

RACER RECALLS HIS FIRST REAL THRILL

Tommy Milton, Speed King of World, Tells Story.

DAD'S CAR APPROPRIATED

Youngster and Three Others, With "Circus" Car, Make Long Trip to See Great Race.

Tommy Milton, acknowledged speed king of the world, and winner of the 1921 racing championship of America, has told the story of his first thrill over the finishing line in the Indianapolis speedway classic; he has been the hero of many hard-fought races on other tracks, and he holds the distinction of having traveled faster in an automobile than any other human being, when, on the beach at Daytona, Fla., he hung up his record of 154.6 miles an hour, but for real thrills none of the contests that have brought him fame and money can compare with the first race he was ever in. Here is the story:

Back in 1909 when Tommy, residing in St. Paul, was a little fellow of not quite 16, and his older brother, Homer, was approaching 18, they conceived the idea of seeing the first speeding contest at Indianapolis, the pioneer speedway event in this country.

Clifford Carling, son of the late W. G. Carling, one of St. Paul's best-known sportsmen, and Clarence Magnus, now of St. Paul's municipal garage, were associated with them in the project, but none of them could induce his parents to loan them the family car for the journey.

Dad's Car Nominated.
Though their relatives failed to warm up to the great project, the boys planned to go, nevertheless, and it was decided that the Oldsmobile runabout belonging to Tom's father should take the party down. This car could not accommodate four boys, so Clifford volunteered to attach the rear seats of his father's Pope-Hartford to the back of the Oldsmobile.

Tom's father suspected that his car might be impressed into service without his knowledge and for some time before the time the boys intended starting he took the precaution to fasten his car securely every night, using a logging chain and an enormous padlock for the purpose.

This did not prevent the boys in the least and they went quietly ahead with their plans.

At midnight, three days before the date of the big race, the boys crept silently into the Milton garage, where Tom and Clarence proceeded to file the logging chain. Clifford and Homer had brought the rear seat of the Carling car and, while the others were filing the chain, they attached it to the Oldsmobile, with straps, wires and ropes.

It was 3:45 when the car finally snapped, and 15 minutes later the party stole out of the garage without awakening anyone in the Milton household.

Tom was at the wheel. He drove through Hudson, Wis., and was well on his way to Milwaukee at noon the next day when the first stop was made for refreshments and to replenish fuel.

Here it was discovered that in the general excitement none of them had remembered to bring along any money beyond such small change as they had in their pockets. A hurried inventory brought to light \$5.30 and no more. The midday meal was therefore restricted to crackers, cheese and cold water, but the tank of the car was filled with gasoline.

That night they slept on the car cushions in an open field, and early the next morning they pulled into Chicago.

The car was taken to a garage, and while it was being looked over a member of the Chicago Automobile club happened in and stood gazing at the strange outfit, the body and front seat of which was a bright red and the rear seat a glaring yellow.

"It sure looked like a circus car," says Cliff Carling, "and it still makes me laugh every time I think of its odd appearance."

The auto club member questioned the boys, and when he learned that the lads, none of them more than 17, had practically stolen the car for the purpose of taking in the speedway race, he took them over to the club, where they were royally entertained. The "eats" problem was solved there and then.

Boys Join Big Party.
It happened that 15 cars filled with club members were to start by road for the race that afternoon, and the boys were invited to go along as guests of the big party. It may be surmised that they were not in the least bashful about accepting.

On the way to Indianapolis the caravan was delayed in various ways until suddenly the leader of the expedition discovered that it was not at all likely that any of them could reach Indianapolis in time to see the contest. The run developed into a race from that moment, and the cars hustled through as fast as they could without any attempt to keep together.

Tommy finished second in this race, being beaten out by just one car, an enormous machine that should have left him 40 miles behind. Altogether about 30 of the cars arrived in time to see the start of the big speedway classic.

Tommy's skill in bringing his car in as he did, made the St. Paul party bigger heroes than they were before. They were put up at the Indianapolis

RUNAWAY TOUR GAVE TOMMY MILTON THRILL OF LIFETIME.



BACK IN 1909, WHEN PRESENT SPEED DEMON, IN DAD'S CAR, DASHED WITH BOY PALS TO FIRST INDIANAPOLIS RACE.

The picture above showing Tommy Milton at the wheel of his dad's old-time bus, has never before been printed. It shows the world-famous automobile driver, winner of the 1921 automobile racing championship of America, starting on his journey to the first Indianapolis speedway race back in 1909. Tom is at the wheel, looking as sober as a 16-year-old boy can look. Beside him is Clarence Magnus, 17, while in the rear seat, left to right, are Clifford Carling, 16, and Homer Milton, Tom's older brother, who was dean of the party, nearly 18 years old.

shown at the auditorium by Mitchell, Lewis & Staver is the Mitchell sport car, a handsomely finished car with all the latest comforts known to the industry.

