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INDIANAPOLIS DRIVER SETS VANDERBILT MARK

AITKIN DRIVES HIS NATIONAL A
LAP IN ELEVEN MINUTES.

RECORDS EXPECTED TO FALL

[By Carbureter.]

Johnny Aitken, of Indianapolis, in a 40-horse power National, and Lewis Strang, in an Isotta racing car, this morning set a new record on the Vanderbilt cup race course, according to a telegram. Both covered a lap of 12.64 miles in eleven minutes flat, which is at the rate of sixty-nine miles an hour. Yesterday in the mud Aitken drove his National a lap in twelve minutes, which is at the rate of sixty-three miles an hour.

The Vanderbilt course is wonderfully fast and the predictions are that all road race records will be smashed in the big road classic next Saturday. Autolists throughout the country are greatly interested in this race and many from Indianapolis will be among the thousands of spectators that will line the course.

Henry Stillman, in his Marmon, is also one of the sensations of the course. Yesterday, in the mud, he drove his car a lap in twelve minutes and his daring driving has attracted the attention of the rail birds.

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The club has issued a handsome twenty-page booklet on the course, giving the list of events. The six-hour race is creating most talk. It promises to be one of the most sensational contests of the year and is likely to result in the lowering of the present world's record for the distance. The fact that five classes of cars will compete, with separate prizes for each class, makes the event unique.

Parisian Contest Attracts.

The absence of any big road racing contests in France or other European countries this year has given unexpected prominence to a reliability event for light cars which is being arranged by one of the Parisian daily automobile journals. The contest is scheduled to be held from December 5 to 19, and will comprise fifteen daily runs of an average length of 125 miles each, at an average speed of not less than 10 1/2 miles an hour. The event is open to single cylinder cars having a maximum bore and stroke of 125 by 155 millimeters, two-cylinder cars of 100 by 130 millimeters, and four cylinder cars of 80 to 120 millimeters.

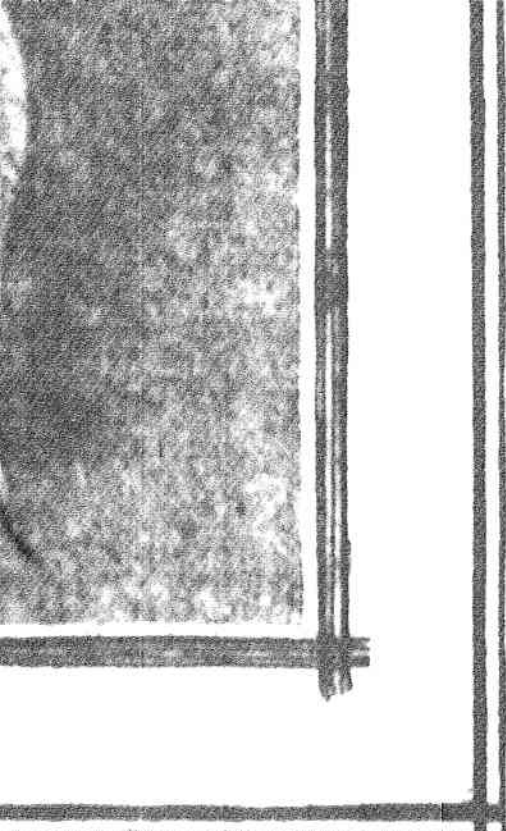
To obtain a non-stop diploma it will be necessary for competing cars to make each of the fifteen daily runs within the time limit allowed, and without any forced stops or the change of any part. Punctures or tire bursts will not be considered as breakdowns, while permission will be given for sparking plugs to be cleaned, but not changed; nuts and bolts may be tightened, breaks and chains may be regulated. Any other stoppage, including the changing of a plug, or a carbureter float, a bolt or a chain, will cause the loss of a non-stop certificate. Individual firms can enter three cars in

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ast has been endeavoring to
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ut the writer was assured
at he would not engage in
before the first of the year.
not care to wait that length
out having something to do,
quence he will take a chance
napolis boy in the southern
on has also had the bee
is bonnet about the Pacific
is anxious to go out there
y of the topnotchers in the
class. Should he make a
g against Wolgast he will
start for the coast and try
match with Nelson.

McFarland, of Chicago, who
using Nelson for a match for
and a half, is also in on the
for lightweight honors, and
ossible that he will meet the
e Wolgast-Bronson match a
r at New Orleans. The club
deavoring to get McFarland
there and has made him a
Packey likes the southern
practically agreed on terms
will probably fight before the
ub, of New Orleans, follow-
ving day.

e mentioned that Owen Mo-
ilish featherweight, who has
in New York, is also after
on's scalp in addition to be-
match with Abe Attell for the
championship. Should
able to get on with Attell or
three of the above mentioned
st, Bronson and McFarland,
o take on the clever English
ty-round bout.

Interest at Bloomington.

December 5 to 15, and will comprise fif-
teen daily runs of an average length of
125 miles each, at an average speed of
not less than 15 1/2 miles an hour. The
event is open to single cylinder cars hav-
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Individual firms can enter three cars in
each class, the entry fee being \$50 for
one vehicle, \$75 for two, and \$90 for a
team of three cars; for every additional
car the fee will be \$20.

A central garage will be established in
the suburbs of Paris, from which the
daily journeys will start and finish. At
the finish of a run the driver must im-
mediately leave his car in the garage and
will not be allowed to touch it again until
his official starting hour the next day,
the filling of gasoline and oil tanks, oil-
ing and regulating of the machine being
thus included in the daily running time.

Racing Track for San Antonio.

A special automobiling racing track is
being constructed at San Antonio, Tex.,
for some track races to be run under the
auspices of the San Antonio Automobile
Club on November 14 to 17, during the
last four days of the international fair
at that city. The track will be only three-
quarters of a mile around, but will be
quite wide and have well banked turns.
Instead of having a fence around the
outside of the track, there is to be a
sloping wall of earth, so if a driver loses
control of his car and the machine runs
off the track, the grade of the wall will
bring it to a stop. The first day's races
will be for cars classified by price; on
the second day the cars will be classified
by piston displacement; on the third day
there will be record trials, a free-for-all
and a winners' race, and a six-hour race
will be held on the concluding day.

Turner Named as Captain.

The independent basketball team from