

PLANS TRIAL FLIGHT AT MOTOR SPEEDWAY

CROUT COMPLETES ENGINE FOR
INDIANAPOLIS AEROPLANE.

TALKS OF WIND WAGON RACE

[By Carburter.]

Indianapolis followers of aeronautic sports may expect a treat next week when Charles Crout, chief mechanic for J. W. Curzon, will attempt a trial flight from the brick track at the Indianapolis motor speedway with the new Curzon machine, the first to be built in Indianapolis. Crout has just completed a new aeronautic engine for the machine which weighs eighty-five pounds and develops twenty-four horsepower. The engine, Crout says, is twelve pounds lighter than the famous Curtiss motor, but develops the same horsepower. Similar models will be placed on the market to be used in experimental work.

The engine will be installed in what is known as Curzon machine No. 2, the original machine at the speedway being known as the Curzon-Farman machine. The latter, however, is much larger than the Indianapolis machine and repairs and alterations must be made on the infield before any flights with it are attempted.

The Indianapolis aeroplane measures twenty-eight feet in width and twenty-four feet in length. The plane is five feet from front to back and it has a surface of 270 square feet. Crout says he will have everything in readiness for a trial flight which he will attempt next week in case the weather is at all favorable. He will announce the exact date later.

Wind Wagon Race a Feature.

Ever hear of a wind wagon? Unless a close observer of aeronautic sports, per-

FIRST GARDEN SHOW HAD ONLY THIRTY-ONE CARS

EXHIBIT JUST CLOSED SHOWS
GROWTH OF INDUSTRY.

PROGRESS MADE SINCE 1900

[Special to The Indianapolis Times.]

NEW YORK, January 12.—There was not so long ago when the automobile was so much of a curiosity as is the automobile today. The modern automobile is no longer an invention merely to increase the pleasure of the wealthy. It has taken a place in the commercial field, and its growth can be found in all its forms in the city streets and country roads. This is the sign of rapid progress, and nothing better illustrates the rapidity with which developments take place than the automobile. In less than twelve years the automobile has been developed from a crude, simple and complicated piece of machinery to the present high standard of efficiency.

There are several things to which can be attributed the advancement of the motorcar. The automobile shows have played a very important part in their development, as have also touring, road racing and kindred contests. The development of the industry parallels the growth of automobile shows, and as routine history of the shows will give an interesting enlightenment on the rapid strides made since the first affair.

At the first Madison Square garden show there were thirty-one exhibitors of cars and twenty exhibitors of accessories. There were not enough exhibits to fill the space, even with a board track on the main floor. Motorcycles and motor-cycles were included with the automobiles. The track was used for gymnastic events, starting, stopping and braking tests. The public was very skeptical concerning the automobiles at first and occasionally a query was heard as to whether or not the cars would climb up a hill.

Exhibitors at Early Show.

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Wind Wagon Race a Feature.

Ever hear of a wind wagon? Unless close observer of aeronautic sports, perhaps not.

A wind wagon is sometimes described as a freak type of the automobile. It is an automobile chassis stripped of all driving gears, chains and any form of transmission and moves along by means of a propeller. The propeller is operated by the aeroplane-type engine, with which the wind wagon is equipped.

Mechanic Crout thinks a wind wagon race would prove a novel speedway feature, and with that idea in mind has arranged for one. He issued a challenge for such a race yesterday to Q. O. Noblitt, an aeronautic expert, who is now engaged in building an aeroplane for the Fisher Automobile Company. The challenge, it is thought, will be accepted, and details for the race will be worked out, according to Crout, next week. Crout will equip his wagon with his new aeroplane engine, and Noblitt will have a wagon of similar type. In case the race is held it will be the first of its kind in America.

Crout claims the distinction of having operated the first wind wagon in this country. This was in the nature of an experiment before the Aeronautic Society of New York at Morris park track last July. The experiment was made in a wagon built for Julian P. Thomas, of international balloon race fame, and a speed of forty-five miles an hour is said to have been attained. France is the only country, it is said, to attempt wind wagon races up to this time. In two races there the highest speed attained was thirty-seven miles an hour.

Noblitt Expert Engine Builder.

Noblitt, who, it is expected, will accept Crout's challenge for a wind wagon race, is also an expert aeroplane engine builder. He has just completed a seven-cylinder revolving motor for G. L. Bunch, which the latter will use August

then the first... events... starting... The public was... The... concerning the... customarily... whether or not the... bill.

Exhibitors at Car...

The first show was... The garden was... The cost of putting... \$11,000 not including the... (less) when... were paid for... At... glance over the... exhibits at this early... follows: Willy... Woods Motor... can Electric... Motor Carriage... manufacturing... turing... Company... American... Boston... (tr) Carriage... (tr) and... (tr) Company... (tr) Manufacturing... Apparatus... ing... Crest Manufacturing... (tr) Company... Holyoke... Cycle Manufacturing... Field... riage Company... factoring... Company... Steam Vehicle... facturing... F. Goodrich... Electric... of America... Gray... Goddard... Janney, St... for Vehicle... Carriage... Tire... F. Spitzdorf... Gray &... Automobile... (tr) Tire... Ware Brothers... Company... Crutch...

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CHALMERS PLANT ENLARGED

The garden was crowded all
 The cost of getting on the
 \$11,000, not including the
 class, which were paid for
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 glance over the complete
 listers at the early show
 follows: Hill Motor Vehicle
 Woods Motor Vehicle Co.
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 Apparatus Company, C
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 Great Manu
 ble Company of America
 ble Company, John T. Bu
 Haystack Automob
 Cycle Manufacturing Com
 sold Carriage Works, St. Lo
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 Company, Mobile Compa
 Steam Vehicle Company
 icturing Company, Wash
 F. Goodrich Company, I
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 Janney, Stone & Co.
 for Vehicle Company, In
 Carriage Company, C
 Tire Company, Ind
 F. Spalding, New
 1917, Gray & Davis, S
 Automobile Club of America
 hile Tire Company, The
 Ware Brothers, New
 Company, E. A. Smith
 Cruise Company, I
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