### EVENING LEDGER-PHILADELPHIA, WEDNESDAY, JANUARY 12, 1916.

# PHILADELPHIA TO HAVE BEST MOTOR SPEEDWAY **TO BE FOUND ANYWHERE**

wo-Mile Race Track of Wood Blocks Is Being Constructed Near Willow Grove Park

FINE CLUBHOUSE, TOO

Leading Auto Enthusiasts of the East Join in Monument to Provide Track

States miles from Philadelphia there is nowly but surely coming into existence the two-mile Philadelphia Motor Speed-way that will place this city in the fore-way that will place this city in the fore-met of automobile racing centres in the inited States. It is located in Warmin-ter in Montgomery County, not far from where Grave Willow Grove.

Willow Grove. For months men have been at work on sens of ground, transforming it from ordinary and rather flat farming land into what will be the finest race course in America when the work is completed. Groat grand stands, a magnificent club-house and a track that will be superior to any in the world will be the principal faires of this wonderful undectaking of the Philadelphia Motor Speedway As-sociation, an organization of sportsmen from all sections of the East.

from all sections of the East. Exclusive rights to the holding of auto-melie racing in this section of the coun-try have been granted to the Philadel-bla Motor Speedway Association. This followed a conference between Churles L Hower, secretary-treasurer of the as-sociation; J. Linden Heacock, of Heacock & Hekanson, architects of the big speed-way being constructed near Hatboro, and Chairman Kennerdell, of the American Automobile Association.

At the conference at New York city ar-magements were also discussed for the seeing of the two-mile concrete, brick and wood surfaced track at an early date he association.

ONE OF "BIG SEVEN."

As one of the "Big Seven," which in-dudes Chicago, Indianapolis, Sheeps-had, Des Moines and Sloux City, the Philadelphia Speedway will have ex-dissively in the territory surrounding Philadelphia all the first-class automo-Philadelphia all the first-class automo-ble racing. The speedlest and most dar-ing racers, who have been smashing records recently at Chicago and Des Maines, will make their appearance on the Philadelphia Speedway, and as the track now being built will be of the intest and most up-to-date design it is certain to be the scene of the most exciting auto-chicage even beld in this country. a more ever held in this country.

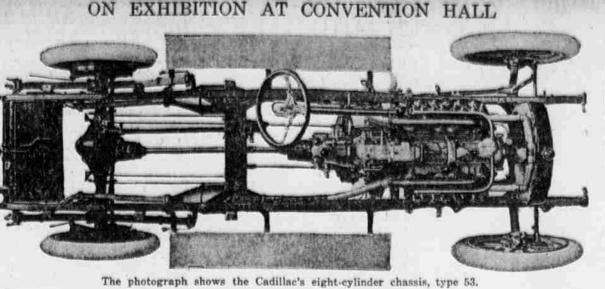
Profiting by the existence of the older tracks in America the Philadelphia spectra will combine the best features of all and eliminate their faults. The track will be constructed of wood block

track will be constructed of wood block had on concrete, this providing the ideal running surface on a foundation which cannot buckle or settle. There will be concrete curbs, hub-high, around the entire track, this feature eliminating the danger of decapitation to drivers whose cars become unmanateable and would ordinarily plunge through a woeden fence. The curves of the track will be easy and well banked. It is thought that these points will go far toward making the speedway the fastest track in this country. To do away with the oid nulsance of

To do away with the old nuisance of meanscious trespassing upon the track during the course of races, subways have

then provided at numerous points and spectators may pass at will from one side of the course to the other. The architect's plans call for concrete raind stands seating 100,000 persons. There will be parking accommodations for 3000 autobomiles, it being expected that the majority of the spectators will that the majority of the spectators will motor to the races. The speedway will be 3 minutes from the city. Excellent facilities for other spectators, however, are provided by the Reading Railway and the Philadelphia Rapid Transit many. Both will have terminals at he speedway. "It is believed that the new project

ill be one of the most successful of its kind in the country. It is pointed out



wherever there is not sufficient light on the highway to clearly reveal all persons, vehicles or objects within a distance of at least 150 feet, the headlight shall be so arranged that no portion of the re-flected beam of light, when measured 75 feet or more shead of the lawns shall

feet or more ahead of the lamps, shall

be over 42 inches above the level surface

Such headlights should also give suf-ficient side illumination to indicate any person, vehicle or object 10 feet to the side of said motor vehicle at a point 10 feet ahead of the lamps.

It is said that by properly focusing the electric bulb and bending the lamp

supports in such a way as to direct the light rays correctly, the average head-light can be made virtually nonglaring.

