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[By Carburer.]

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Speedway in Chicago.

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Mr. Beecroft was called upon to tell the motor club members of the racing at Atlanta last week, where he served in the capacity of chairman of the technical board, and it was during this talk that he let his fellow club members into the mysteries of what is going on among the powers that be of motoring.

"Atlanta has a magnificent track and at the present time it is faster than Indianapolis was at the time the meeting was held there last August," said Mr. Beecroft. "It has a track two miles in circumference that cost the southerners only \$225,000 as compared with the \$600,000 Indianapolis spent on its big two-mile-and-a-half oval. It is made of Georgia gravel, red sand and oil and so well is it constructed that after five days of racing it was in as good condition as it was before a car had been run on it. And just think! July 16 they started work on the virgin soil; they put fifty steam shovels at work, they worked big gangs of men, and they cut down hills and made a track, all in three months.

Ought to Equal Atlanta.

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"There are speedways in Atlanta and Indianapolis now and plans have been made for similar tracks in New York and San Francisco. The makers want a fifth motor speedway to complete the circuit, and it would not be surprising if Chicago was the city selected to fill out the string. Such a track would not only be a benefit to the sport, but it would be a boon to the tradesmen who are seeking a place where they can demonstrate the speed of their cars."

Studebakers Invade South.

Another automobile company, and this time one of the largest in the industry, has acknowledged in a most substantial way the importance of Atlanta as a distributing point for automobiles.

A deal has just been consummated by which the Studebaker Automobile Company of South Bend, purchased the interest of G. W. Hansen and his associates in the Georgia Motorcar Company, and papers have been executed for the formation of a subsidiary company to the main Studebaker concern which shall constitute a branch of that company with headquarters at Atlanta. The territory which the branch will control will comprise the two Carolinas, Georgia and Florida.

Hayden Eames, general manager of the Studebaker company, in speaking of the move, says: "The south has become of vast importance to us. We consider it one of the richest fields for cultivation in the automobile business. Studebakers will manufacture 42,000 gasoline cars dur-

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