

AUTO RAGERS SEEK FURTHER HONORS

Strang, Christle and Aitken Hope to Make Several World's Records Today.

OTHER SPEEDWAY FEATURES

Drivers Rush to Creek to Bathe Their Faces as Soon as They Alight From Cars.

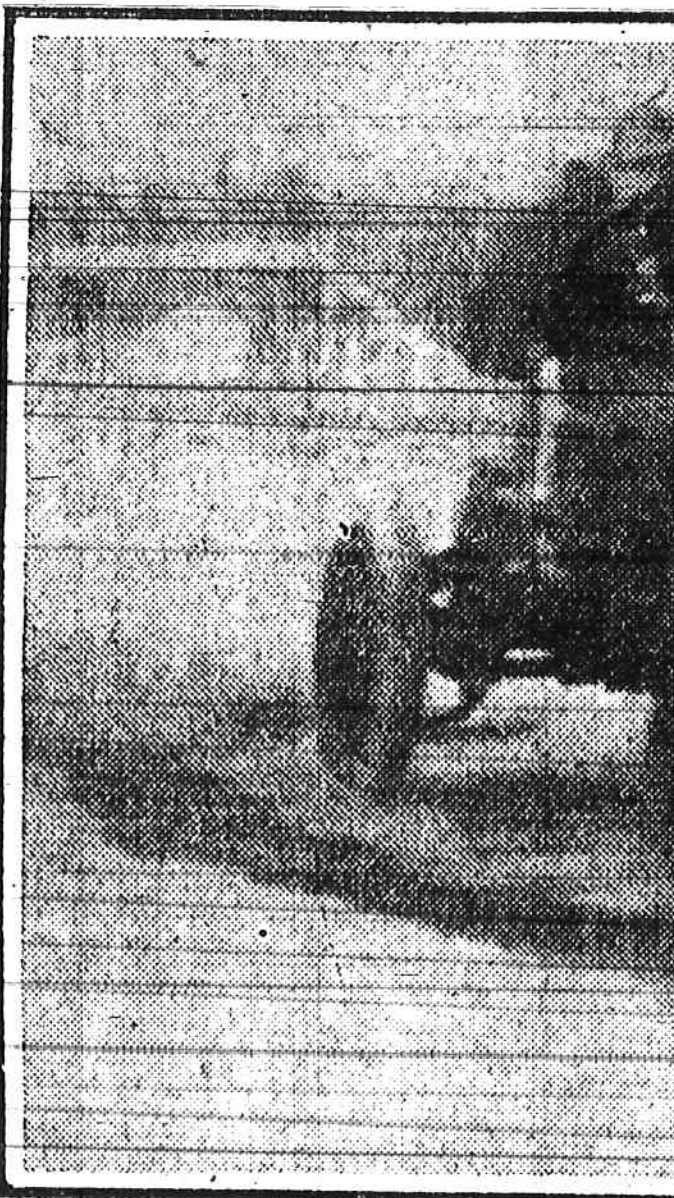
Although repulsed by the mighty gale that swept the surface of the newly completed Speedway, the speed demons, Lewis Strang and Walter Christle, will again make attempts today to lower marks.

The trials will start at 12 o'clock, noon, today with the attempts of Strang and Christle at the short events, the half and the quarter, and if the drivers are able to stand the stress on their hands and exposed parts of the body, they will try for longer distances up to the five-mile mark.

Preparation was made last night by the drivers and mechanics of both fast cars to have the weather conditions offset by appliances to keep the carburetion in perfect condition, and also to assist in the comfort of the drivers. Yesterday's whirls at the speed marks that have been made in the time of the year when weather conditions were the best possible for the events, were under adverse conditions, both to the cars and the drivers, and the marks mean high praise to the new course.

John Aitken's death-defying drive of twenty miles in the heart of the cold spell and at a time when there was nothing but hardships in store for the plucky star of the National team well repays him by getting the world's record for the distance, and also intermediate distances.

Making Mile Record



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The admission will be free today and the efficient service of the Indianapolis police force which was given by Capt. Hyland for yesterday's events will be repeated, according to the promise of the next chief of the police. The work of the force was exceptionally well done at the previous dates, and with efficient service and the new improved methods of guarantee for safety it should be possible to key up the speed on the track to 120 miles an hour.

Walter Christie displayed rare nerve in the speed trials of the Speedway yesterday when he shut off his machine when it was going at the rate of 103 miles an hour. He locked the rear wheels, and the car skidded for more than 200 feet. He said later that he did it in order to prevent an accident, because he was afraid to enter the high curve before him at such a terrific speed. He did not wear gloves on his hands, and they were too stiff to hold to the wheel when he dismounted. His car had to be towed to the track, and was pushed into position by the men when his time came to race. It is a long, low creation, made after the driver's own ideas.

