

PEUGEOT'S TIME SET NEW MARKS FOR SPEED AND ENDURANCE

Dope Sheets on Limits of Motors and Tires Must Now Be Revised. Chicago's Scientifically Built Wood Track Faster Than Brick Course at Indianapolis.

What would you have said 10 years ago? asks the editor of Automobile, commenting on Dario Resta's thrilling victory over the new Chicago speedway.

What does it mean? This perfectly prodigious speed means that first, the machine has been created of the needed power and stamina; secondly, that the air-filled tires have been made to carry the machine and transmit the power, and thirdly, that the track has been built on which such a machine can run in safety.

For the track, all credit to those who constructed it, but no deep problems of science had first to be mastered. For the tires, the mechanical clear thinking which produced the cord construction and the labor of rubber experts calls for praise and admiration.

For the machine, the ability to make adjustment to thousands of engineers and thousands of metallurgists of many nations, who together have devised new and ever-new ways for loading metal as it was never loaded before, and for making the metal to bear the stress.

Like all marvels of this age, we, a people dulled to appreciation by ever-repeated wonders of mechanics, are apt to regard it very calmly.

Well, let us pour out a bucketful of gasoline and placing it on the floor take in our hands the aluminum pistons, weigh them, say, a pound apiece. Problem: From some stuff like that limpid fluid in the bucket, through the medium of these four bits of bright metal, push two tons on wheels 50 miles in five hours ago?

In his enthusiasm over the purely mechanical phases of the sensational achievement, the able editor forgets entirely the human element. Must Dario Resta be robbed of all the glory? Should not this courageous driver, whose feat was undreamed of less than two years ago, see some of the credit for the gasoline, pistons, tires and track?

John F. Palmer offers an interesting side light on the smashing of records at Chicago in discussing the bearing a wood

track surface appears to have on tire wear and practice. As at Indianapolis, all of the first 10 cars to finish used Goodrich Silverstone Cord tires.

He states that the surface and the banking were the two chief factors which made possible the phenomenal jump in average speed at Chicago over Indianapolis from 58.34 to 97.82 miles per hour. "Wood laid lengthwise of the track," he writes, "offered less rattling resistance and the minimum of vibration due to the longitudinal disposition of the joints, this contributing also a measurable resistance to skidding on the turns."

The banking, carried to an angle-correcting side slip up to 50 miles per hour, contributed not only greater safety, but automatically increasing traction by adding the enormous pressure of centrifugal force to the weight of the car approximately at right angles to the axis of wheel rotation. This turned a force that, at Indianapolis, made for danger, skidding and tire wear, into added power efficiency that lessened slips.

Curiously enough, tire failure only began when the speed approached 100 miles per hour, when tires were literally torn in two by the complicated stresses introduced by taking turns at a speed higher than the track was designed for, in combination with heavy, reactive duty made possible by the high banking."

The new car to be brought out by Henry A. Lester, formerly head of the Lester Motor Company, will be a 12-cylinder machine, selling at \$1250 either as a two-passenger roadster or seven-passenger touring car. The name selected temporarily is H. A. L. and the new twelve will be manufactured at Cleveland.

The Lexington car is now housed in its own home at 180 North Broad street, having removed from the southwest corner of Broad and Race streets, where it shared quarters with the Marmon car. H. C. Henderson, manager of the Lexington Sales Company, the local agency, announces the appointment of H. F. Otten as his assistant. Mr. Otten was formerly with the G. M. C. and the Mitchell.

C. M. Dow, a pioneer in the automobile business, is now sales manager for the local branch of the Carl H. Page Motors Company, Mitchell distributors. R. D. Willard, resident manager, is rapidly recovering from his illness, and will be back at his post next week.

DOPE SMASHED TO SMITHEREENS IN NATIONAL LEAGUE RACE

By GRANTLAND RICE

The National League Race

The late Mr. Shakespeare once tore off an established offering, known as "A Midsummer Night's Dream." This might be entitled "Midsummer Pipe Dream," as one must necessarily soak the Old Pipe in grappling with this baseball lore, whatever the stage.

Back in April the one club picked far and wide was the Boston Braves. They were held to be the class of the circuit, with only New York and possibly Chicago left to give Stallings a battle. But pounding along within a few jumps of the half-mile post this dope has been utterly wrecked—wrecked worse than any dope we have seen wrecked for some time—and we have seen our share.

New Entries

So far there have been at least six surprises in this National League race. The surprising strength shown by the Phillies, 2. Power and consistency shown by the Cubs, 3. Pittsburgh's revival, 4. The fight St. Louis has made with Cipe, Wingo and Peritt missing, 5. The slump of the Braves, 6. New York's inability to reach the first division.

