

SPEEDWAY RACING MARKS NEW EPOCH

Reverses Conditions in Foreign
Countries and Opens Way for
American Cars.

STOCK CHASSIS EVENTS LEAD

Manufacturers Are Anxious to
Demonstrate Worth of Ma-
chines on Track.

By E. A. Moross.

The Indianapolis Motor Speedway has marked the epoch of motor car racing. Previous to 1909 contests have been of a limited nature, with but few machines entered in the events, while 1910 promises to show a gain of close to 50 per cent in the number of speed cars.

For years the foreign manufacturers have made reputations and created a market for their product by advantageously advertising their machines through the medium of speed.

In the early years of the sport in the United States, 1903 and 1904, with the exception of a few events on mile circular tracks, the only annual event or classic at that time in this country was the Vanderbilt Cup race.

There were so few American car entries for the first Vanderbilt Cup that it was not necessary to hold elimination trials, as less than three manufacturers built machines for that event, and as each country was entitled to three entries for a team, no preliminary event to qualify the cars was run in the United States.

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This was far from the condition of automobile racing in Europe, as during the same year that it was impossible to secure sufficient entries to make elimination trials necessary in this country to qualify for the Vanderbilt Cup France had twenty-six cars in the elimination trials for the Gordon Bennett Cup, of which only a team of three cars could compete for the cup, which was then contested for in Germany, while the Italian, German and English manufacturers were holding their annual elimination trials to qualify for the same event. The same condition practically existed for the second Vanderbilt Cup, while the result was in keeping with the conditions that existed in regard to American entries. The trophy was repeatedly won by foreign cars. The condition of the market for foreign cars in this country was in keeping with the success of the cars in these contests. A great percentage of the high-priced cars in 1902 to 1905 were of foreign make.

Speed Condition's Reversed.

Since that time, however, the racing and speed conditions have been reversed. The famous Gordon Bennett Cup event, the classic of automobile racing, has been abandoned; this event has always been run on European soil. The Grand Prix, the famous classic, has also failed as a great contest; so has the Paris-Madrid and the Paris-Vienna events. These events are no longer held, and the European manufacturer who is now engaged in automobile racing is confining his efforts to small cars of the Voiturette class, with only two or three road events of real importance each year. Perhaps the result of the lack of interest in automobile racing in Europe is the fact that special cars are used for racing purposes and not the machines which the manufacturer is marketing to the public, as without doubt the success of racing in the United States at the present time can be attributed to the stock chassis events.

Compare the number of events held in 1909 in the United States to the number of events held in 1903 and 1904 in this country and the answer would at once suggest itself that America now leads the world in the sport of automobile racing.

Road Events Popular.

The list of road events for 1909 numbered such races as the Vanderbilt Cup, the Fairmont Trophy, the Cobe, Lowell, Portola, Wemme, Indiana and many other road races. Of the hill climbs they were

WIRELESS OUTFIT PLANNED

CHALMERS COMPANY DEVISES SCHEME TO KEEP WORLD IN TOUCH WITH EVENTS OF THE 1910 MOTOR CLASSIC.

Wireless telegraph will probably be used for the 1910 Glidden tour, which is scheduled to start June 15 from Cincinnati for a trip through the South and Southwest to Dallas and then north to Kansas City and Omaha and east through Iowa and Illinois and finish at Chicago.

The Chalmers Motor Company, which is to lay out the official route, has opened negotiations with several of the wireless telegraph companies operating in the United States for the equipment of a wireless telegraph car.

This year's event, like that of 1909, will extend through much territory where towns and telegraph stations are far apart. Last year a wireless telegraph car would have proved valuable in several instances. On one occasion a contesting car did not report at a night control. No one had any idea what had happened to the car until the next morning. In another instance a press car lost a wheel on a Colorado plain and one of the passengers was injured. No word of the accident reached the night control until a belated contestant arrived.

Wireless for Newspapers.

A wireless telegraph car from which messages could be sent at any point along the route would be of great assistance both in the conduct of the tour and to the press representatives. It is planned to place the Chalmers wireless car at the disposal of all the newspaper men, so that unusual happenings may be more speedily reported. Last year several newspapers failed to receive news of the tour through car accidents. All of this would be obliterated by a wireless telegraph car.

When the Chalmers Company conceived of the plan to equip one of its cars with a complete wireless telegraph outfit, the plan was submitted to an Eastern expert. The question of obtaining the necessary altitude to send messages any appreciable distance gave the most trouble. A car carrying a high pole would of course be impossible. It is

Road Events Popular.

The list of road events for 1909 numbered such races as the Vanderbilt Cup, the Fairmont Trophy, the Cobe, Lowell, Portola, Wemme, Indiana and many other road races. Of the hill climbs they were too numerous to mention, as almost every city of importance has an annual event, a few of them being the Wilkesbarre, Ft. George, Algonquin, Altadena-Pasadena, Eagle Rock and many others.

But it was for the speedways to show real automobile events, as well as trophies to be contested for. The number of entries at the two speedway meets, that of Indianapolis and Atlanta, has proved that speedway racing is the popular kind of sport.

Indianapolis led with the number of entries taking part at a single meet, showing the largest field of contestants ever gathered at a race meet on any track, course or road in the world. Sixty-two cars were entered at the Indianapolis Motor Speedway last August. Atlanta had the remarkable number of thirty-four cars, making a grand total of ninety-six cars for two speedway meets.