A Vorwaerts Story

vouches for the following story, and pub-lishes it without comment: "The other day a woman traveling from Bremen to

Oldenburg had a terrible experience. In the compartment into which she mounted, two young girls and a man accompanying

a woman were already scated. The woman began almost at once to count on her fingers, 'one, two, three,' repeating these words at short intervals. The two

girls tittered and made remarks to one another about the extraordinary behavior of the woman. Every time the woman

ounted her three fingers the girls, without thinking that probably there was something behind her strange conduct,

"The man who accompanied the woman,

Irritated at their silly laughter, turned to them with the remark, 'You will perhaps cease your stupid gigging when I tell you

that this is my wife, and that she has lost three sons in battle. I am taking her

"It was terribly quiet in the carriage."

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renewed their siggling.

to an asylum

orwaerts, the Berlin Socialist daily,

on which the vehicle stands.

## LIGHT-WEIGHT CARS FAVORITES THIS YEAR

Banner Business Predicted by Duryea and National Managers

Automobiles of a lighter weight and a big year for the automobile industry was forecast today by two men who are prom-mently identified with the automobile business. Prosperity is inevitable for the automobile industry, according to George M. Dickson, who is general : anger of the National Motor Vehicle Company, and

who has been in the automobile business for more than 15 years. Mr. Dickson said:

Mr. Dickson said: "At the National Motor Car factory this prosperity has been evidenced by a 73 per cent. Increase in car sales for the calendar year 1915, as compared with L.4. This has made it necessary to in-crease the size of the National factory, and two new additions, built this fail, were completed in December, and all of the additional space is now in full opera-tion.

tion. "The new National buildings and equipment cost more than \$125,000 and greatly increase National operations. The new buildings total 678 feet in length, which is over one and one-half city blocks. All of these new additions are two stories high. They are built of reinforced con-crete and steel. One building is 400 feet ong and 8) feet wide, the other is 278 feet

"Having added greatly to its original plant, established 15 years ago, the Na-tional Motor Company now occupies more than a selid city block, with railroad fa-cilities on two sides. With the new addi-tions, the factory is one of the most complete manufacturing establishments, as they can operate independently of all out-side forces, being equipped to furnish their own power, heat, light, water and

their own power, heat, light, water and fire protection. "Part of one of the new buildings now is being occupied by the National general offices. The same building also includes new quarters for the engineering and drafting departments, also the purchasing and production departments. "Every foot of the National plant, in-cluding the new additions, is used ex-clusively for the production of National cars. The increase in size of the Na-tional factory is in a large measure due to the popularity of the National High-

to the popularity of the National High-way cars, which were first introduced at the time of the last 500-mile race."

the time of the last asy-mile race. Discussing lighter weights for future new automobiles, C. E. Duryea said: "When the average man things of light weight with reference to his automobile. weight with reference to his automobile, he, of course, considers only the total weight of the car and too often asks: 'What matter about the weight? Does not the engine pull it?' Arguments as to efficiency and the various other gains have in days gone by been all too deep for him. He could appreciate only that which he saw, and he could see a big car with its massive parts and imposing bearwith its massive parts and imposing bear-ing. It impressed him with the idea of power and speed. So the massive construction won.

"But right never dies. Merit is immortal and sooner or later will bob up after the fallacies have had time to explode

AUTOMOBILE NOTES So successful has been the home-build-ing plan for employes of the Goodyear Tire and Rubber Company that the city of Akron included the company's whole tract in an annexation ordinance that has

just been passed, and Goodyear Heights

is now a part of the city. The Martin Rocking Fifth Wheel Com-pany has taken over the business and the patent rights of C. H. Martin, Spring-field, Mass. The officers of the new corpo-ration are C. H. Martin, president: Adolf A. Gelsel, treasurer; H. G. Farr, secre-tury. tary.

The Stirling car is very low hung, which makes for easy riding in a light vehicle. The tront axle is dropped in the centre to allow for the spring motion of the engine. . . .

From the first one-cylinder, chugging, jerky automobile to the smoothly running eight-cylinder touring car of today was remarkable progress, but why stop with eight cylinders? The Enger Motor Com-pany and a few other makers have de-cided that there is no reason for stopping, and on exhibition in the Palace is the Enger twin six, a 12-cylinder car. . . .

The F. B. Stearns Company, manufac-

turers of the Stearns-Knight car, have on exhibition an eight-cylinder engine for which they claim distinct advantages. Its feature is sliding alseves for the valves, which is said to eliminate valve trouble. ....

