

STRANG SEES NEW AUTO MARKS IN INDIANA RACE

PRONOUNCES CROWN POINT
COURSE FASTEST IN AMERICA.

FEW HARD CURVES IN ROAD

[By Carburetor.]

Lewis Strang, noted driver of racing cars and winner of the Savannah, Briarcliff and Lowell road races, has just made his first trip over the new Crown Point-Lowell course, in northern Indiana. He says:

"One trip over the Crown Point-Lowell course, now in preparation for the Indiana and Cobe cup races on June 18 and 19, has convinced me that the speedway will develop much faster time than was made in the Vanderbilt course last fall. I don't anticipate a reduction of the Grand Prize record established on the Savannah course, however, as there will not be the large racing cars such as competed on the Georgia roads.

"The course appears to be much easier to travel than any I have encountered in this country. Starting from the grandstand a competitor has a perfectly straight, undulating stretch of road where it will be possible to drive a car to its highest speed. Then on the outskirts of Crown Point comes the first and one of the cross road skirting Crown Point and finally runs into one of the streets almost before you have attained full speed.

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Hits Network of Curves.

"After crossing the street the contestant
will have to slow down for another turn
which leads out of the town and on to a
smooth road which gradually breaks into
a network of bends, between Cedar lake
and Crown Point. Zigzagging, first on a
right angle turn, then once to the left and
another to the right, then again to the
left and into the famous 'S' curve, the
driver will certainly have his hands full
keeping up a hard schedule.

"The 'S' curve is situated in that portion
of the road which is higher than the
surrounding country and means a bad
spill for the poor chap who loses his con-
trol here. After the 'S' turn the road
swerves to the right and past Cedar Lake,
where it turns to the left and runs
straight away into Lowell. This is one
of the fastest stretches on the course—es-
pecially between Cedar Lake and Lowell—
and a driver will be at perfect liberty to
hit it up to the limit. This section of the
highway right now is the equal to any
stretch on the famous course at Dieppe,
France, used annually by the Grand Prix
drivers.

Would Fence in Lowell.

"At Lowell there is a sharp left turn;
here it will in all probability be necessary
to build a solid board fence right through
the heart of the town. Otherwise there
will be grave chances for serious acci-
dents to spectators or contestants when
overanxious people try to crowd out on
the course.

"The road leaves Lowell and has a
smaller 'S' turn at the cemetery and
any driver who rushes through this town
will surely land on a tombstone which
won't be for his personal use—just yet.
That curve is one of the really dangerous
ones on the route. From the cemetery the
road is straight and fast until it turns to
the left into the home stretch. Then
everything is easy, straight sailing right
up to the grandstand and finish line.

"The Cobe race is going to be a hard-
fought event. Twenty times around that
circuit means a severe strain on any phys-
ical makeup, and the man that wins
the trophy won't get out of his bed the
next day, for he will be completely ex-
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ical makeup, and the man that wins
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hausted.

"There are eleven bad turns to be nego-
tiated twenty times, making 220 trips
around the sharp corners. And on each of
these 220 times the driver has to hold his
breath, apply all his strength in stopping
his car, operate the brakes, change gears
and then accelerate again. There's where
all the danger lurks on the curves."

Twymann Joins Studebaker Forces.

By a deal completed yesterday the
Studebaker Bros. took over all Indiana
contracts of the E-M-F company and
the deal between the two companies,
which was to be put in force September 1,
now becomes effective immediately. B. W.
Twymann, who as the head of the Motor
Car Sales Company, held the Indiana con-
tracts of the E-M-F, will conduct the
same business for the Studebakers.

The transaction comes about as the re-
sult of the recent big deal, wherein the
Studebaker Bros. Manufacturing Com-
pany, of South Bend, purchased about
one-third of the stock and contracted for
the entire output of the E-M-F plant
after September 1. Since the Studebakers
have their own agency in Indianapolis,
it is probable that the two will later be
combined. The deal of yesterday, how-
ever, clears up the situation for the
present.

NELSON IS 2 TO 1 FAVORITE.

Champion Is Topheavy Choice for