

# SEVENTEEN ENTERED IN LIGHT CAR EVENT

Smaller Machines Will Race at Savannah on Day Before Grand Prize Contest.

MUST SHOW LOTS OF SPEED

Foreign Craft Are Listed to Start Against American Autos and Drivers.

With seventeen entries in hand, the official closing of entries for the light car race, which will be held at Savannah on the day preceding the Grand Prize, will occur after the delivery of the morning mail on Monday. Withdrawals include three De Dion and two Gyroscopes whose entries were not completed with the contest committee of the Automobile Club of America.

Full teams of four cars each will represent both the Buick and the Maxwell factories. Olds Motor Works will have three cars and the Chalmers-Detroit two, while Europe will be represented by the Lancia and the baby Isotta-Fraschini. The latter is the smallest car so far entered. It has a little four-cylinder motor of 2.119 inch bore and 2.816 inch stroke. Its weight is 1,600 pounds and it has the distinction of having finished eighth in the Volturatte race at Dieppe, being the best four-cylinder car to finish.

The Isotta will be driven by Lytle. A newcomer in the field of racing is the American Aristocrat, built by K. R. Manville. This car has a three-cycle engine of 3.65-inch bore and its performance will be closely watched, as it will be the first instance where a two-cycle engine has competed in a race. These little fellows will doubtless show much greater speed than is expected.

### Must Show Speed.

It was necessary to maintain an average of fifty miles an hour for the Sizaire-Naudin to win the Volturatte race in France, while the Chalmers-Detroit averaged forty-six miles an hour in the recent Parkway sweepstakes. Meanwhile the drivers and cars that will compete in the big race are arriving. Cagno and Pfarenza of the Italia team have already arrived, while Henri Fournier will land on Tuesday.

Hautvast and Rigal, the crack drivers of the Bayard-Clement, with Duray of the Lorraine Dietrich and Szisz, with his Renault racer, arrived on Saturday on the French liner La Lorraine.

The stars of the race, Hemery, Hanriot, Erie with the winning Benz cars sailed on La Touraine from Havre on Thursday and will report to the Automobile Club of America on arrival.

The list of entries in the light car race is as follows:

### FOUR-CYLINDER CARS.

Chalmers-Detroit—Bore, 3 1/4 inches, stroke, 4 1/4 inches; weight, 1,600; driver, J. J. Bergdoll. Chalmers-Detroit—Bore, 3 1/4, stroke, 4 1/4; weight, 1,600; driver, W. F. Burns. Buick—Bore, 3 1/4, stroke, 3 1/4, weight, 1,550;



The accompanying illustration shows a Stoddard-Dayton car on a typical country road in Uruguay.

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visited the principal cities of Chile, Argentine and Uruguay, and the people of these countries interested in American manufacture. The purpose of Mr. Krausz's trip to these countries was to look over trade conditions generally, particularly as they affect the automobile business.

Krausz took with him as a special Stoddard-Dayton automobile by the Dayton Motor Car Company, Dayton, O. These cars met with popular favor that, in place of

## TIRE COMPANY TO BUILD

## G. & J. MEN BREAK GROUND

IMPROVED METHOD OF MANUFACTURING WILL ENABLE FIRM TO LOWER PRICE OF GOODS WITHOUT LOSS IN QUALITY.

Ground was broken this week for the erection of a new building for the G. & J. Tire Company of this city. The new building will give the company about 50,000 square feet of additional floor space, which will be devoted exclusively to the manufacture of tires.

Regarding the effect the reduction in the price of G. & J. tires would have in the quality of them, Mr. B. C. Dowse, president of the company, said:

## WANTS BETTER ROADS

## NEW ORGANIZATION STARTS

LOCAL BUSINESS MEN FORM COMMITTEE FOR DEVELOPMENT OF IMPROVED SYSTEM OF PUBLIC HIGHWAYS IN STATE OF INDIANA.

Local business men are promoting an organization known as the Indiana for Good Roads. Its object is to conduct a campaign of agitation and education which will tend toward the development of better highways in the state.

