

L., Ind., Oct. 9.—A juvenile automobile driver is "Billy," old son of William H. Cook, a stock dealer living a quarter from this city. "Billy," who is the youngest driver in the driving his father's Rambler little more than 5 years old and the machine over the country abouts with the skill of an expert—often drives from the Cook well and return several times always drives for his father on out the country.

enter his Isotta Fraschin in blit, and he has selected the ver, Joe Seymour, to pilot his race. Two other notable en- e National cars that competed s at the opening meet on the s Motor Speedway. These two a splendid showing with Aiken as drivers, and they will have men at the wheels in the Van-

obstacle in the way of the the Vanderbilt Cup race was few days ago when the con- of the American Automobile granted a sanction to the s Holding Company to hold There was never any doubt nge had to be made in the e A. A. A. so as to provide for entry fee of the Vanderbilt. of the A. A. A. stipulated that uld only be granted for a race ne prize or trophy offered was ten times the value of the The entry fee for the different the Vanderbilt range from 0.

uble Postponed Race.

derbilt Cup race suffered a setback last year owing to the ween the American Automobile and the Automobile Club of ut this year, with the elimina- Grand Prize contest, the Van- looms up greater than before. race was a splendid contest, sland Automobile Derby was ble event, and the Philadelphia Park race this week furnished l contest, but the Vanderbilt rank above all of these, and sort of favorable weather it larger crowds than any of the s.

on that this year's race should ter influence on trade condi- ally is that this fall, for the all of the cars will be strictly es of the 1910 models sold to which will be seen in com- the first time.

OLDFIELD IS INCENSED

SAYS HE RECEIVED RAW DEAL

DECLARES HE WAS "HELD UP" AT PROVIDENCE RACE BY A. A. A. CLUB AND POINTS TO SEVEN YEARS IN RACING.

NEW YORK, Oct. 9.—(Special)—Barney Oldfield, the noted automobile racer and the man who has been looked on for seven years as the greatest pilot of racing cars in America, is much incensed over what he claims was a "raw" deal handed him at Providence, R. I., by an American Automobile Association Club and again by the Quaker City Motor Club of Philadelphia, promoters of the Fairmount Park road races.

At Providence, Oct. 1 and 2, a track meet over the historic Narragansett Park track at which Oldfield was the star, was refused a sanction at the last minute because the promoter refused to pay the A. A. A. club in that city \$500 for the privilege of racing in addition to the \$200 which had been sent Chairman Hower of the A. A. A. for the sanction at the "regular" rate.

In Philadelphia the officials of the Motor Club accepted and cashed the check which accompanied Oldfield's entry for the big Benz with which the invincible Barney won many races and made many records at Indianapolis and Lowell. The day the entries closed, however, Oldfield was notified by the officials that his car was not a stock machine and he would not be allowed to race.

Started Track Racing.

"They certainly have my dander up and I am on the warpath," Oldfield said a few days ago. "I practically started automobile track racing in this country and have made my living out of it for seven years. In fact, after my fence smashing experiences and my many battles with promoters, A. A. A. officials and others, it might be truthfully said that I have fought and bled in the cause. The only thing I have overlooked is dying for the game, but at that I have given fate more than enough chances.

"I consider the Providence deal a rank holdup, and if the A. A. A. stands for such a lot of grafters at the head of one of its

EVERY YEAR, JUST starting and World-beating World-beating them all—the model is a wo was about th

THE IMPRESSION

to buy a car long service thin disguise and makes yo less in the se it for at least

YEAR AFTER YEAR

makers—and between the Look up you back to their —at the simi in predicting as a cornered unblushingly better in the

WE'D HATE TO HA

few months a making moto defective—the salable car!