The strength shown by the first four clubs was not taken seriously for the first six weeks. But any club that can patter along in the running for half the distance must at least be considered in the prophecy of the times. In place of leading, Cubs, Phillies, Pirates and Cards have shown enough form to be classed as pennant possibilities—with machines greatly improved instead of weakened power.

The Brave Outlook

With Evers back in harness and with James, Rudolph and Tyler at top form we still figure Boston has the best club in the circuit.

1914 and 1915

Last summer the Braves overhauled a lead of 15 games and packed on 10 more for full measure. They made a net gain on the rest of the league of more than 20 games from July to October. But to accomplish this Rudolph, James and Tyler, stout against a reeling circuit—had to give the best pitching witnessed in a decade.

The Three Leaders

While both St. Louis and Pittsburgh have their flag chances, we figure that by September the National League race will be a three-cornered affair among the Cubs, Braves and Phillies.

Just upon the showing of the first three months and the prospects that wait ahead, the race may be divided into shops. First choice—Chicago, Boston, Philadelphia, in the order named. Second choice—St. Louis, New York, Pittsburgh, in the order named, although New York and Pittsburgh should be rated fairly even at the end.

The Cubs, under Bresnahan, are sure to battle to the finish, and if the Duke of Cook County—once Duke of St. Louis—can help the Great Zim working for the Green Good he has a fine show of landing the first place. There is nothing sensational about the Cubs, but they have shown the most consistent stuff in the race, and consistency is counting for more than ever this season.

ing upon them into the stretch. Which means that Philadelphia must be figured with Cubs and Braves—and upon even terms.

The Second Three

St. Louis and Pittsburgh have accomplished more than any one figured them for two months ago. Both are steady working machines, but we doubt that either has the power to take first place and hold it against all opposition. Their chances are not as good as the chances of the first three named.

As for the Giants—they are beyond even a guess. An epidemic of poor pitching broke their spell last summer. An epidemic of worse pitching has held them back so far. They have been hitting the ball and scoring their share of runs—as the records show. Their holding has been spotty—but not disastrous. But when even Tesreau slipped the pitching staff went to seed. The one thing that can save McGraw is for Mathewson to swing back into his turn, Tesreau and Marquard to light upon their old clip, and either Peritt or Stroud to work in dependable roles. Unless McGraw can get four first-class pitchers going he hasn't a chance for his machine isn't great enough to win with ordinary, much less the under-ordinary sort.

50-MILE MOTOR-PACED RACE AT POINT BREEZE MOTOR DROME

International Championship to Be Decided Tomorrow Night.

Another exceptionally strong card will be staged at Point Breeze Park Motor-drome to-morrow night, when the cream of the world, Leon Didier, of France; Vincenzo Madonna, of Italy; Clarence Carman, of America, and Victor Linart, of Belgium, meet in a 50-mile motor-paced race to decide the international championship.

GILMORE PUNISHES JONES

Sloufeds' Resigning Leader Fined \$50 and Suspended Indefinitely.

KANSAS CITY, July 7.—Fielder Jones, manager of the St. Louis Federal League Baseball Club, was indefinitely suspended by President Gilmore. Shortstop Johnson was suspended for three days and fined \$50 for his part of the argument with Empire Harry Howell in yesterday's game, which led to their both being banished from the field. After being sent from the game yesterday, Jones telegraphed his resignation to one of the owners of the St. Louis club. It was his intention to remain with the team only until arrangements could be made for his successor. Neither Jones nor Johnson was on the field today.

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The Chalmers Company is the only leading manufacturer that is offering a new car for 1916 at a new price—in the medium-price class.

