

KING APPLAUDS HUDSON DRIVER
Spanish Ruler's Sporting Blood Quicken by Carreras' Daring
RACED ON TOP OF WORLD
Super-Six Six-Car Is First Up Tortuous Mountain Course

(By Special Cable to the Evening Public Ledger, Barcelona, Spain, March 15.)—It was in the gray of the dawn, beside a little wayside shrine, a remnant of the past, stood an aged priest in full vestments, a crucifix uplifted in his hands. In the dusty road before him, to the shrine-covered men sat with bowed heads in a low-hung, powerful racing car. The priest's lips moved in silent blessing as he stepped close to the car to allow each of the occupants to kiss the crucifix. Then he moved back and, with a sudden roar, the great engine woke. There was a clash of gears, and the car vanished in a whirl of dust, its exhaust echoing from the mountainside like the thunder of a battery of heavy artillery. Hardly had the din subsided when another car rolled up out of the mist, and the ceremony was repeated. Twelve times this happened. And, as the car disappeared up the tortuous road way, it left the priest surrounded by a little group of peasants, their brilliant-eyed headresses offering a strange contrast to the somberness of the scene.

Swiftness With Death
 For it was the very heart of medieval Spain, the sunny land of the Crusades and the grandees, and these representatives of a bygone age were paying a tribute at the feet of supreme speed and endurance as exemplified in the finest creations of the foremost automobile engineers of two continents.

The great Partridge Mountain race, the premier event of the year in all Spanish motorism, was being run. With the sun not yet in sight twelve great speed creations were hurling themselves along the treacherous, winding road, through a dangerous mist, toward the peak of Partridge Mountain. Breathlessly the little group of men and women at the foot of the shrine waited, peering intently upward to see the rising sun paint the top of the mountain a dusky, blood-red. A man at a roadside telephone turned. "Loss is out," he said. "Car went over a turn. Mechanic killed." There was a sob in his voice. "Jose, who drove a high-powered Italian car, was a popular favorite with the villagers."

King Wires Congratulations
 Silently the seconds passed, and, before the contest was half finished, only five cars were left, the others being strewn in splintered heaps of wreckage along the treacherous road. It was a saddened little group at the shrine which waited the final result which came from the watcher at the telephone after the time of the contestants had been computed.

"Luis Carreras, in Hudson Super-Six," he shouted, and a ripple of cheers greeted the sun, visible for the first time through the mist. In winning with a stock car, the only change in it having been the use of a special body, Carreras had broken all records for the course by thirteen kilometers. Carreras reached the top of the mountain in thirty-five and three-fifths minutes at an average speed of 121 kilometers an hour.

In recognition of the feat King Alfonso had his chief secretary send Carreras a letter, which said:

"I have had the honor to convey to his Majesty the news of your victory and he has specially charged me to convey to you his congratulations on having won the race with a Hudson Super-Six."



LOUIS CHEVROLET
 Famous racing driver and head of the Chevrolet Motor Company, who is attending the eighteenth annual automobile show here.

CHEVROLET PRAISES AMERICAN'S MERITS

Famous Racing Driver Finds Dependability and Power in "Six"

Hailing from the four corners of the country, a little group of professional drivers of racing cars met at the opening of the auto show. Naturally they "talked shop" and as a matter of course the conversation drifted around to the problems encountered on the speedway. This led to a discussion of the merits of various machines and as to what one characteristic above all else was essential to a really good car. On this point they all agreed that balance was the prime requisite, for at high speeds and on sharp turns a motorcar must look to its distribution of weight for down-right roadability.

At this stage of the conversation they paused in front of the American Motors Corporation exhibit where Louis Chevrolet, internationally famous automobile designer and vice president and chief engineer of the concern, was explaining the merits of the American Six to a group of interested motorists.

"So you boys agree on the importance of balance," Mr. Chevrolet, who had overheard the discussion, said to the drivers. "Well it is this exact distribution of weight which is the outstanding characteristic of the new American Six. Balanced to the last fraction of a pound over its four wheels, the American was built to hold the road. This is an elemental feature of its design, which offers, as a by-product, economy. It means that the wear and tear of every driving strain is evenly divided throughout the whole machine. Each part wears exactly as it was intended to wear—each part lives its maximum life. The American is the car of low

up-keep costs an essentially as it is the car of safety.

