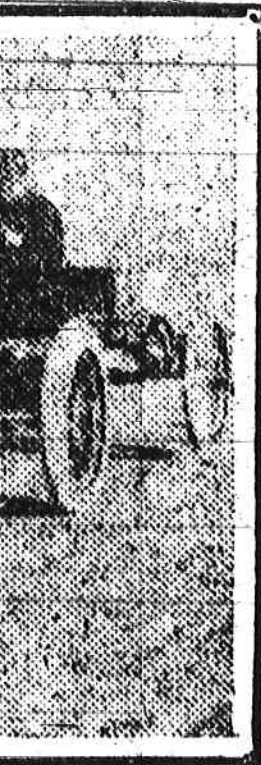


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SAY RECORD WILL FALL ON NEW TRACK

Drivers Expect to Travel at Rate
of Two Miles a Minute on Brick
Race Course.

SPEEDWAY READY FOR TRIALS

Strang, Christie and Hughes Seek
Honors for Races—Small Cars
to Compete for Marks.

With Lewis Strang's big Flat, holder of many world's records and reputed as the fastest car ever built, now in the city, and ready for battle, Indianapolis is certain again to hold the world's speedway records after the trials here Friday and Saturday Dec. 17th. and 18th. The giant phantom that literally has speed written on every line of its chassis is being turned up and made ready for the fray that will be the greatest it has taken part in since the completion of the craft.

The last week has been spent by the mechanicians of the fast cars, the Christie and the Flat, in arranging them for the speed trials that will show the mettle of the giant steel steeds. Hughie Hughes, one of the most best known men in the racing game and participant in many foreign meets of note, driving the De Dietrich, has been working with the Christie wonder and says the car is in the best shape that can be expected.

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"I am going to drive a quarter in seven seconds on that new brick course," said Hughes after seeing the level stretch and the high banked turn into which he expects to go at the rate of 126 miles an hour after finishing the fast quarter. "There is no reason why I should not be able to do this on that track which beyond all doubt has the Brooklands surface beaten by far. It is more level and that is all that the Christie car needs to be let out and permitted to go the fastest quarter ever traveled in the history of motor car racing.

Hughes in Short Events.

Hughes with a foreign grin and carriage is a typical gasoline hero and one of the kind whose heart and soul are in the car and race willing to take chances that show nothing but hazards in order to have their car be the fastest in the world. Hughes will take the Christie car through the short event and Christie will drive the kilometer and the mile and some of the longer events.

In the longer races Hughes has intentions of taking part with an American-made car, either the Buick or some other machine, and he will be one of the contenders for big honors on account of his ability as a driver. Hughes has driven cars for foreign and American companies since the inception of auto racing, and in the past he has been at the wheel of the Allen-Kingston in all of their large entries.

If Hughes is able to make a quarter in :07 Strang, with the big Flat giant, says he will go faster. "This car is one of the greatest machines ever built for speed, and without doubt it will have an excellent chance of retaining the present titles by lowering the marks that have already made it famous.

Sandellary, mechanic of the Giant car, has been working with it while it has been in quarters at Fisher's garage and he now has the car combed down and carried for the fastest time that it ever has been asked to make. He predicts that Strang will take the car faster than any time previous, and his look at the now completed brick surface makes him feel confident that the fastest time ever made will be on the Motor Speedway.

Speedway Open Today.

Strang will be in the city Tuesday and begin working out for the event, while Christie is also coming about that time. Both cars are now at Fisher's garage awaiting the time to be let loose and permitted to do their best on the new brick. Today the Speedway will be open for inspection and for the first time the public will be permitted to view the costly \$700,000 course. There will be no practicing crews on the track until the present weather subsides enough to make the



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In the stock classes events for limited cars, the National, Marmon, Cole, Empire and Maxwell have entered to go after events for their separate classes and each of the drivers expects to lower records in their class. Probably the best of the lot that have entered so far is Aitken, the young star of the National outfit, which has taken prizes in the fastest-classes at the local track and on other courses. Aitken is one of the rising drivers in the game and his first events of prominence were on the Indianapolis track, where he won several races and also lowered the world's record for the 100 miles with his big six National.

Since that time he has met with big success with his National Forty and he predicts that he will travel a quarter at the rate of 100 miles per hour on the new brick surface during the time trials.

Newell Molsinger has been working out his Empire racer and predicts that he will lower all records in his class during the coming trials. This is the first race that the Empire has taken part in, but Molsinger has driven in some races of note and is expected to pilot the car to the fore in its class. The Maxwell will also be a strong contender in its class and it is expected to make a good showing if in any event it does not get away with the records.

Hughie Hughes will probably have charge of the Buick to try for the records in its class and Hughes will have an excellent chance of getting away with some plums. His driving experience should stand him in good stead in these events, and from the confidence that he has in the speed of the track he should be able to make very good time.

Two Marmon cars have been entered for the Speedway trials at the close of this week. They will be driven by Harquin and Stillman and the Marmon people are setting great hopes on gathering in a long distance record. The Marmon has been peculiarly prominent in long distance and road racing this year. It won a number of races at the Indianapolis Speedway in August and was in remarkably good position to win the 300-mile race, had it been finished.

Marmon Won Road Trophy.

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Marmon Won Road Trophy.

It won the Wheatley Hills trophy in the Vanderbilt, making the 189 miles at a mile a minute without a stop. At Atlanta it cleaned up right handsomely, winning, among other things, the race for 120 miles. Harroun went the whole distance without a stop in the very fast time of 109 minutes, 26 seconds. The next week the Marmon was entered at New Orleans and cleaned up nearly everything there was, the long race being for 100 miles, which Harroun made without a stop on a circular mile track in 107 minutes, 14 seconds.

The Cole 30 entered in the sweepstakes is a new Indianapolis product in the field, but its 30-horse power, combined with very light weight, has given it such unusual speed that its makers have entered it in the Speedway trials Dec. 17-18. It will be driven by Endicott, who has driven a number of successful races in the past two or three years.

NEW JERSEY BARS MACADAM.

Will Hereafter Build Improved Highways
of Bituminous Material.