

CAR OF PAUL SMITH.

Packard "Eighteen," close-coupled, delivered to Paul Smith, treasurer Indianapolis Motor Car Company. Finished in French gray with brilliant green upholstery, and is a duplicate of one of the cars shown at the New show last January.

K LIGHTER WEIGHT

LL AUTO IS POPULAR

ENCY OF MANUFACTURERS TO
DUCE THEM IS GROWING, USING
SAME QUALITY OF MATERIAL
AS IN BIG CARS.

There are three essentials in a high-motor car—good design, the best material and good workmanship. The failure of any one means failure, their relationship being about in the order of importance.

In designing a motor car each individual part should be considered in its relation to every other part. If any component part is out of harmony with the other parts the whole car fails to realize its possibilities. It is the failure to take account of this fundamental truth that is responsible for the failure of every car that does not make good. It is the relationship of their component parts that determines the difference in efficiency between the various makes of cars on the market.

It does not matter whether one starts out to manufacture a big car or a light car. The problem confronting the manufacturer is the same. The big car has its legitimate field. For extended touring the light car can no more do the big work than a race horse can do the work of a draft horse. Neither can the light car do the work that properly belongs to the light machine as effectively as the light car can do it. The fields of the two cars are widely different. Those who are buying a motor car should carefully consider the uses to which they will put it, and then decide which type they will purchase. Those who can afford it could have both types.

Employs Same Material.

It is perfectly possible to produce the car of the same high-grade material as is used in the best heavy machine. It has not been done in the past for nothing. The automobile industry is now beginning to realize its

FLAGS FOR RACING CARS

INNOVATION AT SPEEDWAY

SPECTATORS WILL BE ABLE TO TELL
HOW VARIOUS AUTOS STAND
BY A COLOR ARRANGEMENT.

An idea of the immensity of the Indianapolis motor speedway may be gained when one considers the number of details that are part of its construction. In the building of the track five steam tractors, 300 mules, 150 scrapers, four six-ton and three ten-ton rollers are being used. It will require a car load of white paint to cover the four miles of outside and two and one-fourth miles of inside fence. There will be six entrances to the grounds.

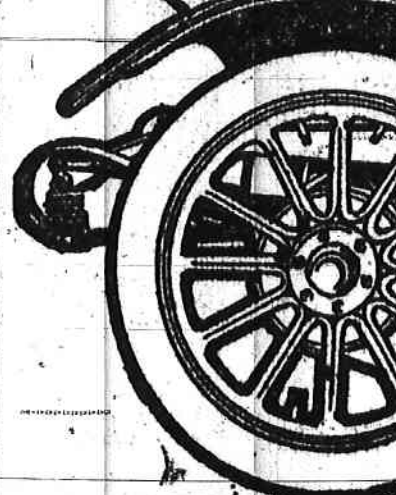
One feature which promises to be of interest is the arrangement whereby spectators may know just what cars are still in a race in progress. Separate garages for racing cars will be built, and each will be adorned with an eighty-foot flag pole. As long as a car remains a factor in an event its flag will remain hoisted, but should it drop out its flag will be lowered. An announcing board telling the colors which each car will race under will be erected in front of the stands.

In addition to the grand stands there will be gasoline and oil houses and water towers situated at convenient places along the course but out of the way of spectators. Twenty individual grand stands to hold forty persons each will be built for the convenience of parties in attendance. A double decked press stand has already been erected and arrangements are being made for the building of photographers' dark rooms. There will be eight special fouling and judges' stands, arranged so that the contestants will be under constant surveillance of officials over the entire five miles of track.

Solve Difficult Problem.

Among the problems which it is believed that the promoters of the speedway have solved are those of dust and safety. To accomplish these two factors in automobile racing no amount of money has been spared and on the completion of the project there is no reason why Indianapolis should not be the home of all world's automobile records.

Sprinkling will lay the dust on an ordinary dirt track for some time, but it has its disadvantages. If the track is sprinkled too heavily there is great danger of skidding. When it is sprinkled moderately it is only a short time until a big cloud of dust follows in the wake of



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Suppose any one of the high grade of that are on the market should be ced in diminished size. Suppose dimension, for instance, should be ed one-sixth. The result would be that would weigh little more than half of what the bigger car weighs. seems incredible at first blush, but n be proved mathematically. The nt of the car is determined by the contents of its component parts. If dimension is reduced the weight of two cars will be proportionate to the of the two scales. The cube of 5 is 125 the cube of 6 is 216. Thus a one- reduction reduces the weight to 58 cent of the original weight, 125 being r cent of 216.

Relieves Much Strain.

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THE FACTORY WELCOMES INTERESTED VISITORS

Which Company Opens Arms to All Who Care to Study Methods.

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The Indianapolis course will have all of these obstacles eliminated. The long stretches of straightaways, which will be fifty feet wide, and the gradual ap- proaches and curves, which will be banked to a degree of 20 per cent and sixty feet wide, will be covered with a surface of gravel and oil, well packed and leveled. This will not only eliminate dust and skidding, but permit unlimited speed. In surfacing the five miles of track more than 235,000 gallons of asphaltum oil will be used.

Provide Adequate Safety.

In the way of safety both contestants and spectators will be well looked after. The layout of the course is such that cars may travel at an unlimited speed on the straightaways and as high as 112 miles an hour on the curves. Should any car leave the track the outside of the course is so arranged that it would not turn turtle, as would be the result of a big drop, but it would run off into a space between the track and the bound- ary line for spectators, thus allowing the driver to right its course before accident.

Interest in the national championship balloon race of the Aero Club of America, which will start from the Speedway Grounds on June 5, continues to grow as a result of the efforts of members of the Aero Club of Indiana, which will have immediate charge of the event. Within the next two weeks amateur balloonists from three cities will come to Indianapo- lis to complete the number of ascensions necessary to be registered pilots. Nine entries have already been received, the contestants being representatives of the Aero Clubs of St. Louis, Chicago, Indian- apolis, Buffalo, Boston and New York. Work of laying the gas mains from the city to the Speedway Grounds, a distance of four miles, has been completed and everything is in readiness for the trial trips.

AUTO MAKERS ISSUE UNIQUE TRADE PAPER

Rambler Company Sends Thousands of

The great as the Wheel, feature Se

PARKS BAR SMOKE

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