The Empire chassis has an unique de-vice for a bumper which does not look as though it was added to the car as an afterthought to make up for some de-ficiency in the springs, but which was clearly designed when the car was made. The lower plate of the top spring of the

.... The Standard Eight for 1916 is attrac-tive to many because of its wedge-shaped character. The car is extra wide in the rear and tapers in a straight line to a

narrower nose. ..... For originality of shapes the Premier

cars have been favorably commen-upon. One of them is the Clover I readster for the three passengers, which all of the passengers at in the i of the car, one seat being behind of the car, one seat being behind of the car, one seat being behind th other two, and all being comfortable an roomy.

... L. G. Glicrist, the Philadelphia man-ager of the Fisk Rubber Company, spent last week at Chicopes Falls, Mass., at-tending the convention of District Man-

agers.

### "WE COURT COMPARISON"

Would you select friends for whom apologies are needed? Would you choose a car that entails explanations?

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and a solution of the solution

and and a solution

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Its location is in the centre of a alle radius having a population of (300 persons upon which to draw. eriptions to the speedway are pour-12,000,000 he in in such amounts that officers assert Support of the plan is already ascially strong in Pennsylvania and eighboring States.

### WHLL PREVENT FATALITIES.

The important engineering accomplishzent of constructing the curves of the meedway of solid earth embankments will lead to an avoidance of fatalities of other accidents. One of the purposes of the Philadelphia Motor Speedway As-Medation is to take every precaution to prevent the killing or maining of racers who risk their lives to break records.

Plans are being completed for the pactous clubhouse for the members of he association that is to form one of the important features of the big plant. The clubhouse will have the lines of the uld-fashioned New England farmhcuse, and 55,000 will be spent in its construc-tion. It will face the series of tennis Gurts and baseball diamond that are to be hum

structure will be two stories high will be one of the most thoroughly a will be one of the most thoroughly sipped clubhouses outside of any city the East. The first floor will form a lary for a swimming pool and aquatic mis can be stared for the benefit of members. Adjacent on the ground or will be the dining-room, the library d lounge. The second floor will be given us to a series of rooms for visitors to a spectway. speedway.

### FINE PORCHES AT HOUSE.

conservatory of size and a series of recovered porches surrounding the ding will be other pleasant features, diculturists will give particular atten-10 a series of terraces that will sur-ad the clubhouse.

The building itself will be 215 feet in The building itself will be 215 feet wide. The state and will be about 90 feet wide. There are now in such shape that it is ner likely that work will be started so that it will be completed for the opening went on the speculary. on the speedway.



and blow away. So light weight is inp-idly coming into its own. The visitor to the automobile show will find more evi-dences of the growth of the light-weight idea than ever before and in some of the most unexpected places. He will see ex-hibits of wonderful triumphs of mechani-cal designing and note that they lead toward lighter and still lighter weight.

toward lighter and still lighter weight. "That the modern automobile will closely follow the history of the horse-drawn carriages and the bicycle and eventually become lightened to a degree even now considered impossible has long been in the minds of many, but that this lightening would be pre-eminent at some of the places where it is now found was not foreseen. And the future undoubt-ed backs will worths successforms" edly holds still further surprises for us."

#### **OBJECTIONABLE GLARE OF AUTO HEADLIGHTS CAN BE STOPPED**

#### Motor Engineers Give Advice on Means of Adjusting Lamps

The annoyance and risk of glare may be overcome by the better adjustment of automobile headlights. This con-clusion was reached by the Standards Committee of the Society of Automobile Engineers at its recent meeting. The committee has recommended that

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"It is a brand new design throughout, and fairly bristles with features which are by no means confined to the power plant."

-Automobile Topics, December 25th.

"The Marmon in a number of respects establishes a new era in motor car. -Motor World, December 22nd. design."

"The car handles well. Not only does the engine possess that elasticity and smoothness which characterized the first half dozen cars of the world, but every control operates with small effort. -Motor Age, December 23rd.

"The new car is in every sense a luxury machine, yet it is 1000 pounds lighter than the great majority of automobiles of its class.

"It is a high-sided type with a high hood, and, if it is necessary to classify it, would belong to the Italian school of automobile engineering."

-The Automobile, December 23rd.

Prices \$2700 for three, four and five passenger models. \$2750 for seven passenger model.

Aside from the regular five and seven passenger models we are exhibiting three and four passenger close-coupled roadsters that will instantly appeal. You are cordially invited to inspect the new

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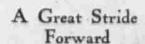
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Efficiency, strength and lightness are built into the Marmon motor.

Two factors of importance are the Lynite Aluminum monoblock motor casting and the Lynite Aluminum pistons.



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