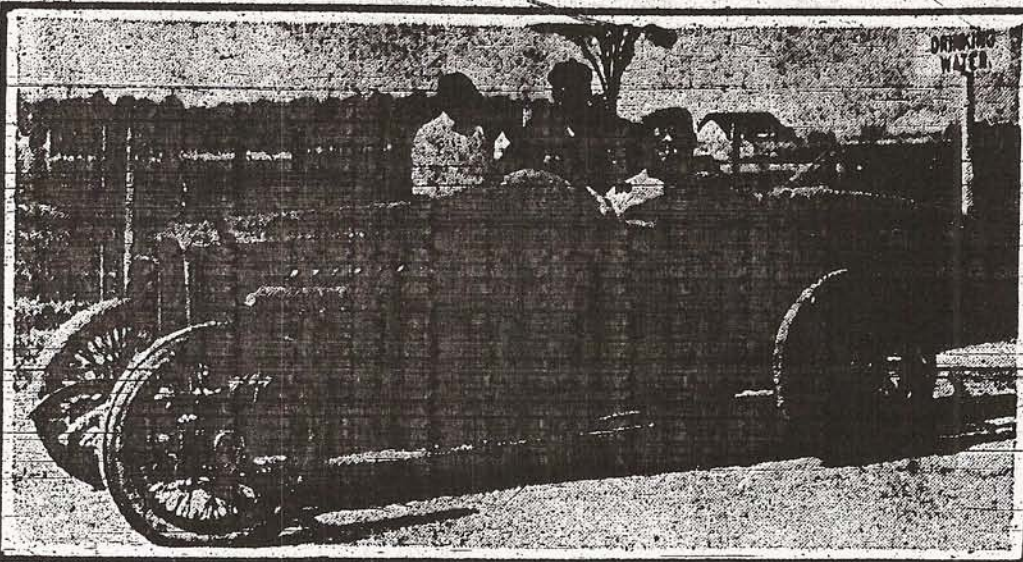


# AMERICAN CAR SETS NEW RECORD

A PACKARD race car, equipped with an aviation motor, yesterday made a lap on the Indianapolis Motor Speedway at the rate of 100 miles an hour, lowering Boillot's mark made in a Peugeot in 1914. The photograph shown below was taken just after the new mark was made. It shows the car which made the record. At the wheel is J. G. Vincent, chief engineer of the Packard company and designer of the car. Seated at the right is Frank Farber, mechanic, an Indianapolis boy, who rode with Willard "Big Boy" Rader, seen standing beside Vincent, who drove the car to its record. At the left is T. E. Myers, manager of the Indianapolis Motor Speedway, who is congratulating the Packard men on the performance of their car.



# AMERICAN MOTOR SETS NEW MARK ON SPEEDWAY

Packard, With Aviation Motor, Circles Big Brick Track at 100-Mile Clip.

## INDIANAPOLIS BOY BREAKS RECORD SET BY G. BOILLOT

J. G. Vincent Is Responsible for Car Which Proves Best Ever Seen on Track.

BY A. S. BLAKELY.

A NEW SPEED RECORD for cars under 200 cubic inches was set at the Indianapolis Motor Speedway yesterday afternoon when a Packard twelve-cylinder car, equipped with a light aviation motor, lapped the big track in 1:36 flat, attaining a speed of 100 miles an hour. This mark, while not official in as far as the American Automobile Association is concerned, lowers the record set in 1913 by Georges Boillot in his Peugeot of 1:30.13 and brings back to America the honor which the Frenchman carried away in that year.

J. G. Vincent, chief engineer of the Packard Company is responsible for the achievement, and it is an event of which he justly can be proud. "Big Boy" Rader, formerly of this city and well known among the local fans, drove the car in its record-breaking flight. Another local boy rode with him—his mechanic, Frank Farber. Both men have been with the Packard company since the present car has been under construction.

### Fisher Is Pleased.

Carl O. Fisher, president of the Indianapolis Motor Speedway and James A. Allison, an official and one of the four owners of the big brick oval, were highly pleased with the accomplishment of the American car which never saw a race car which hugged the track so well. Mr. Fisher, after the car had stopped, "Rader took the turns without slowing down and the car moved through the curves without the hops and jumps seen when the ordinary race car hits the curve. I am glad the day has come when an American-made car can claim the fastest lap, even though it is not official."