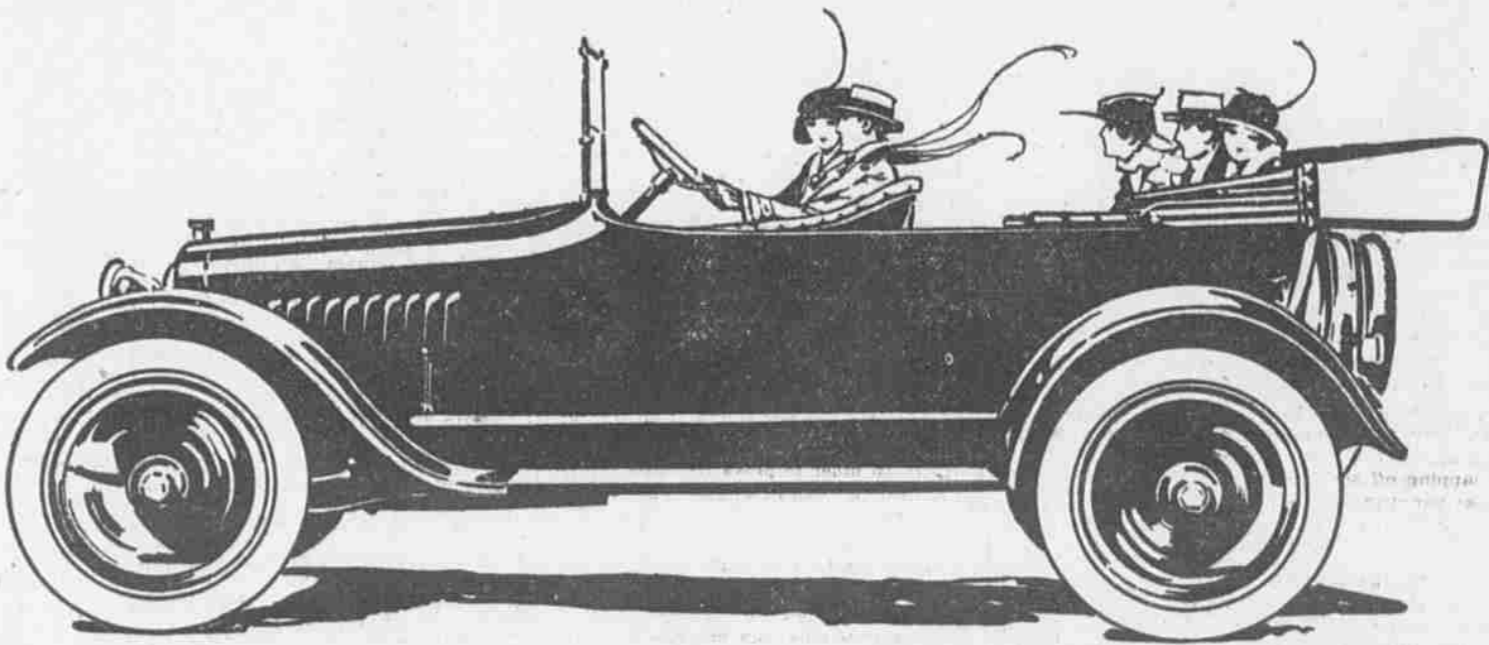
Others have either put out a new car at a higher price, the same old car at the same old price, or the same old car at a cut price.

This new Chalmers is the Six-40 shown below at the astounding price of \$1275.

The Light-Six and Master-Six are continued in improved models at lower prices.

Such prices at higher quality than ever before are only made possible by cutting out middleman's profits, buying for cash on definite specifications, utilizing new methods of manufacture and administration, working on smaller profits and greater production.

The Chalmers Motor Company has also inaugurated a new Chalmers Service Plan by means of which we are able to offer gratis to every new Chalmers owner service in the form of an interchangeable service coupon book, good for a definite amount of work—at any Chalmers dealers—anywhere.



Chalmers Six-40 \$1275.00

This is the most remarkable motor car that has ever been offered for \$1275. It is the lowest price at which Chalmers quality has ever been sold.

per hour at Indianapolis and 98 miles an hour at Chicago—the most grueling test of motor car efficiency ever known.

It is the only American stock car with valve-in-head overhead camshaft motor, the type that Europe was working on when war stopped production.

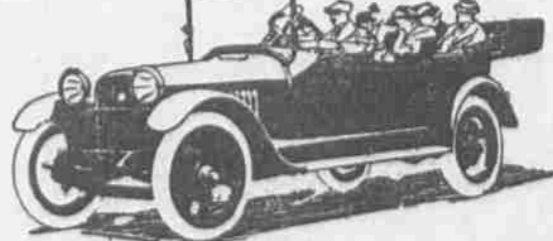
This motor gives the car instant get away, wonderful flexibility, great power and economy. The car rides like a Pullman.

It is this type of motor that broke all records for 500 miles at both Indianapolis and Chicago speedway races, going at the terrific speed of 90 miles

It is the superior of cars that three years ago sold for \$3000 or over. Be sure to come in and see it.



Chalmers "Six-48" Seven-Passenger - - - - \$1550



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This is the 1916 series of the popular Light-Six declared by thousands of enthusiastic owners to be the most satisfactory motor car they have ever owned. It is light where it can be, strong where it should be. It is the most economical car in America in upkeep cost and admittedly the best car made within \$500 of its price.

These are the magnificent Master Sixes which have stood all tests of performance, appearance, quality and upkeep. People who demand the utmost in a motor car will find that the 1916 Chalmers "Master-Six" measures up to the highest standards of automobile construction and still remains within reach of the average purse.

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