

city will begin
day during the

practices for the big aeronautical events, to take place at the Speedway soon
State Fair. He will ascend in one of his big dirigible balloons.

ty-horse power
nd 185 pounds.
resents some de-
he Wright and
in the first place
ng a single ele-
respect is sim-
iffers from both
aving box ends
movable verti-
the rudder is of
ngle vertical in
he Wright ma-
ed with the for-
amework, while
ect to the single
h a chain drive,
ne. The advan-
they have been
bles the machine
the air without
s in the Wright,
ends as in the

T BRIGHTON

nd Driven by
Up.
our and owner of
hour race on the
28, against pro-
sign and two do-
covered in the
as 226 miles—an
thirty-eight miles
upmobile in the
P. O. (French)
a Mitchell. One
d from the track
g the Hupmobile
he crowding and
ving against pro-
is race in a man-
his work and his

Says Speedway Is Ideal Race Course

In a current issue of Automobile Topics is the following editorial on the local automobile race course:

"Abnormal heat, impenetrable dust on the first turn, and flying tar, which blinded the drivers, were the causes of the lamentable deaths at the opening day of the Indianapolis Speedway.

"Poor Bourque was not in physical condition to drive a 250-mile race at the breakneck speed which was set by all the drivers from the outset. When changing tires Bourque was seen to pinch his arms, and later his mechanic, who perished with him, was noticed rubbing his arms also while he was driving the car. In taking the last turn on the home stretch, on what proved to be his death ride, Bourque was, no doubt, so exhausted that he forgot to straighten out his car after taking the turn, and ran straight into the ditch. Both Bourque and Holcombe were thrown, and the car turned three somersaults and landed on the front wheels, which were demolished, while the rear wheels remained intact.

"The second day the races were shorter and no casualty occurred. This should have induced the officials to shorten the proposed 300-mile race on the third day, especially when it was apparent that nearly all the drivers were worn out.

"The Speedway is ideal for speed, and the promoters, especially Carl Fisher, deserve great credit for what they have accomplished in a short space of time, particularly when it is known that there was about forty days' rain in Indianapolis while construction was going on, during which time work had to be stopped.

"The first impression received when

approaching the Speedway is im-
grand stands, judges, timers' and
stands are all well located, and
thing was in perfect working
Starter Wagner handled the races
snap which we have never before
nessed.

"Track racing, we all know, is a
gerous business, but the promoters
everything to minimize all risks.

"The lesson to be learned from
lamentable accident is, that in future
program of all races should be pro-
with an especial eye to the capabilities
the drivers, so that they should
set a task beyond physical endurance
call upon a man to drive for four
hours under a semi-terrid sun
much, even on a two and one-half
course which has been made as per-
a race track can be made.

"If care is taken in preparing pro-
contests of this character can be
out, but after announcement of a
distance race has been made, just
the public requires that it shall be
President Speare of the A. A. A.
deavored to have the distance of the
race shortened, but it had been
nounced and the public protested
any reduction being made. The
scrutiny of programs should come
they are made public.

"Furthermore, to guard against the
ceptance of entries of drivers in
physical condition, an examination
such drivers should be made before
race in order to determine whether
are competent to undertake such a
haunting task as is before them
driver who can not successfully un-
such an examination should be per-
to start.

AVOIDS NIGHT SHOP WORK

The Packard Motor Car Company
started eleven years ago as a West V
corporation. It became a Michigan co-
tion Sept. 1. In reorganizing the co-
under the Michigan laws the capital
became \$5,000,000 preferred and \$5,
common. The enlargement of the
stock is made to meet the company's
for enlargement of floor space and add
facilities generally, in order to enab
company to avoid night work.

Officer Talks on Needs of Automobile Racing Machines

made its first anything like the National's percentage

begin practices for the big aeronautical events, the State Fair. He will ascend in one of his

to take place at the Speedway soon, by big dirigible balloons.

Says Speedway Is Ideal Race Course

In a current issue of Automobile Topics is the following editorial on the local automobile race course:

"Abnormal heat, impenetrable dust on the first turn, and flying tar, which blinded the drivers, were the causes of the lamentable deaths at the opening day of the Indianapolis Speedway.

"Poor Bourque was not in physical condition to drive a 250-mile race at the breakneck speed which was set by all the drivers from the outset. When changing tires Bourque was seen to pinch his arms, and later his mechanician, who perished with him, was noticed rubbing his arms also while he was driving the car. In taking the last turn on the home stretch, on what proved to be his death ride, Bourque was, no doubt, so exhausted that he forgot to straighten out his car after taking the turn, and ran straight into the ditch. Both Bourque and Holcombe were thrown, and the car turned three somersaults and landed on the front wheels, which were demolished, while the rear wheels remained intact.

"The second day the races were shorter and no casualty occurred. This should have induced the officials to shorten the proposed 300-mile race on the third day, especially when it was apparent that nearly all the drivers were worn out.

"The Speedway is ideal for speed, and the promoters, especially Carl Fisher, deserve great credit for what they have accomplished in a short space of time, particularly when it is known that there was about forty days' rain in Indianapolis while construction was going on, during which time work had to be stopped.

"The first impression received when

approaching the Speedway is imposing—grand stands, judges', timers' and press stands are all well located, and everything was in perfect working order. Starter Wagner handled the races with a snap which we have never before witnessed.

"Track racing, we all know, is a dangerous business, but the promoters did everything to minimize all risks.

"The lesson to be learned from this lamentable accident is, that in future the program of all races should be prepared with an especial eye to the capabilities of the drivers, so that they should not be set a task beyond physical endurance. To call upon a man to drive for four or five hours under a semi-torrid sun is too much, even on a two and one-half-mile course which has been made as perfect as a race track can be made.

"If care is taken in preparing programs contests of this character can be kept out, but after announcement of a long-distance race has been made, justice to the public requires that it shall be run. President Speare of the A. A. A. endeavored to have the distance of the fatal race shortened, but it had been announced and the public protested against any reduction being made. Therefore, scrutiny of programs should come before they are made public.

"Furthermore, to guard against the acceptance of entries of drivers in poor physical condition, an examination of such drivers should be made before the race in order to determine whether they are competent to undertake such an exhausting task as is before them. No driver who can not successfully undergo such an examination should be permitted to start.

AVOIDS NIGHT SHOP WORK.

The Packard Motor Car Company was started eleven years ago as a West Virginia corporation. It became a Michigan corporation Sept. 1. In reorganizing the company under the Michigan laws the capital stock became \$5,000,000 preferred and \$5,000,000 common. The enlargement of the capital stock is made to meet the company's needs for enlargement of floor space and additional facilities generally, in order to enable the company to avoid night work.

Talks on Needs of Automobile Racing Machines

anything like the National's percentage

ene
cont
all
will
grov
east
the
enou
the
arm
and
larg
gare
mou
Pain
othe
at th
Th
the
stan
be l
spec
trac
hous
trai
driv
thro
De
early
get
and
chan
arou
ways
mov
A
Th
cess
son
selec
until
Ac
Wea
ten
mon
days
and
Octo
pera
than
the
the
Th
facto
for
the
Fo
ages
will
earn