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## AMERICAN BRAINS ASSISTED VICTOR

Work of Lime and Aitken in Peugeot Pit Invaluable — to Goux-

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Winner Owes Much to Careful Coaching Received From Local Men.

BY EDDIE EDENBURN.

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the straightaways he put his foot on the throttle and the blue car seemed to skim the brick track. He took the turns easy and kept to the center, not trying to hold the pole or ride high at any time.

#### FOLLOWED PIT SIGNALS.

Goux drove the pace that was signalled him and his mechanic proved apt at keeping him advised.—From the time he took the lead until he finished he was as regular as clockwork in obeying the signals given him by Lime to slow down or to quicken his pace. If ordered to speed up he would cut his lap by five or six seconds or he would add about the same amount, keeping very near seventy-seven or seventy-eight miles an hour while running. Except when coming into the pits he drove near the outer edge, keeping away from the pits, as this gave him a clear field.

Remembering his experience the first day on the track he followed the instructions to save his tires, and this he did by taking the turns while coasting. He drove consistently from start to finish and was cool and collected at all times. The crowd came to recognize the measured cough of the exhaust as he came down the stretch and shut off while passing the grandstand. When the race was nearing the close he was forced to make more frequent stops at the plfs, but he was cool and kept himself well in hand, although almost exhausted from the strain of driving the entire race alone.

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The winner of the world's greatest race of the year realized on arriving in this country that he could not hope to learn everything he should know in the weeks before the race. Lime and Aitken helped loe Dawson set a world's record that withstood the assault yesterday, and it was only natural that Goux should look for two such capable men. From the lime the race started the winner followed he pit instructions to the letter. He ut out and coasted every turn, but on

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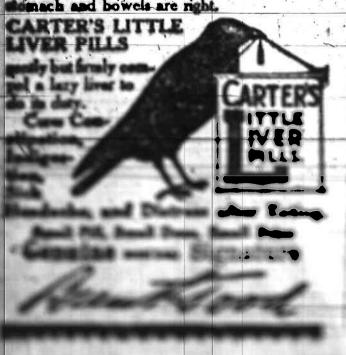
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## NARROW ESCAPE RECALLED:

Red, who never left the Peugeot pit for a minute, was the mechanic for Charley Merz in the August (1909) meet. Merz's National was disabled on the back stretch during the first race for the Wheeler-Schebler Trophy, a 300-mile event. Lime ran all the way across the track to the pits for repairs, but fainted on his arrival. Kellum took his place and carried. All the repairs to Mers. The car then got at back in the race and a few laps later and a few laps later and a few laps later and a few laps later.

Since that time Lime has never ridden

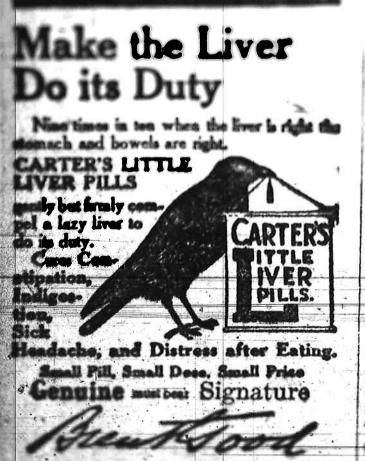
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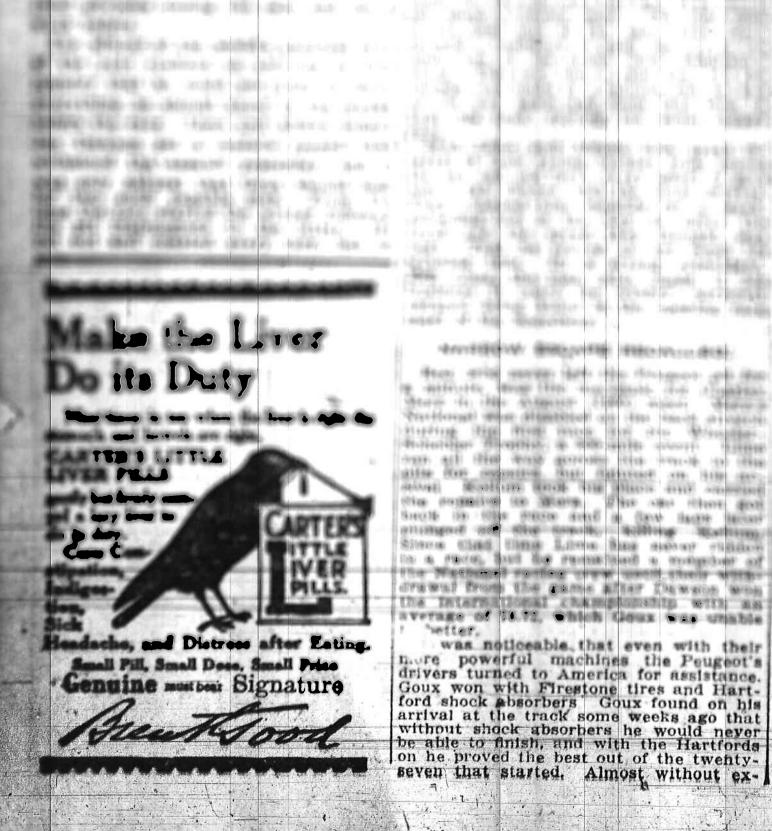
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was noticeable that even with their nore powerful machines the Peugeot's drivers turned to America for assistance. Goux won with Firestone tires and Hartford shock absorbers Goux found on his arrival at the track some weeks ago that without shock absorbers he would never be sule to shish, and with the Hartfords on he proved the best out of the twenty-

seven that started. Almost without ex- be



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clepr field. Remembering his experience the prot day on the track he followed the instructions to save his tires, and this he did by taking the turns while coasting. He drove consistently from start to finish and was cool and collected at all times. The crowd came to recognize the measured cough of the exhaust as he came down the stretch and shut off while passing the grandstand. When the race was nearing the close he was forced to make more frequent stops at the plts, but he was cool and kept himself well in hand, although almost exhausted from the strain of driving the entire race alone.

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MICHIGAL TROOK SHEPWAY

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ception-the cars in the race used the Hartford shock absorber.

#### MUST BE WON THREE TIMES.

Had Goux's car been equipped with a Remy magneto he would have won, in addition-to-the Remy Brassard, a salary of \$75 a week. In winning the Prest-O-Lite trophy Goux will retain it until it is raced for again as it must be won three times to become the property of a driver. The same is true of the Wheeler Schebler trophy. This is the most costly silver trophy ever offered in racing and stands several feet high. It was last won by Ray Harroun, driving the Marmon Wasp in 1910 and he was the only man that ever won a leg on this trophy as the 1909 race in which it was first offered was called in the last fifty miles with the Jackson in the lend. Hard roun, with the same car, won the first 500-mile event.

## BURGLAR SUSPECT IS

Alleged to Have Entered Home on Birch Avenue.

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