The Mitchell and the new Jordan will constitute the big Mitchell, Lewis & Staver display at the show this year. The new Jordan, although brought out late last fall, still commands interest as possessing a number of new and distinctive features.

Edward S. Jordan, head of the Jordan company at Cleveland, O., was one of the few makers of standard automobiles to bring out a new model in 1921, and the car was introduced to the public in November.

One of the departures in Jordan's new car, which in design is very similar to past models, is the use of a new and exclusive motor. This motor has been in process of development in the Jordan plant for the past two years. It is of the L head type with cylinders 3 1/2 by 4 1/2. Head gears are replaced by silent chain, easily adjusted from without. A new combined splash and force feed oiling system is employed and the water pump, generator and other accessories are rearranged for accessibility and quietness. The crankshaft in the new Jordan motor is said



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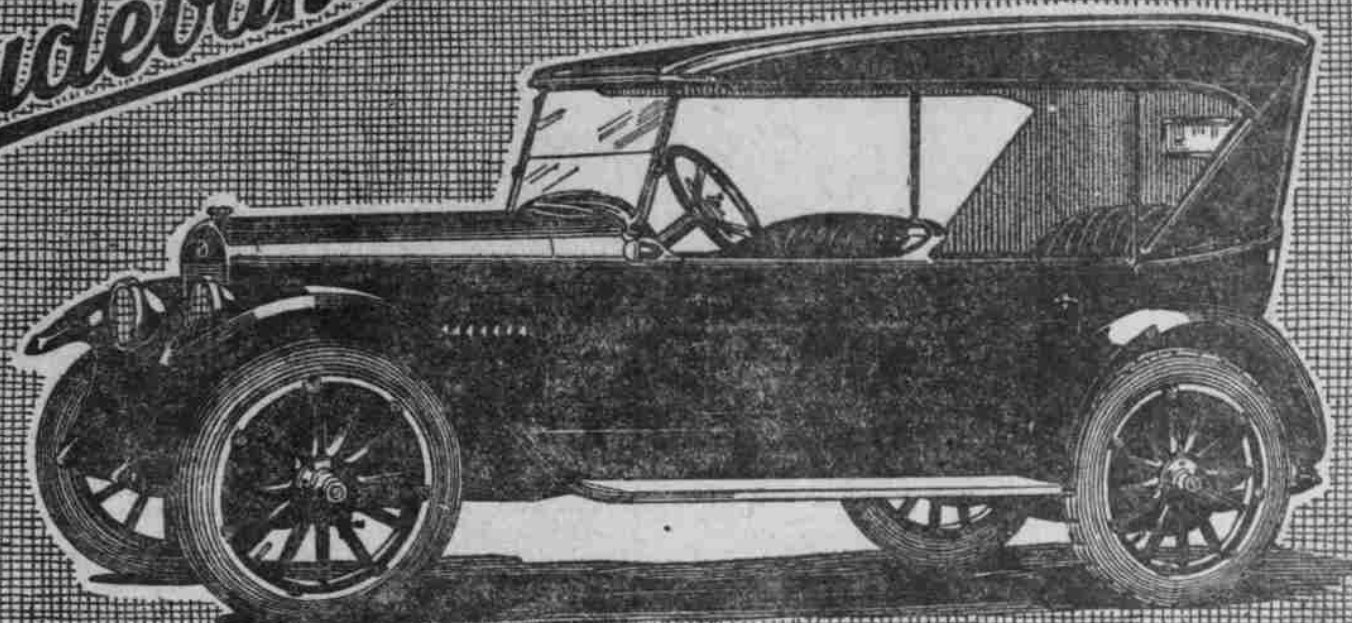
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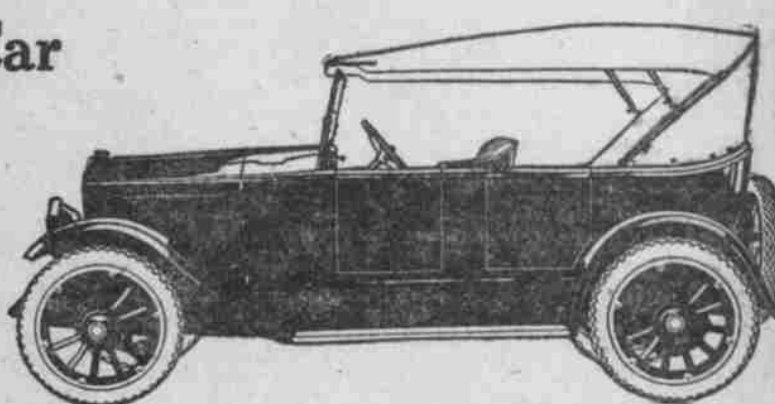
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