"Every detail of construction is a recognized leader in its field; and in the American you find these standard units assembled and co-ordinated into one complete and efficient piece of engineering.

"As the American comes over the brow of a hill, you get the impression of style linked with strength. There is a simple ruggedness of design about the front of the car that implies a wealth of power and dependability. It is a quality that gives a real pride of ownership, backed by the sure knowledge that the car has the stamina to live up to its appearance. In the American a smart exterior is the birthright of the quality within and not merely a deceptive cloak to conceal hidden weakness.

In line with the company's policy of obtaining the best engineering talent the country affords, the American Motors Corporation has secured the services of L. P. Rife, formerly super-

MILE-RECORD HONORS TAKEN FROM GERMANY

De Palma, in a Packard "12," Lowers Time Credited to a Blitzen Benz

Germany's name has been wiped off the automobile racing record book by the exploit of Ralph De Palma, who, in a Packard twelve, dashed over the mile mark on the straightway Daytona, Fla., course in 24.03 seconds.

The previous record was made by the late Bob Burman, who, on April 23, 1911, drove a Blitzen Benz over the same course in 25.46 seconds.

De Palma's record was made February 12, 1919. His speed was 149.72 miles per hour.

This is better than twice as fast as the first record established on the Ormond beach in March, 1905, when Alexander Winton, in his famous "Bullet," did the mile in 52 1-5 seconds. At that time the straightaway mile was held at 21 4-5 seconds by Henry Fournier, made on the Coney Island boulevard. Rightfully the honor of being the first to hang up a world's mark on the beach belongs to W. K. Vanderbilt, Jr., who drove his Mercedes in 29 seconds in January, 1904. This flight was responsible for the establishing of the Vanderbilt Cup road race, for the new record holder, enthused over the new sport, offered for competition a cup which later became a classic.

After Vanderbilt came H. L. Bowden with a double-engined 120-horsepower Mercedes, who, on January 28, 1905, cut the mark to 31 1-5 seconds. Then steam came into its own and the A. A. A. took toll of the remarkable spurt of Frank Marriott in a Stanley steamer, who dropped the mile to 28 1-5 seconds, equal to 137.66 miles per hour. Barney Oldfield, in the Blitzen Benz, cut this to 27.33, or 131.76 miles per hour, on March 14, 1910. Then came the performance of a number of Cadillac cars used to relieve the railroads on a French mail run out of Paris. The length of the runs varied from 150 to 200 miles. These cars effectively demonstrated their endurance in making the runs day after day and month after month, averaging fifty-five miles an hour.

Paris Mail Service

Not the least of the examples of Cadillac dependability in France was the performance of a number of Cadillac cars used to relieve the railroads on a French mail run out of Paris. The length of the runs varied from 150 to 200 miles. These cars effectively demonstrated their endurance in making the runs day after day and month after month, averaging fifty-five miles an hour.

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Consignee's Papers Will Be Sent to Ships at Sea, Averting Losses

Invention of an entirely new type of airplane, by its adaption to the needs of shipping, soon will make it possible for consignees to leave port as soon as they are loaded and cleared without the frequent delays due to the late arrival of mail.

Great inconvenience and financial loss to cargoes often is caused when ships have to wait in port for the consignee's papers. Perfection of the Christmas "Bullet," a biplane capable of developing great speed, will remedy this condition, according to Automobile Topics, which in its current issue has this to say:

"This problem has now been solved by the Kerr Steamship Company, by the use of the airplane and so thoroughly does this company believe that this will prove a practical method out of the difficulty that it is about to operate a fleet of planes, among them the Christmas "Bullet," which is a strutless and wireless biplane said to make a speed of 170 miles an hour. These will be able to deliver mail from twenty-four to thirty-six hours after the ship leaves port, the mail being carried in waterproof sacks and dropped on the deck of the boats by pilots who have learned the gentle art of bombing.

"The Christmas "Bullet" is a biplane designed by Dr. W. W. Christmas and made by the Cantelver Corporation, 225 Broadway, New York city."

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See the New Sedan at the Show, Space No. 20.

Standard Steel Car Co., Pittsburg, Pa.

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