While the aggregate amount of cash and plate raced for at the two speedway openings, Indianapolis and Atlanta, causes the trophies of the combined European and American road events, as well as the numerous hill climbs and track events, to become an item of small consideration.

Prizes Worth \$20,000.

The Indianapolis Motor Speedway trophy, valued at \$10,000, donated by Wheeler & Schebler, is the most valuable trophy in the racing world, weighing over 500 pounds troy of silver and standing more than eight feet in height. In addition to this trophy the Prest-O-Lite trophy, the G & J trophy, the Remy Grand Brassard, the gold-plated Overland, the medals and cash offered at the opening meet presented a prize list of more than \$20,000.

Atlanta, with its trophy named in honor of the city of Atlanta, valued at \$8,000, the Coco Cola and many other trophies, as well as the cash prizes, made a prize list of about \$19,000, so that the two speedways, Indianapolis and Atlanta, offered a prize list of more than \$39,000.

Indianapolis, by building the first speedway, has encouraged speedways throughout the country, so that the indications now are that there will be at least five such courses by the end of 1911. The local course is unique in another respect, namely, that it has the only fenced aviation park and only balloon park in the world.

Prohibits Aeronautics.

The infield of the Southern course prohibits aeronautics or aviation, so that the Atlanta Speedway can be used for automobile racing only. The Indianapolis

received of the plan to equip one of its cars with a complete wireless telegraph outfit, the plan was submitted to an Eastern expert. The question of obtaining the necessary altitude to send messages any appreciable distance gave the most trouble. A car carrying a high pole would of course be impossible. It is thought now, however, that the difficulty has been solved. The expert promises that, if his plan works, it will be possible to send wireless messages a distance of 400 miles from the car, and in that range a wireless station can be found from any point on the route as at present planned. Many of the minor details have not yet been worked out, but there is every indication that the plan will prove perfectly feasible.

Will Follow Starter's Car.

That the wireless car may always be available for the use of the tourists it is planned to have it follow the starter's car each morning. This would keep it in the wake of the tour, and any one desiring to send a message would not have to wait more than an hour at most, whereas it might take three or four hours to reach a town. In case of an accident the wireless car would save many weary miles of tramping across unfamiliar country.

While a wireless telegraph automobile would prove a novelty to almost any one, it would indeed be a wonder to many of the people who will be encountered en route. In some sections of the country to be traversed the telephone is still a rarity. There a wireless telegraph instrument is one of those marvels to which there still attaches a "reasonable doubt." An automobile equipped with one of these almost magical instruments should be one of the sensations of the tour.

GUARANTEES BETTER QUALITY

Striking Tendencies, New to Auto Industry, Promise Reforms Soon.

Some striking tendencies new to the automobile industry, and even contrary to announcements made within the year by numerous makers, have developed during the past few weeks which will not only limit the production of automobiles during the next few years and influence the price of many cars, but will guarantee to users cars of better quality.

Three months ago it was the habit of new makers to announce in stupendous figures estimates of large outputs for the coming year. These estimates ran as high as 50,000 cars. Recently there has developed a contrary policy, and makers generally are now claiming smaller outputs, asserting that more time will be spent in the production of the car and more attention given to the matter of quality.

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The infield of the Southern course prohibits aeronautics or aviation, so that the Atlanta Speedway can be used for automobile racing only. The Indianapolis course, with its brick surface, is also practical for testing purposes and for developing motor cars, which greatly adds to its commercial value.

Many of the leading manufacturers have stated that it was by their preparation for the Indianapolis Motor Speedway events that they formed their racing teams, which have since toured the country, making the numerous other events possible. Not to be that as it may, before the Speedway was built, a list of the largest number of racing cars ready to be entered in contests by the Indianapolis manufacturers at any time was 50. In fact, at the opening meet of the Speedway, there were about 100 Indianapolis made cars entered in the racing. It is a record because of the fact that there were by 1911 there had no more ready to be tested when racing cars entered in the city.

The history shows no restriction upon the participation of the Indianapolis Motor Speedway in the world for the present activity of the automobile industry has increased at a rapid rate.

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The production of one or two of the very high priced cars has always been limited because of the limited demand, but the Rambler maker, Thomas B. Jeffery, was the first among the builders of medium priced cars to announce the limitation of the Rambler output to 12,000 cars for 1910. Immediately there followed similar announcements. The Rambler idea is that it is impossible to build a good car to sell at an extremely low price and build it carefully. Therefore, all parts of the kind in the world only 1,000 cars will be built and each one more carefully than before.

CHAUFFEURS MAKE SACRIFICE

Philadelphia Drivers Prove Loyalty to Union Through Fight

The chauffeurs of Philadelphia have given up a very good thing in order to demonstrate their loyalty to the union. They have agreed to accept a 10 per cent reduction in their wages for the next year, and to work longer hours. This sacrifice is being made in order to support the union and to show their loyalty to the cause.

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NEW CARS FOR STATESMEN

The new cars for statesmen are being built by the Ford Motor Company. These cars are designed to be comfortable and practical for long-distance travel. They have large seating capacity and are equipped with the latest mechanical features. The Ford Motor Company is proud to provide these cars for the statesmen of the world.

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