The temporary committee consists of A. Brown, president, 814 Indiana Building; George C. Pyle, secretary,

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**AIR COOLED.**

Cameron—Bore, 3 3/4 inches; stroke, 4 1/2 inches; weight, 950; driver, F. F. Cameron.

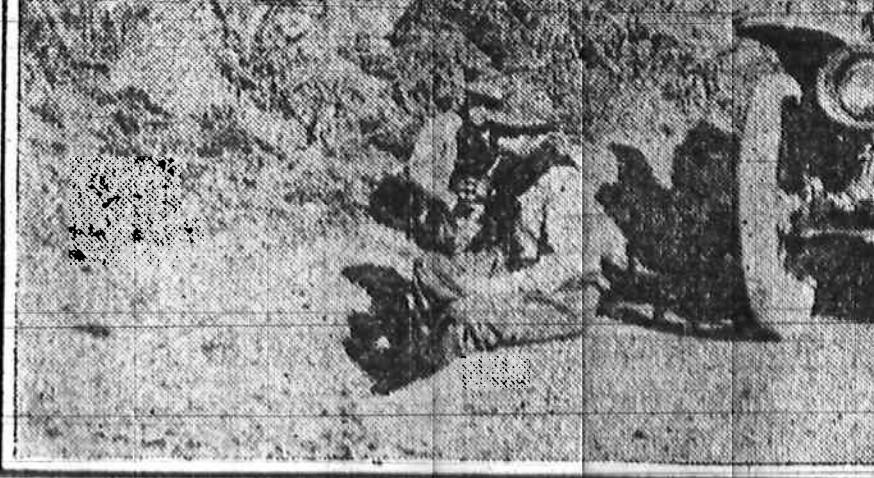
**THREE-CYLINDER, TWO-CYCLE.**

American Aristocrat—Bore, 3.65 inches; stroke, 3.5 inches; weight, 1,200; driver, K. R. Manville.

**LOCAL PARTY ENDS LONG FALL TOUR IN PREMIER**

Return to Indianapolis After Travelling Over 4,000 Miles in and Around Adirondack Mountains.

One of the most successful long fall tours ever taken came to an end yesterday when...



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"Improved method of manufacture, which has resulted in fewer replacements on our guarantee, and increased factory capacity, which has reduced our overhead expense, are the elements which operated to reduce the price of G. & J. tires. During 1909 we will use the same quality and quantity of materials as we have in the past.

"Ours is the only rubber company in this country devoted exclusively to the manufacture of pneumatic tires, all our efforts being concentrated upon this one line.

**Reduce Price.**

"In all our operations we have had two objects in view. One was to make a tire that would stand the hardships of the road, regardless of the cost, and the other was to reduce the price without reducing the quality. In this we believe we have succeeded, as is evidenced by present conditions at our factory."

While the G. & J. Tire Company has been able heretofore to boast that their product could be found virtually in any part of the world they have just increased their usefulness by equipping the famous ship June Bug with their make of tires. The ship, of course, does not use the tires while in the air, but they are a very essential adjunct to the flying machine when she is still on terra firma.

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The temporary committee consists of A. Brown, president, 614 Indiana Park Building; George C. Pyle, secretary, Park avenue; F. L. Willis, treasurer, West Market street; J. C. Crabbill, Bellefontaine street; W. H. Roberts, missioner Marlon County.

They have sent out the following pamphlet announcing their purpose, inviting help in their undertaking, if properly backed will mean much for development of a better system of roads in Indiana.

"Under the present system millions of dollars have been expended upon roads in Indiana. A large part of this millions has been thrown away because the system is inherently bad. No matter how good, or how bad, our roads are, they should be very, very much better. The needed improvement there must come through a campaign of education and agitation. Do you help?"

**Farmers Are Interested.**

"The farmers of Indiana have very much interest in better roads. They are not only interested in their own desires for ideal highways, but they are making rapid strides in building good and permanent streets in country and city alike. Interest in good streets and good roads. The interests are wholly mutual. Free