

worked, and therein lies the story. Matson strolled reflectively. "Yes, lucky—lucky to have one right there, to drive. If I had the utmost confidence in my car, I might not have made up the time I lost in the early laps. I know that that little car is good on anything I asked, I fought that eighty-mile duel with it. I might have planned at the time I struck camp at the end of the doomsday and never had it not been for the fastest light car I ever drove. Why I can't agree that luck played a part in the winning of the race is my own story of how he won the trophy. It is the most he has to his great Crownpoint victory. I had finished telling it, he had finished luck won the race and a lot to learn about automobile

PRaises SPEEDWAY.

to Indianapolis Race Track After Inspection.
 3a., Aug. 28.—Edward M. Du... of the Atlanta Automobile Club, who, with President Asa G. ... returned from the automobile track at Indianapolis, has many nice things to say of the track there. "The track is a gigantic one," he said, "and the promoters deserve praise for their work in building a complete plant. On every hand things that show how care was taken at the head of the affair are for the public. The build-up is painted white, the grounds had with beautiful grass and many had been done to make the track active and please the eye. The deaths and accidents sent out of the track an injury that should have at least two persons were killed meeting that were not at the reports sent out connect the track itself. I was very favorable. Naturally it will be faster than it was last week. That is to me I like Indianapolis very much. I met there were delightful, and I had both Candler and myself every possible attention and a number of drivers and automobile owners who are greatly interested in the race we are to have in Atlanta on the 11. Our track, which is two miles in the shape before the meet, is expected to have several famous races at least a month before the

FLAG RUN IS A GO.

... Race That Are Given ...
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MARMON BUILDERS REJOICE OVER SHOWING OF CARS

Speedway Entrants Show Remarkable Endurance and Strength in Long, Grueling Runs.

One of the chief topics in motordom since the Speedway events a week ago has been the remarkable, consistent running of the two Marmon "Thirty-two" stock cars. They showed plenty of speed, one of them took the ten-mile free-for-all handicap in 9:47, actual running time, better than a mile a minute. It was in the two long races they entered, however, that they excite comment. In the 100-mile race they took third and fourth, and in the 300-mile race, when it was called off after 235 miles, both the "Thirty-twos" were running evenly and consistently and their owners believed they were sure to win. In neither of these races did the Marmon stock cars stop for repairs; their only stops were on the account of tires and for supplies of oil, gasoline and water.

While it is difficult for the layman to understand the intense interest the automobile enthusiast and the manufacturer take in these long races or "grinds" as they came to be called during the meet, a moment's thought will make it clear. When an automobile is put to the limit of its speed it brings a tremendous strain upon every part of the machine. If there is any fault in the design, if there is any weakness in the materials, if there has been anything overlooked in the workmanship, it will show up very quickly under the awful strain of high speed. That is why some of the cars, even in comparatively short races, would sound rickety and uncertain or would go to the bad altogether. When a machine can stand up to 200 miles of a racking pace around sixty miles an hour and still show no sound nor motion in evidence of distress or weakness of wear or of breakage, it is a fair indication that it has been made along correct lines of design, from fine materials and with high-class workmanship. The people of Indianapolis, where Marmon cars are so numerous on the streets, were not at all surprised at the showing made by this Indianapolis product, but it was a revelation to thousands of visitors from other cities where the car is not so well known.

ABSOLUTELY BELOW COST

...
 ...

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DIRECT

Motor Cars

Accessories

American

Auburn

BROKEN PARTS

BROKEN PARTS?

BRUSH RUNABOUT

Bulck

Cadillac

Cartercar

Cole

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Firestone

G. & J. Tires

Haynes

HERDENSEN MOTOR SALES CO. 730

KNICKERBOCKER

Knox

Marmon

Metal Polish

Metal Polish

Mitchell

Moline

National

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AUTOMOBILE DIRECT Motor Cars

Accessories	Hearse
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BROKEN PARTS?	See U and T
BRUSH RUNABOUT	Ex 11
Bulck	Bulck Motor East New
Cadillac	Cadillac A 22-25 E
Cartercar	Indianap 115-119
Cole	Sterling Moto 142 West
Copple	Commercial 115
Elmore	Valveless 2- non, 25 West
Firestone	Sterling 142 West
G. & J. Tires	Ind Ga. a
Haynes	Finch & F 35 South C
HENDERSON MOTOR SALES CO.	730 30 and Henderson 28. Old P
KNICKERBOCKER	Auto C Built.
Knox	John A. Boyd, 2
Marmon	Nordyke & Local Branch
Metal Polish	BEN I Shir
Metal Polish	How N. G.
Mitchell	Hearsey-W West 7
Moline	Morton Pl. I 1540 West
National	National M Factory, 28