Some of the drivers did not shave yesterday because they wanted their faces protected as much as possible. Every one wore a large chamols skin protection that had holes for the eyes. Caps were pulled down over the ears and goggles fastened on over all.

A. C. Newby was not present. He was unable to come because of the severe weather. He is one of the promoters of the track. Mrs. Carl Fisher was present and watched the races from her electric machine. Mr. Fisher was with her the greater part of the time.

Fred I. Willis of the Hearsey-Willis Automobile Company set the example for several of the spectators by standing on a small heater. He carried it from place to place wherever he could gain the best view of the races, and enjoyed watching the other men dancing to keep warm.

The money taken in at the gate is to be divided among the drivers. It was neither the intention, nor the expectation, of the promoters to make yesterday's events a financial success. They wanted to test the new track and nothing more.

Fred Huyek, on his motorcycle, looked like a jack rabbit going at a terrific rate as he whirled past the tape. It was his first trip on the paved course. He raced here last summer.

Sergt. Stoddard was in charge of a large squad of city patrolmen, which had great difficulty in keeping the interested spectators from crowding on the track.



HOWARD MARMON, WHO DRO

RACE IN A SNOW STORM

RUNNERS HIDDEN FROM VIEW

JUAREZ PROGRAM PULLED OFF ON
TRACK COVERED WITH THE
BEAUTIFUL WHITE—JOCKEY
GARDNER IS INJURED.

JUAREZ, Mexico, Dec. 17.—The last four races today were run in a blinding snowstorm, and it was impossible to see

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as he whirled past the tape. It was his first trip on the paved course. He raced here last summer.

Sergt. Stoddard was in charge of a large squad of city patrolmen, which had great difficulty in keeping the interested spectators from crowding on the track. The men, who eagerly watched the races, forgot all about their frozen hands, feet and ears when the cars neared the tape, and moved as near as possible to the track to gain the best possible view.

The officials yesterday were:

Honorary referee, Governor Thomas R. Marshall; referee, Frank H. Martin, Chicago; starter, Fred Wagner, New York; announcer, E. A. Moross, Automobile Club of Maryland; paddock manager, O. G. Temme, Chicago; board of judges, C. G. Sinsbaugh, Chicago; Robert H. Kramer, Mudlavia; Charles Root, Chicago; Thomas Hay, Chicago; board of timers, F. W. Kohl, Cleveland; Frank Remy, Anderson; board of scorers, John S. Cox, Terre Haute; timing director, C. H. Warner, Beloit; scoring director, John Cox, Terre Haute; Representative of racing board of A. A. A., C. W. Sedwick; clerk of course, W. H. Wellman; ambulance car, A. M. Ragsdale; director of contests, E. A. Moross, Indianapolis.

The Warner electrical timing device proved a success. It was managed by C. H. Warner of Beloit, Wis., assisted by his Indianapolis representative, Fred W. Kohl.

As soon as the drivers alighted from their cars they rushed for the ice cold waters in the creek that flows under the track and bathed their faces and hands in it. Strang washed his frozen face with a handful of snow. "It almost froze my smile," he said.

The judges' stand looked like a country grocery store as the men huddled around the round coal stove. They all wore their caps, pulled down over their ears, and kept their gloves and overcoats on.

Carl Fisher, president of the Speedway Company, said that his reasons for wanting the races to be held this winter are "In order to have all 1910 year books give the best records that can be made on this track in 1909, so that 1910 will be started with the local track to defeat."

While the men and women jumped up and down in the grand stand in efforts to beat warmth into their feet, E. A. Moross, director of the contests, called through his magnaphone, "The ushers will now please pass the ice cream cones in the grand stand." Loud cheers and laughter greeted this remark. Mr. Moross displayed his usual ability to handle the events, and was everywhere at once, giving orders and directions with a coolness that instilled confidence into all the drivers.

The motorcycle racers were determined not to let the automobile drivers display more nerve. John Stark on a Thor, made a mile in 1:04.21. John More on a Thor, made a mile in 1:04.14. Fred Hays on a Thor, made a mile in 1:04.14. Fred Hays on a Thor, made a mile in 1:04.14.

GARDNER IS INJURED.

JUAREZ, Mexico, Dec. 17.—The last four races today were run in a blinding snowstorm, and it was impossible to see the horses on the back stretch. The track was entirely covered with snow. Only a small crowd turned out.

