universal reputation reads like the annals of a history and the chronology of the automobile industry will not be complete without the facts.

Napier Issues Defi.



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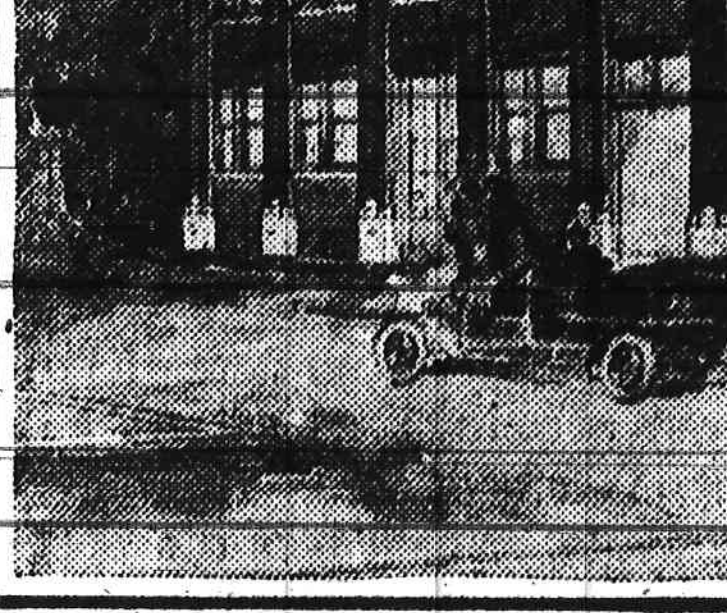
S. F. Edge, sales agent for the Napier and holder of many world's records and winner of many European road races that have been contested for by the best drivers in the world, in a moment of exultation over the good work of his protégé, issued a defi to any factory in the world to build a car and compete with him on the Brooklands track for the championship of the world. Edge stipulated in the challenge, which was at the time one of the most talked of things that ever occurred in the history of the game, that he would build a faster car than was made by the acceptors of the challenge.

Many factories soon began to work upon a car to beat anything that the Napier could produce. The Fiat Company of Italy was interested in the challenge of the English company, as it had been successful in taking down honors in the Grand Prix, the Kaiser Cup, with Nazarro, the reckless and skillful, at the wheel. It was the first to accept the challenge, and produced the Fiat Giant that met Edge in his Napier on the Brooklands track.

Nazarro was then the greatest driver of Europe and his work with the Fiat had been attracting much attention. He was given personal supervision of the building of the craft and from the hands and brain of this mechanic sprung the car that refuted the boast of the Napier agent and traveled the fastest ever has been gone in a match race.

Nazarro was the undoing of Edge and the Fiat beat the Napier in that eventful race, but even though Edge was defeated in the twenty-five mile race he had the satisfaction for a short time of leading Fiat and virtually having the fastest car. Nazarro outdrove the loser and won the twenty-five mile race.

An error by the driver of the English car in failing to oil properly allowed the



high speed of the engine to burn out the bearings and the Napier never finished the race.

After the great race the big car was exhibited in Europe and a short time ago W. C. Arnold, a young New Yorker, bought the car for Lewis Strang to drive. Strang's first attempts were on the Atlantic track opening when he was in the car.

DISPLAY OF CARS IS NEARLY AS VARIED AS AT AUTO SHOW

Gibson Automobile Company Has Many Types at Pennsylvania Street Establishment.

A remarkable showing of 1910 models of motor cars is being made in the new Pennsylvania street salesroom of the Gibson Automobile Company. It is an exhibit said to be worth the attention of every one who is at all interested in motor cars. Seldom, if ever, have so many different styles of cars been shown except at one of the big automobile shows.

On the floor are twelve different styles of 1910 cars, ranging from the sturdy Reo runabout at \$500 to the big, luxurious, seven-passenger, sixty-horse-power, \$3,500 Premier touring car.

In the Ford cars there are roadsters, town cars, coupes, touring cars and the enclosed town cars.

A feature that is attracting unusual attention is the new four-cylinder Reo, which will undoubtedly be one of the sensations of 1910. While the Gibson Automobile Company has only been able to get two of these cars for display, it is expecting some large shipments and hopes to be able to make deliveries early in January.

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The Indianapolis branch of the Maxwell-Briscoe Automobile Company hopes to be quartered in its new building at Vermont and Illinois streets by Feb. 1 with a complete line of 1910 machines.

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**Drivers' Records in
 Road Races of 1909**

Driver.	1st.	2d.	3d.	Unp.
Dingley	2	3	1	1
Robertson	2	1	1	0
Chevrolet	3	0	0	4
Hanshue	2	2	0	1
Matson	2	0	0	2
Grant	1	0	0	1
Fleming	2	0	0	1
Harroun	1	1	0	0
Knipper	1	0	0	3
Burman	1	1	0	3
De Palma	1	0	0	1
See	1	1	1	0
Parker	0	1	1	0
Harding	0	0	1	1
Costello	0	1	1	1
Michener	0	1	1	0
Doorley	0	1	0	1
Haupt	0	0	0	2
Seymour	0	0	0	3
Lytle	0	0	0	3
Strang	0	0	0	6

**GLIDDEN AUTO TOUR TO
 BE KNOWN AS "NATIONAL"**

**INFORMATION
 FOR MOTOR DR**

Piping Should Be Frequ
 spected to Detect E
 From Fuel Leaka

LOOK FOR THE LOOS

Brake Rods and Steering
 tions Should Be Ca
 Looked After.

Accidents to automobiles ha
 serious matter and something
 for careful consideration of
 and prevention. Some of the
 are always due to reckless d
 when the condition of the o
 been normal, to the placing c
 confidence at high speeds in
 condition of the road and th
 of too little consideration