

RECORD TRIALS TO BE NEXT FEATURE

Speedway Management Hopes to Give Attraction on the New Track Nov. 1.

VANDERBILT RACE NO BOTHER

Will Not Interfere With Events to Be Held at World's Famous Course.

The management of the Indianapolis Motor Speedway is making elaborate plans for its next automobile attraction, which will be in the form of a series of record trials over the fast brick surface now being laid and which experts agree will be the fastest thing in the world, not barring the famous sands of Florida.

Nov. 1 is the present date planned, and as the types of cars for record trials are naturally barred from such events as the Vanderbilt Cup and stock car races it will not interfere with that event by its close proximity to that date.

The Speedway will present a new appearance with its vitrified surface to any track heretofore constructed, and its cost will surpass that of any equal stretch of pavement in the world.

All the stars in the racing game will be invited to participate and many manufacturers have signified a willingness to attend the meet. The new Warner timing device will be installed for this particular occasion and all marks from the kilometer to 500 miles will be swept, no doubt, by the boards over the new course.

The American Automobile Association

motorcycles as well, and both the short distance as well as the long distance marks probably will receive a severe setback. Father time will sheath his scythe as the marks which have been made mile stipes at the recent meet are mowed and clipped away. At that time the proper surface for speed promises to be definitely determined. A new speedway will spread like a panorama before the eyes of the spectators, for not only has a new track been constructed, but the improvements that are to make the Speedway the safest as well as the fastest, have been made.

The record trials will conclude the Speedway events for 1909 and preparations for the 1910 meets will be started at once. There will be six events for automobiles for 1910, all of them from two to three days for each meet, among them being contests for the Wheeler-Schebler trophy, the Prest-O-Lite trophy to be won a second time, the G & J trophy, an additional gold-plated automobile for 1910 for the fastest time made during the year, and the Remy Grand Brassard.

Other Prizes, Too.

These will be only a few of the costly prizes that will be given, as several manufacturers have requested the privilege of offering prizes, and the Speedway management expects to give from \$15,000 to \$20,000 in cash to be divided during the season. This does not include the cash and trophies to be given for the aerial carnivals, of which there will be three during 1910, using balloons, dirigibles and aeroplanes, for which from \$15,000 to \$20,000 in cash will also be given with a trophy list that will make the cash and trophy value for 1910 amount close to \$100,000.

Road runs and tours to the Hoosier town will be encouraged and Indianapolis promises to become the automobile speed center of the United States.

Negotiations are now pending for the Olympian games to be held at the Speedway course in a few years, as it is necessary to bid for the great Olympian four years in advance. An elaborate clubhouse is about to be built in the grove at the upper end of the course. A boulevard of crushed stone has been built to that point and the work will be taken up at once.

The additional grand stands have been completed, while all the improvements excepting the final finish of the vitrified surface to the track have been made. The bricks are being placed at the rate of 120,000 per day, so that the end of this work is now in sight. The entire track has a cement curb that extends eighteen inches below the surface of the track to prevent the frost effecting the surface, and with the entire grade raised twelve inches on the pole to eighteen inches on the outside, with a tapering cushion to run on in case a car loses the course.

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All the stars in the racing game will be invited to participate and many manufacturers have signified a willingness to attend the meet. The new Warner timing device will be installed for this particular occasion and all marks from the kilometer to 500 miles will be swept, no doubt, by the boards over the new course.

The American Automobile Association will be asked to supply the officials and the affair will be conducted with the sanction of the governing body.

Stars to Take Part.

Most of the stars who attended the last events at the famous course and many others who did not compete are expected to take part, while the events will be classified and records will be attempted by each of the various classes of cars. With the feature events for free-for-all cars, as the fastest time from the kilometer, is sure to be carried off by one of the monster speed creations that will revel at the opportunity of being run wide open over a course capable of maintaining the highest possible speed that a motor car can possibly attain.

In addition to the record trials for automobiles, there will be record trials for

and time, the trophy, and the fastest time made during the year, and the Remy Grand Brassard.

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PROTECTING BRIGHT PARTS.

When a car has to be driven through the rain a lot of subsequent work and worry can be avoided if all bright parts are given a coat of vaseline or similar moisture resisting substance. With such a coating there is no necessity for wiping down and polishing all of the bright parts the moment you reach home, since the grease prevents the rain from spotting and tarnishing the metal work, while it may be readily removed at any time. Should any plated parts become tarnished they may be restored to their previous brightness by the use of any good polishing paste and a little liquid ammonia.

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