

Who's Who Along Automobile Row

This is W. J. HOUP, who puts Reo Speed Cars on the street and has a way of making many friends among the purchasers of Automobiles.



AUTOMOBILE LETTER

By BARNEY OLDFIELD

SOMETHING ABOUT DRIVERS AND CARS OF THE 1923 RACING SEASON

Racing this year is going to be a lot faster than it was last year. Records will go and we shall see some new drivers come to light. At present there are between 200 and 300 registered drivers in this country and of this number about 30 have gained some prominence on the speedways. It is the speedway racing that brings out the best there is in a driver because these races are generally for distances of 150 miles and more at high speed, while the dirt track races are short and at lower speeds. Dirt track racing though is very difficult and if a driver comes through a dirt track season with any glory and money he has done a big job.

There are a great many good drivers throughout the country, whose names do not get on the front pages of the newspapers because they cannot get hold of a fast car and get into the big money races on the speedways. These men, or I should say, boys, since most of them are, eventually get to the top. Murphy, the present title holder was once a pit mechanic, then seat mechanic for Rickenbacker. Milton started from the ranks. De Palma is the real daddy of them all, having been engaged continuously in racing longer than any other driver. Most of the present crop of drivers are young men who "love" the game. With little capital they go into dirt track work, because the cars do not have to be so fast and the races being short there is little chance of the car breaking down. The wrecking chance is high though.

In some cases the driver owns his car outright, in some cases he leases it for the season and keeps the winnings and in other cases he drives for the owner of the car on a percentage basis. Few drivers own their own cars, because of the high cost of racing vehicles. A speedway racing car properly built may cost \$20,000 with a complement of spare parts. A car requires a driver, mechanic and in addition, a pit crew to help put the car in condition before the race. Supplies such as tires, fuel, oil, etc., must be bought.

1922 CHAMPIONSHIP STANDING

	TOTAL
Murphy	3420
Milton	1910
Hartz	1788
Elliott	875
Hill	459
Hearne	393
Wonderlich	375
Sarles	280
Cooper	260
Mulford	255
Klein	229
De Palma	160
Thomas	124
Haibe	109
Fetterman	108
Wilcox	50
De Paolo	43
Alley	35
Miller	25
Vail	21

Koetzler	19
Shafer	17
Morton	15
Melcher	5

Those drivers with few exceptions will be seen on the speedways this year some driving brand new cars, others driving rebuilt cars of last season. The speedway races call for cars of certain piston displacements. So far the Indianapolis race is the only one that calls for cars of 122 cubic inches. This is very small. Some races are for 183 cubic inch cars. A Ford has a displacement of 176.7 cubic inches so you can see how small the 122-inch cars are.

The speedier cars this year are going to be the eight-cylinder-in-line. Such a car won the championship last year and the first race of the 1923 season was won at record-breaking speed in a straight eight. These engines have a bore of around 3 inches and run at speeds of 4000 revolutions per minute. In one case the engine is capable of running at 5000 revolutions per minute which is about the highest that has been attained in gas engines for commercial work.

Europe is sending over some 122 cars for the Indianapolis 500-mile race, but Miller and Duesenberg in this country have already shown the foreigners a new speed standard. Duesenberg sent Murphy to Europe in 1921 and the little Irishman won the French Grand Prix, the French almost refusing to give Mr. Duesenberg the medal. It took a lot of correspondence and a lapse of more than a year for France to produce the medal. It was the first time an American had won the race.

This year there are six speedways at which important events will be held. They are as follows:

- 1923 SPEEDWAY RACES
 Indianapolis Motor Speedway, Indianapolis, Ind., 2 1/2 mile brick track, 500 miles; Los Angeles, Calif., Speedway, 1 1/4 mile board track, 250 miles; Fresno, Calif., Speedway, 1 mile board track, 150 miles; Tacoma, Wash., Speedway, (approx.) 2 mile board track, 250 miles; Sonoma County Fair, Cotati, Calif., (Santa Rosa), 1 1/4 mile board track, 50 and 100 miles heat; Kansas City, Mo., Speedway, 1 1/4 mile board track, 300 miles.