Jockey Garner had his leg badly hurt by being jammed in the first race by Star Thistle. Results:

First race, selling, 1 mile—Wolferton, 102 (Pickens), 25 to 1, won; Engraver, 40 to 1; Apologize, 9 to 2; time, 1:44.1-5. Second, selling, 6 furlongs—Responseful, 98 (Benescoten), 11 to 10, won; Kiddy Lee, 6 to 1; The Wolf, 12 to 1; time, 1:15. Third, selling, 1.1-16 miles—Contestee, 109 (Small), 20 to 1, won; Bryce, 20 to 1; Light House, 4 to 1; time, 1:52.1-5. Fourth, 6 furlongs—King Cobalt, 110 (Creery), 3 to 1, won; Right Easy, 5 to 2; Early Tide, 2 to 1; time, 1:14.4-5. Fifth, selling, 5 1/2 furlongs—Blagg, 108 (Strang), even, won; R. I. Smith, 12 to 1; Fireball, even; time, 1:09. Sixth, selling, 6 furlongs—Marchmont, 105 (Benescoten), 3 to 1, won; Gold Finn, 5 to 2; E. M. Fry, even; time, 1:09.3-5.

JACKSONVILLE RACES GOOD.

Selling Events Furnish Some Excellent Sport With Close Finishes.

JACKSONVILLE, Fla., Dec. 17.—An excellent gathering witnessed some brilliant racing at Moncrief today. Although the card was made up entirely of selling events, it developed some of the most exciting sport of the meeting, with several finishes of the hair-lifting variety. Pantouffe, carrying top weight at 114 pounds, raced away from her field in the overnight handicap, which brought together some of the best platers here. Pantouffe hung up a new track record for the six furlongs, negotiating the distance in 1:14 flat.

Long shots had the better of the day's results, only two choices winning. Crossover and Billy Pullman, both freely offered at 10 to 1, were the mediums of a heavy play. Summaries:

First race, 5 1/2 furlongs, selling—Crossover, 102 (Ural), 10 to 1, won; Lotta Creed, 7 to 1; Dixie Knight, 7 to 2; time, 1:08.4-5. Second, 6 furlongs, selling—George W. Lebolt, 101 (Burns), even, won; Ballot Box, 8 to 1; Ragman, 8 to 1; time, 1:14.4-5. Third, 5 1/2 furlongs, selling—Tom McGrath, 109 (Leibert), 5 to 2, won; La Gloria, 4 to 5; Home Run, 18 to 1; time, 1:07.4-5. Fourth, 6 furlongs, handicap, selling—Pantouffe, 114 (J. Bergen), 7 to 10, won; Guy Fisher, 9 to 2; First Premium, 9 to 1; time, 1:14. Fifth, 7 furlongs, selling—La Reine Hindoo, 109 (Powers), 9 to 2, won; Aunt Kate, 13 to 1; Mary P., 4 to 1; time, 1:22. Sixth, 1.1-16 miles, selling—Billy Pullman, 109 (Butwell), 16 to 1, won; Paradise Queen, 11 to 5; Heart of Hyacinth, 12 to 1; time, 1:45.

CHESTER KRUM SECOND.

Wins First Place, but is Put Back for Fouling at Oakland.

OAKLAND, Cal., Dec. 17.—The four-day celebration of the season's Emeryville current today in the Pacific Ocean. Chester Krum, a 12-year-old, was placed second in the race, but was placed second in the race.

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A. A. Moross, a Indianapolis man, who is a paddock manager of the Terminal track, board of judges, J. W. Kuhl, Cleveland, Ohio; Robert H. Kramer, Madison, Wis.; Charles Root, Chicago; Thomas May, Chicago; board of timers, F. W. Kuhl, Cleveland; Frank Henry Anderson, board of stewards, John A. T. Terry, Hants, timing director, H. Warner Belmont, racing director, John A. T. Terry, Hants. Representative of racing board of A. A. A., W. W. Sedwick, clerk of course, W. H. Wellman, ambulance car, A. W. Bagdale, director of contests, E. A. Moross, Indianapolis.

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Anthony Scudellary of New York is the mechanic with Strang. He is only 23 years old, but has ridden with the greatest race drivers in the world.

William P. Blair, who, as representative of the National Paving Brick Manufacturers' Association, supervised the construction of the paved track, declared that he is well pleased with the results.

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A field of seven met in the handicap, which was the feature of the card. Roberta, the medium of a heavy play, won the opening event from El Molino. The weather was fine and the track fast. Summary: First race, 5½ furlongs—Roberta, 112 (Herc), 7 to 1, won; El Molino, 10 to 1; Boda, 3 to 1; time, 1:08 1-5. Second, 5½

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1. The first step is to identify the problem. This involves understanding the current situation and what needs to be changed.

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