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SPEEDWAY HAS RECORDS

ECLIPSES OTHER COURSES

LOS ANGELES AND ATLANTIC EVENTS
DO NOT SHOW CLASS OF INDIANAPOLIS MEETS LAST YEAR IN CHASSIS ENTRY.

An examination of the records made at the recent meet on the one-mile saucer-shaped Los Angeles Motordrome shows that not a single stock chassis record made at either Indianapolis or Atlanta last year was lowered. The new marks produced by the machines at Los Angeles were for class C entries, which is in the free-for-all, unlimited weight division.

Motor racing enthusiasts from coast to coast were watching the performances on the Los Angeles mile track with much interest as they are anxious to compare them with the Speedway records. Only

the free-for-all events produced the new records.

Inasmuch as the speedways have been greatly improved since last year, it is thought by the close students of the automobile racing that the special speedway courses will produce the greater speed of the two styles of track. Of course, it required little effort to get the board track in the best condition possible while it is almost a necessity for a big two and one-half mile track to pass through one winter before it is in the best shape.

Has Best Surface.

Then, too, on the Indianapolis Motor Speedway the surface, which is of brick, with a general corrugation to prevent skidding, and minutely polished to save tires, is in much better condition this season than last.

E. A. Moross, director of contests at the Indianapolis Motor Speedway, believes that the Indianapolis track will more than hold its own with any style of course possible to devise.

He bases his assertion on the comparison of the records made at Atlanta, Indianapolis and Los Angeles. Moross is backed up in this by Harroun, Altken and other leading pilots who have handled fast cars on all three of America's special courses, and by the daring drivers who have essayed to win over the cement course at Brooklands, England.

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