

SPEEDWAY ALMOST READY FOR RACES

Brick Pavement at Track Being
Laid by Small Army of
Workmen.

NEXT EVENT IS DEC. 11

Speed Trials Scheduled for This
Date Attract the Famous
Drivers.

Rapidly the Speedway is being made ready for the record trials to be made Dec. 11 and the army of men which swarms like bees over the course, perfecting what will be the fastest track in the world, is taking advantage of the good weather of the last few days and all of the work is nearing completion. The brick track, built of Culver paving block, laid on a concrete foundation, and all of the other improvements will soon be ready for the dashes of gasoline heroes of the highest class that will assemble here to make records.

Louis Strang, present holder of all short American track titles with his big 120-horse-power Fiat, which was driven by Nazarro on the Brooklands track, England, at the rate of 128 miles an hour, and which won all of the events at the recent Atlanta Speedway opening up to ten miles, will be but one of the lot of speed monsters that will grace the surface of the Motor Speedway during the coming record attempts. Walter Christie, maker of the fast front drive machine, is already in the city and in quarters at

Jeffries and Party



E. A. MOROSS, JACK McCORMIC

MICHIGAN ENTERS RACES

STATE TO BE ON AUTO MAP

GREAT MOTOR CLASSIC PLANNED FOR

NEXT JULY BEFORE OTHER RA-

ten miles, will be but one of the lot of speed monsters that will grace the surface of the Motor Speedway during the coming record attempts. Walter Christie, maker of the fast front drive machine, is already in the city and in quarters at Fisher's garage.

Christie is awaiting the news from Director of Contests E. A. Moross to come to this city and take a fling at the marks that now stand as epochs in auto racing. To get the best possible speed out of his monster Christie must ride on a smooth track, and the news that the Speedway surface was of the billiard table finish has made the great inventor enthusiastic over the possibilities.

Strang Will Attend.

Strang signified his intention of coming to the Indianapolis record events when at Atlanta and in a talk with A. C. Newby, one of the management of the Speedway, said he would be here when the track was finished. Strang is one of the most enthusiastic drivers in the game in regard to the local Speedway and can be counted on to be one of the contenders for high honors at all of the Speedway meetings.

The Hemery Benz, a 200-horse-power machine built by the Benz Company of Germany and driven by Hemery in a test at the rate of more than two miles a minute, will also be here for the contests. Either George Robertson, champion road race driver of the country, and probably one of the best men in the world behind the wheel of a machine, or Barney Oldfield, who now has the fast Benz car, will have this machine and will be here for the trials. It is the hope of the Benz following that the car will be able to again capture the American records from the big Flat, and again be crowned the fastest car in America, a distinction that it was in possession of before the Atlanta races.

The Nationals and other fast cars that will be here to go after the longer records will be piloted by men of the caliber of Aitken and others who did excellent work in all of their late attempts on the circular roadways. The Marmons, which have been successful in their late attempts, will also be among the contestants and many other makers will enter cars to compete for the race records in distances greater than the big cars will travel.

Finishing the Stands.

The new stands, both the field stand and the additional grand stand, are being finished completely and will be ready for the opening, which will be very auspicious. When this is held the track will be completed to the minutest details and everything will be made ready for the gala day.

All of the modern appliances for protection of the public from accidents have been made since that last meeting, and concrete railings and gradings are ar-

GREAT MOTOR CLASSIC PLANNED FOR NEXT JULY BEFORE OTHER RACING EVENTS ARE SCHEDULED TO TAKE PLACE.

Michigan intends to enter the automobile road racing field next year on a large scale. It is planned by the Wolverine motorists to stage a motor classic equal in importance to the Vanderbilt Cup contest. The present idea is to have the event staged in July. This will give about eight months for preparation.

The Michigan State Automobile Association and the Grand Rapids Automobile Club will work together on the project. The city of furniture figures in the doings because of the fact that it will very probably be the scene of the contest. If the race is not staged through the outskirts of the city it will be held in the immediate neighborhood.

July Best Season.

July has been selected as the proper time for two reasons; first, it will bring the race before any big Eastern event and, second, it will give the promoters plenty of time in which to arrange their schemes. It is said that many men prominent in the auto racing game have consented to participate in the meeting.

When this project for a big road race is taken into consideration with the proposed Detroit motordrome, it certainly looks as though the Wolverines were determined to place their state very prominently on the motor car racing map. It is planned to embody the best features of the Indianapolis and Atlanta Speedways in the district circuit. The launching of the road race project makes it probable that next July will see the opening of the Detroit Motordrome. There is every reason to believe that the inaugural of the speedway will be made to coincide with the Grand Rapids road race.

GIVE WATCH TO HARRY BILL

Chalmers Drivers Present Handsome Gift to Contest Manager.

Following a week of most successful racing at Atlanta the Chalmers-Detroit racing team, consisting of Joe Matson, Lee Lorimer, Billy Knipper and Bert Dingley, gave their contest manager, Harry L. Bill, a dinner and presented him with a handsome gold watch.

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All of the modern appliances for protection of the public from accidents have been made since that last meeting, and concrete railings and gradings are arranged so that a car can not go off the track and injure any of the spectators. The concrete railing, eighteen inches in thickness, has been laid on the outside edge of the track and a car will have to smash through this to get to the public.

The inside will be graded smoothly so that a car can run off at any place on the track without injury to the occupants. This is a feature that the Indianapolis track will have alone. All of the other race courses have been built on grounds that are not level enough to provide this feature, which lessens the percentage of danger to the drivers.

The manufacturers have been invited to attend the meeting and Director of Contests E. A. Moross is fast shaping things to make the trials the fastest and most complete ever held. Everything from one kilometer to 1,000 miles will be attempted and after the meeting Indianapolis will likely be the premier racing city of the world.

Director of Contests Moross has also written the secretary of the Brooklands track, in England, about the records that are held there and these will be gone after as well as the Atlanta marks.

NO CALICO.

Cleveland Leader.

"You women love to see yourselves in print."

"You know a heap about us! Print, indeed! Silk for ours!"

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In presenting the watch Bill was informed that it was given him because he "was such a grouch all season."

Probably Bill was a grouch, but he has made himself one of the most successful contest managers in the country. The officials of the Chalmers-Detroit Company give him much credit for the success which followed the "blue birds" all season, and the racing drivers are equally unstinted in their praise. But they like to tell Bill he's a grouch, chiefly because it takes hard luck to bring out the best in Bill. When he's winning his men don't need cheering up and there isn't so much to do. Bill hates idleness.

FRANCE MECCA FOR TOURISTS

Number of Foreign Cars Passing Through Country Increases.

The number of foreign tourists who pass through France each year is constantly growing. A study of the subject has been made by a Paris paper, which prints some interesting and illuminating facts regarding it.

There are so many doorways into France that it is practically impossible to determine accurately the number of automobilists who annually pass through for the purpose of touring over republican highways, it says. Such figures as are available, however, show that the touring season just closed brought a larger number of automobile visitors from America and England than any preceding year.