

ny.

# SPEED DEFIES COLD IN RACE FOR MARKS

Auto Drivers at the Speedway  
Break Six Records, Four of  
Them for World.

## EARS AND HANDS ARE FROZEN

Governor Marshall Lends Pres-  
ence to Events—Spectacular,  
but Accident-Free.

### *Features of Record Trials at Speedway.*

Not one serious accident.

Dedication of track since its having  
been paved at great expense.

All world's records for stock chassis  
cars from one to twenty miles broken  
by Johnny Aitken in a National. Time  
for twenty miles, 16:18:41.

New Indianapolis Motor Speedway  
mile record established by Louis Strang  
in his Flat. Time for mile, :40.61.

New American record for one-quarter  
mile established by Walter Christie in  
his Christie car. Time for quarter,  
:08.78. Rate of 103 miles an hour.

Newell Mojsinger in his Empire car  
hangs world's mark for cars in his  
class, 160 cubic inches piston displace-  
ment, by going twenty miles in time  
of 25:50.23.

Governor Marshall lays last brick in  
track.

Weather cold to point of great dis-  
comfort.

TO MAYOR

The first midwinter motor races in the  
history of the sport were conducted yes-

comfort.

# MAYOR

## NT RING

### FILL WITH ERS WHEN MOND

upon him un-  
representing him,  
he members of  
and the heads of  
of the city gov-  
r Charles A.  
oliness than has  
evening during  
entive of Indi-  
not "In" on the  
he party, and  
door bell of his  
street he was

s nothing com-  
e when George  
ifted the lid  
T disclosed the  
een bought for  
which the con-

ter—The under-  
red in our annu-  
y administration  
anapolis for the  
quest you to ac-  
as a slight ex-  
appreciation and

E. Cook, Fred-  
Bowen, James D.  
oston C. Truster,  
tine H. Miller,  
y Deane, Joseph  
ugene F. Harris,  
ohn L. Freeland,  
Cooper, Charles  
ppenhorst, John  
Thomas A. Win-  
lsidor Wulfson.

come.

was the mayor  
when he at-  
e wavered. But  
reputation for  
about the right  
ld not fall last  
fficials for their

of Indianapolis  
hat the present  
or them. A  
e administrations  
ot dare lag be-  
e credit for this  
I want every-  
of the admin-  
it for what he

The first midwinter motor races in the history of the sport were conducted yesterday afternoon at the remodeled Indianapolis Motor Speedway. In the face of the worst weather odds that fearless pilots ever confronted.

One feature stands out above all others, above even the records of one to twenty miles that Johnny Aitken, in his National, broke, and that is that death did not demand a single toll. Not only that, but there was not a single serious accident.

Every driver who nearly froze yesterday while defying the cold blasts of winter's whids to overtake him declares that the track is the best in the country.

It was a small but enthusiastic crowd that saw the racers off, and yet the attendance, considering the day, was a decided surprise. As a curtain raiser to the events Governor Marshall placed in position the \$500 gold-plated silver brick, which marked the completion of the resurfacing of the Speedway. The Governor spoke briefly, then the trials were on.

The main features, aside from the Governor's remarks and the fact that no serious accidents resulted, were:

The world's records established by Johnny Aitken in a National from one to twenty miles. His time for the entire distance was 16:18.41.

The fast mile by Louis Strang in his Fiat for one mile, that of :40.61.

The fast quarter of a mile by Walter Christie in his own creation, the Christie car, in the time of :8.78.

### Drivers Greatly Handicapped.

The drivers worked under a great handicap, owing to the cold. They experienced untold troubles with their lubrication, water and brakes. Many of the promoters tried to keep the trials from being held, but the drivers were too plucky for that. Not only were they nerved for the ordeal, but the crowd of men and women displayed unheard of interest in the events.

"Nothing on earth would bring so many people and get them to endure the hardships of this cold winter's day as this automobile race," remarked Fred Wagner, the starter, who is from New York. Many of the leading automobile manufacturers and promoters in the country huddled together in half frozen groups.

Many a driver sat helpless behind his wheel, after he had shut off the power that had been urging his steel creation, numb and unable to crawl out because of his suffering from cold. Johnny Aitken froze his ears, Strang froze his face, and almost every one froze their hands, but such trifles did not daunt them in their determination to break world's records, or

comfort.

# O MAYOR

## NT RING

### FILL WITH ERS WHEN MOND

upon him un-  
representing him,  
he members of  
and the heads of  
of the city gov-  
r. Charles A.  
oliness than has  
evening during  
cutive of Indi-  
not "In" on the  
the party, and  
door bell of his  
street he was

s nothing com-  
e when George  
lifted the lid  
I disclosed the  
een bought for  
which the con-

ter. The under-  
red in our ano-  
r administration  
anapolis for the  
quest you to ac-  
ns a slight ex-  
appreciation and

E. Cook, Fred-  
Bowen, James D.  
oston C. Trusler,  
tine H. Miller,  
y Deane, Joseph  
ugene F. Harris,  
ohn L. Freeland,  
Cooper, Charles  
ppenhorst, John  
Thomas A. Win-  
lsidor Wulfson.

### come.

was the mayor  
l when he at-  
e wavered. But  
reputation for  
about the right  
ld not fail last  
officials for their

of Indianapolis  
hat the present  
or them. A  
ce  
administrations  
ot dare lag be-  
e credit for this  
I want every-  
of the admin-  
it for what he

The first midwinter motor races in the history of the sport were conducted yesterday afternoon at the remodeled Indianapolis Motor Speedway, in the face of the worst weather odds that fearless pilots ever confronted.

One feature stands out above all others, above even the records of one to twenty miles that Johnny Aitken, in his National, broke, and that is that death did not demand a single toll. Not only that, but there was not a single serious accident.

