OLDFIELD IS INCENSED

SAYS HE RECEIVED RAW DEAL

DECLARIES 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 or 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 invinciable Barney won many races and made many records at Indianapolis and Lowell. The day before 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 first season's racing, I found myself well ahead with the rest of the field behind me."

He told the story of his early years in racing, the long and difficult road he traveled to reach the heights he now stands on. He spoke of the early days when racing was a far cry from what it is today, and of the battles he had to fight to make the sport respectable.

The impression he made on the audience was that he was not only a great racer, but also a man of integrity and honesty.

EVERY YEAR, just a startling announcement is made: the World-beating Barney Oldfield is gone, but not for them all—the A. A. A. model is a wonderful car and makes you feel less in the second rank. We'd say it for at least 10 years.

YEAR AFTER YEAR makes changes—adds something between the lines. Look up your old cars, why don't you?—at the same time, in predicting a car, as a cornered animal, you're better in the next one.

WE'D HATE TO HAVE another few months and another car making motors and another car defective—those are salable cars! STUDEBAKERS WOULD be the first to confess they make cars that, on the whole, are good and by the number of model changes—WOWN'T THAT MEAN that they say bad faith to the public? We have not been fulfilled by the promises that promise much.

DON'T MISUNDERSTAND the idea of every other car. The world lasts, but the engineer leaves, and the baby grows up.
Motor Speedway. These two splendid showing with Allen drivers, and they will have been at the wheels in the

obstacle in the way of the Vanderbilt Cup race was a few days ago when the

contests of the American Automobile

granted a section to the

Holding Company to hold

there was no doubt

price to be made in the

A. A. A. so as to provide for

the fee of the Vanderbilt.

The A. A. A. stipulated that

should only be granted for a race.

The prize or trophy offered was
ten times the value of the

fee for the different

Vanderbilt range from

Problem Postponed Race.

Vanderbilt Cup race suffered a setback last year owing to the

between the American Automobile

and the Automobile Club of

this year, with the elimina-

tion of the Grand Prize contest, the Van-

dooms up than before. The

race was a splendid contest,

and Automobile Derby was

a big event, and the Philadelphia

Park race this week furnished

a contest, but the Vanderbilt

track above all of these, and

sort of favorable weather it

larger crowds than any of the

race that this year's race should

influence on trade condi-

tionally is that this fall, for the

all of the cars will be strictly a

of the 1910 models sold to

which will be seen in com-

the first time.

Spectacular standpoint, the

attitude of the race has been great-

als year by the shortening of

from twenty-odd miles to 12.64

which 5.15 miles will be on the

way proper and the remaining

on the highways of Nassau.

Manufacturers Ask Change.

It was made at the request of

manufacturers, and no one who

the Lowell race but will In-

action, as the short course

sures a much closer contest,

its long wait between cars

that half of the race and keeps

interest at concert pitch pitch

from.

The course for this year's race

the grand stand and then

two miles along the Park-

asapequa Lodge. The cars

forth on a specially constructed

in the middle of the Hicksville village.

invention keeps autost dry putting on curtains

makers—and between the hours.

Look up your neighbors back to their

at the similar—say bad faith—
in predicting— doing business as a cornered rat. They

better in the future...

WE'D HATE TO HAVE TO TELL YOU...

few months ago, that was making motor a

defective—that was the

salable car!

STUDEBAKERS WOULD BE STUMPED if

upon to confess that we had

cars that, once driven, and by the marks, the

model different.

WOULDN'T THAT BE

say bad faith that

not been fulfilled, and that promises

DON'T MISUNDERSTAND me from time to

every other motor in the

world lasts.

the engineering excel-

IF YOU BUY AN AUTOMOBILE

unscientific experiment—
cought your consumer's

tory service. You

— and you get

STUDEBAKERS HAVE WORKED

Wont tolerate the
d folks who think

Scientists have

way of foolish

principles. But

A CHINAMAN ONCE

“Yes, I suppose

like yours.