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Sporting Reminiscences of William A. Brady

As Told to George B. Underwood

CHAPTER XIX—Continued

The Men in the Corners

Delaney, McVey, Jeffries and myself were in Corbett's corner. Martin Julian, Fitzsimmons' manager and brother-in-law, Dan Hickey, who became boxing instructor at the New York A. C. upon the death of the late Mike Donovan, and Jack Stelzer, who gave up firing on a railroad in the East, and went West to become a fighter, handled Fitzsimmons.

For six rounds Corbett, with mastery skill and science, made a chopping block out of the smaller man. Bob that day only weighed 157 1/4 pounds, ten pounds less than publicly was announced. Fitzsimmons could not evade Jim's lightning left and his crossing rights. Corbett baffled Bob with his dazzling footwork, his rapid feints, leads, blocks, ducks, and counters. The Cornishman landed himself occasionally, but never with much effect.

By the sixth round, Fitzsimmons, who had been bleeding like a wounded boar, was redder than a Nevada sunset. His lips were bruised and bleeding, eyes puffed and swollen, and his face severely cut and lacerated. Midway of the round Corbett drove a right to the body in close, and Fitzsimmons sank to his knees.

I watched him closely. I saw him coolly clear his throat of the blood that he had swallowed and squirt knowingly at his wife, who sat in an arena box. He staggered to his feet at the count of nine. We shouted to Corbett that Fitzsimmons was feigning and to look out. A little later the gong rang. Bob's knees knocked together and he staggered to his corner.

The betting, which had opened with Corbett a 10 to 6 favorite, went up to 10 to 4 at the end of

the sixth round. No man ever appeared a surer winner than the champion. But neither Delaney nor I was fooled by the strategy of the wily Fitzsimmons. We warned Corbett to keep on the alert, for Fitzsimmons was strong as a bull.

Despite our warning, Corbett was little prepared for the Cornishman's opening rush in the seventh round. Jim scarcely had his hands up when the supposedly weakened Fitzsimmons, fresh as a daisy, was upon him with a hurricane of blows. After an exchange, Corbett danced away, but a few seconds later, Fitzsimmons succeeded in sliding in close, and, working his famous shift, drove a left to the stomach.

I saw Jim's abdominal muscles contract spasmodically. His face grew ashen white. But by a superb display of ring poker, Corbett covered up his hurt and stalled and fiddled around until he got his wind back. Only a real champion could have turned off the effects of the blow as Jim did in the seventh round at Carson City.

That blow in the seventh round, however, was the turning point of the fight. In ever increasing spurts, Fitzsimmons succeeded in tearing in close and reaching Corbett with lefts and rights. Corbett slowed down and weakened. The end came in the fourteenth when Fitzsimmons laid Corbett low with the same kind of a blow with which he so grievously had hurt him in the seventh round—the punch to the solar plexus.

This time Corbett could not call enough stamina and reserve together to weather the blow and he sank to the canvas in agony. Game as a bulldog, Jim crawled to the ropes and tried desperately to pull himself up. The spirit was willing, but the flesh was weak.

The champion still was on the floor when Referee Siler's hand

came down on the fatal ten that proclaimed Corbett champion no more, and crowned Fitzsimmons as his successor.

In an endeavor to save the title I rushed into the ring and questioned the correctness of the count. Naturally it was without avail. Crazed with pain and disappointment over the loss of the coveted championship, Corbett, as soon as he got to his feet, attacked Fitzsimmons. For a few seconds the place was a bedlam. The men finally were pulled apart and we led Corbett from the ring.

It was a gray day for Corbett and myself. The championship was gone. The receipts, forty-four thousand dollars, were disappointing, doubly so, considering our treatment by Dan Stewart over the moving picture privileges, of which by the original contract, Jim and I were given full control. I already have told you how we finally agreed to accept twenty-five per cent. of the pictures, but never received the full amount due us.

Every cloud has a silver lining. If Corbett never had fought Fitzsimmons at Carson City I never would have discovered my second world's champion, James J. Jeffries.

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