STUDEBAKERS WO

upon to confe cars that, on and by the m model differi

WOULDN'T THAT

say bad faith not been full that promise

DON'T MISUNDER

from time t every other world lasts. the engineer

motor speedway. These two splendid showing with Alken drivers, and they will have n at the wheels in the Van-

obstacle in the way of the the Vanderbilt Cup race was few days ago when the con- of the American Automobile granted a sanction to the Holding Company to hold There was never any doubt age had to be made in the A. A. A. so as to provide for ntry fee of the Vanderbilt. the A. A. A. stipulated that ld only be granted for a race e prize or trophy offered was ten times the value of the he entry fee for the different he Vanderbilt range from

ible Postponed Race.

erbilt Cup race suffered a etback last year owing to the een the American Automobile and the Automobile Club of t this year, with the elimina- and Prize contest, the Van-ooms up greater than before. race was a splendid contest, land Automobile Derby was e event, and the Philadelphia Park race this week furnished contest, but the Vanderbilt rank above all of these, and ort of favorable weather it larger crowds than any of the

n that this year's race should er influence on trade conditi- ally is that this fall, for the ll of the cars will be strictly s of the 1910 models sold to hich will be seen in com- the first time.

pectacular standpoint, the at- of the race has been greatly is year by the shortening of om twenty-odd miles to 12.64 hch 5.15 miles will be on the ay proper and the remaining on the highways of Nassau

ufacturers Ask Change.

ge was made at the request ufacturers, and no one who e Lowell race but will in- action, as the short course, ures a much closer contest, s long waits between cars as half of the race and keeps interest at concert pitch from h.

e course for this year's race the grand stand and thence two miles along the Park- ssapequa Lodge. The cars rth on a specially constructed itifically banked, on to the road, which leads directly rts of the Hicksville village.

years as the greatest pilot of racing cars in America, is much incensed over what he claims was a "raw" deal handed him at Providence, R. I., by an American Automobile Association Club and again by the Quaker City Motor Club of Philadelphia, promoters of the Fairmount Park road races.

At Providence, Oct. 1 and 2, a track meet over the historic Narragansett Park track at which Oldfield was the star, was refused a sanction at the last minute because the promoter refused to pay the A. A. A. club in that city \$500 for the privilege of racing in addition to the \$200 which had been sent Chairman Hower of the A. A. A. for the sanction at the "regular" rate.

In Philadelphia the officials of the Motor Club accepted and cashed the check which accompanied Oldfield's entry for the big Benz with which the invincible Barney won many races and made many records at Indianapolis and Lowell. The day the entries closed, however, Oldfield was notified by the officials that his car was not a stock machine and he would not be allowed to race.

Started Track Racing.

"They certainly have my dander up and I am on the warpath," Oldfield said a few days ago. "I practically started automobile track racing in this country and have made my living out of it for seven years. In fact, after my fence smashing experiences and my many battles with promoters, A. A. A. officials and others, it might be truthfully said that I have fought and bled in the cause. The only thing I have overlooked is dying for the game, but at that I have given more than enough chances.

"I consider the Providence deal a rank holdup, and if the A. A. A. stands for such a lot of grafters at the head of one of its clubs and fails to punish the club, then I am very likely to split with the A. A. A.

"I have paid thousands of dollars into the treasury of the A. A. A., have jumped through, walked lame and played dead at the command of the racing board so long that I am getting tired of hearing the crack of the ringmaster's whip.

"In the Philadelphia case they never examined my car to find whether it was stock or not, and ignored the affidavits which accompanied the entry blank. They were flattering enough to state that if I was allowed in the race with my big Benz it would be a procession and not a race.

"I am in the racing game to stay, and I will always keep faith with the public and give them a good run for their money, but the A. A. A. crowd will have to play fair with me or there will be some one going to the mat."

INVENTION KEEPS AUTOIST DRY PUTTING ON CURTAINS

makers—and between the l Look up your back to their —at the simil in predicting as a cornered unblushingly better in the f

WE'D HATE TO HA

few months ag making motor defective—the salable car!

STUDEBAKERS WOU

upon to confes cars that, one and by the ma model differin

WOULDN'T THAT B

say bad faith not been fulfil that promises

DON'T MISUNDERS

from time to every other world lasts. the engineering als of the art

IF YOU BUY AN AU

unscientific ex caught your tory srvice. —and you ge

STUDEBAKERS HAV

Won't tolerat folks who th Scientists had way of foolish principles. B

A CHINAMAN ONC

"Yes, I suppo like yours. Y