

# BIDS FOR LOWELL PRIZE

## SPEEDWAY GRASPS CHANCE

INDIANAPOLIS MOTOR COURSE MANAGEMENT ANXIOUS TO ADD CUP LIST OF ATTRACTIONS FOR OTHER RACE EVENTS.

Not content with the numerous trophies, which are at this time established, prizes at the Indianapolis Motor Speedway, and which give to the winner the greatest honors in things relative to motoring events, the Speedway management is active trying to corral other trophies which will bring to the Speedway the attention of the various parts of the country that have become national and confine them to a new place.

The motorists and fans to road racing learned with much regret that the Lowell Cup, one of the classics of the East, was to be abandoned, that the Lowell Automobile Club, after a noble struggle, was about to forego the holding of its race. Labor day was assigned to Lowell last year and was held for the club this year. Indianapolis bid for Labor day and was advised by Chairman Butler of the racing board that the date was assigned to Lowell providing the Lowell Club would again hold their race. Chairman Heinze, the enthusiast who did the real work, at once started the ball rolling for another Lowell event, but the enthusiasm with which the proposition was met last year was lacking.

### Quickly Grasps Situation.

The renewal of the grand prize, the Vanderbilt Cup, the Fairmount Park and other road events in the East gave the Lowell a great deal of competition, and the fact that Lowell lacked the old enthusiasm discouraged the club, so that they abandoned their Labor day date. The hustling Speedway quickly grasped the situation.

In fact before the racing season of 1909 had closed the Motor Speedway had their

bigger wheels. The car of itself. So easy of control or child can drive it.

Examine and ride in one

# Fisher

Vermont Street and Capitol Av

1910 plans outlined, and early in 1910 started after the famous Cobe trophy, which has since been awarded to the Speedway by the Chicago Automobile Club.

### Bids for Lowell Cup.

The Speedway is bidding for the Lowell Cup, and hopes to add it to the list of numerous prizes. E. A. Moross, director of contests for the Motor Speedway, has written for a conference with the Lowell Club and expects to have a date set for this conference after his return from Atlanta.

In the meantime the Cobe and Lowell Cups are not the only important events which will likely be held at the Indianapolis Motor Speedway. The Remy Grand Brassard, the Wheeler-Schebbler Trophy, the Prest-O-Lite, the G. & J Trophy and the national meet are now booked for Indianapolis.

The most important event of 1910 is without doubt the national championships for May 30, 1910. At this meet the champion of each class will be decided for the year. This is the first championship that has ever been run for automobiles, and the manufacturers are anxious to possess these valuable prizes, which will be in the form of gold, silver and bronze medals and which will be the real classics for Speedway racing this year.

In addition to the championships which will be contested for on May 30, 1910, the Prest-O-Lite Trophy, the Remy Brassard and the Wheeler-Schebbler Trophy will all be competed for at the May meet.

The Speedway will just about have time to close its automobile events of the Memorial day meet when its national aviation meet will hold the boards with the first appearance of Wright machines in contests June 13, 14, 15, 16, 17 and 18. The July meet and August meets for motor cars with automobile and balloon events in September will finish the most important season ever held by a race course for 1910.

Little Brown Man Wears Auto Smile