Every driver who nearly froze yesterday while defying the cold blasts of winter's winds to overtake him declares that the track is the best in the country.

It was a small but enthusiastic crowd that saw the racers off, and yet the attendance, considering the day, was a decided surprise. As a curtain-raiser to the events Governor Marshall placed in position the \$500 gold-plated silver brick, which marked the completion of the resurfacing of the Speedway. The Governor spoke briefly, then the trials were on.

The main features, aside from the Governor's remarks and the fact that no serious accidents resulted, were:

The world's records established by Johnny Aitken in a National from one to twenty miles. His time for the entire distance was 16:18.41.

The fast mile by Louis Strang in his Fiat for one mile, that of :40.61.

The fast quarter of a mile by Walter Christie in his own creation, the Christie car, in the time of :8.78.

### Drivers Greatly Handicapped.

The drivers worked under a great handicap, owing to the cold. They experienced untold troubles with their lubrication, water and brakes. Many of the promoters tried to keep the trials from being held, but the drivers were too plucky for that. Not only were they nerved for the ordeal, but the crowd of men and women displayed unheard of interest in the events.

"Nothing on earth would bring so many people and get them to endure the hardships of this cold winter's day as this automobile race," remarked Fred Wagner, the starter, who is from New York. Many of the leading automobile manufacturers and promoters in the country huddled together in half frozen groups.

Many a driver sat helpless behind his wheel, after he had shut off the power that had been urging his steel creation, numb and unable to crawl out because of his suffering from cold. Johnny Aitken froze his ears, Strang froze his face, and almost every one froze their hands, but such trifles did not daunt them in their determination to break world's records, or

... dare lag be-  
credit for this  
I want every-  
t of the admin-  
dit for what he  
orking in such  
throughout the

for "any rough  
own themselves"  
ave way to Mrs.  
men who were  
guests in their  
dd it gracefully,  
back tears with

... was not to be  
informed his  
ome short talks.  
uperintendent of  
J. Mack of the  
Mayor Book-  
occasion to pay  
of the city gov-  
the Board of  
had been "hard-  
hit" of any de-  
d ending with a  
Vulfsen, who, he  
of city inspector  
s self-supporting

... arranged by Mrs.  
ening was given

## FATALLY GEORGIA CRASH

### Passengers, Die Near Depot

7.—Two persons  
ally injured when  
rain crashed into  
ear of a train on  
eam road at the  
day.

... stander of Harris  
... ader of Harris City.

... ket agent, Harris:  
... g to railroad offi-  
... ed rail, which pre-  
... t the Central of

Dec. 17.—The cor-  
... ng the Santa Fe  
... ying to learn what  
... n of money sup-  
... ed by Mrs. Alice  
... Conn., the only

Dec. 17.—Robert  
... journalist injured  
... Fort... yesterday,  
... al condition today.

## COAL-LADEN

... twenty steel cars  
... locomotive.

his suffering from cold. Johnny Aitken  
froze his ears, Strang froze his face, and  
almost every one froze their hands, but  
such trifles did not daunt them in their  
determination to break world's records, or  
at least make the attempt.

### Beats Record of Oldfield.

Strang in establishing a record for the  
Speedway for the mile, beat that made  
last summer by Barney Oldfield in his  
Benz, which was :43.6. Strang did not  
equal his world's mile record of :37.71,  
which he made recently at Atlanta in his  
Flat, but said last night that he is posi-  
tive he can lower that mark today.

In his last quarter of a mile Christie  
established an American record. He was  
going at the rate of 103 miles an hour.  
The fastest time made at Atlanta was at  
about ninety-six miles an hour.

Aitken not only broke the world's record  
for stock chassis cars in his own class;  
but of the larger class of cars. Aitken's car  
is of 301 to 450 cubic inches piston dis-  
placement. In this class he broke the  
twenty-mile record of 16:24.17, made by  
Chevrolet in a Buick at Atlanta. In the  
next stock chassis class, that of 450 to  
600 cubic inches piston displacement, he  
broke the record of 16:27.79 made by  
Robertson in a Flat at Atlanta. Thus  
Indianapolis built her own track, made  
her own cars, invited the world and beat  
it, with a local driver, for these dis-  
tances.

A world mark was made by Sewell Mot-  
singer in his Empire car with a displace-  
ment of 160 cubic inches. He made twen-  
ty miles in 25:50.23. This is also an In-  
dianapolis-made car, and was given its  
first trial on a race track yesterday, as it  
has been on the market but a short time.  
Even at this high rate of speed this light  
creation of steel and gasoline did not do  
as well as it had been timed during prac-  
tice.

Motsinger was the first man on the track  
for a trial record. This was an exact re-  
versal of the printed program and was  
done in order to permit the larger cars to  
get time to be tuned.

A special trial for a mile was granted  
Aitken in his National No. 6. He made  
the time in :45 flat.

### Free-for-All Race Spectacular.

The free-for-all race for records, from  
one to twenty miles was the feature of  
the day. Although every car started at  
different times, and although they were  
not racing against each other, but against  
their own time, the event was spectacul-  
ar and looked like a race between the  
several ice-covered cars that went whir-  
ling over the tape, spitting flames and  
smoke from their exhausts. The roar of  
the big cars was deafening.

Seven cars entered this event, which  
was won by Aitken. The Packard car,  
owned by D. Busden of Cincinnati and  
driven by Walter O. Donnelly, was a fea-  
ture in this event. It was the first time  
the driver had been on the track, having  
entered the race without one second's  
practice. The car was shipped here yester-  
day morning. It also ran on only three  
cylinders, the cold weather having caused  
defects that lack of time did not permit  
to have remedied.

Another feature in this race was the  
fact that Howard Marmon, manufacturer  
of the Marmon car in this city, drove one