Three watches caught the practice lap of the car in 1:35 flat and the first "hot lap" for the test. In the first curve the car went with the motor sounding regularly. When he hurtled into the back stretch the car was fairly eating up the track and it took the back curve without an effort. Down the home stretch came the car and the wire like a gray streak. Two watches caught the time in 1:36 and the third was a fraction under. It was a real lap, made by a real car designed and built by American brains in an American factory and driven by an Indianapolis boy.

### Expect Faster Speed.

Mr. Vincent was jubilant over the performance of the car. He had expected that it would make 100 miles an hour, but the proof was gone the less appreciated. The car, recently in New York on the Madison track, showed a speed of 110 on the hour. Mr. Vincent believes that this speed has been increased and that now it will be able to go 120 miles an hour or two miles in one minute.

The car is equipped with a light aviation motor, built by the Packard Company. It has a bore and stroke of 2.21-2.25 by 4 1/2 inches, giving it a piston displacement of 28 1/2 cubic inches. On the fast lap the motor was turning over at an average of 3,000 revolutions per minute. On the straightaways the maximum was 2,400 revolutions.

Butler's car, a Peugeot with which he set the track record in 1914, had a bore and stroke of 3.3 by 4, which gave it a piston displacement of 341.7 cubic inches. The accomplishment of the American car therefore, is all the more wonderful. With Mr. Vincent at the wheel is W. H. McCulla, aircraft engineer of the Packard company; Willard Rader, driver; Frank Farber, mechanic, and a crew of six others. The car will have a wing and the remainder of the week and it is possible that faster time will be made.

## PRINTERS' LEAGUE IS STRONG ORGANIZATION

Seven Teams Form Association Which Started Career in 1908—Games for Championship to Be Played at Washington Park.

When a league composed of twelve teams of semi-pro standing can maintain an organization for nine years, especially when the teams are scattered over as many cities with thousands of miles intervening, there must be some good reason for the success of such a movement. The Union Printers' National Baseball League was organized at New York in 1908 and has held annual meets since that time.

The tournament cities in order are Chicago, Washington, St. Louis, Boston, Pittsburgh, Cincinnati and Philadelphia. Indianapolis being the host this year. The series consists of eleven games; it being an elimination schedule. The first games to be played this year will be Sunday at Washington Park, between Boston and Chicago and Pittsburgh and Indianapolis. Three games will follow Monday and a like schedule on Tuesday. Thursday a double-header will be played and Friday afternoon the championship game will be played. Wednesday will be given over to the local entertainment committee, who take the crowd to the Speedway, where an fifty-mile race will be held with Alken, Merz, Wilcox and Gil Anderson competing for a \$1,000 prize. Later the crowd will go to Germania Park for a genuine Hooper picnic.

The games always have been carried on the Associated Press wires and receive much attention by the papers of every city in the country, due to the class of ball played.

## Discuss Yankee Problems in Ban Johnson's Office

CHICAGO, Aug. 2.—President Jacob Ruppert, Vice President Tillgham, Huston and Manager Bill Donovan of the New York Americans met in the office of President Johnson here today, presumably to discuss the problems of the club.

## GOLFER KILLED IN BATTLE.

SAN FRANCISCO, Cal., Aug. 2.—Campbell Whyte, one of the best-known amateur golf players on the Pacific coast until two years ago when he joined the British forces in Europe, was killed on the battle field July 13, according to word carried here today from his brother, J. B. Whyte, in Edinburgh, Scotland. The message gave no details. Whyte left here to join the London Fulliers.

## ARTIE HOFMAN SIGNS A YANKEE CONTRACT

Leaves Chicago to Join Team and Will Play Today Against Tigers—Hope to Get Other Players for Club.

CHICAGO, Aug. 2.—Artie Hofman, former star of the old Chicago Na-

## H. G. LEGG ELIMINATED FROM MINNESOTA

Golfer Who Has Held Trans-Mississippi Title Four Times Downs Dudley Mudge, Favorite, by Decisive Score at Minneapolis.

MINNEAPOLIS, Miss., Aug. 2.—Play in the first two rounds of the championship golf tour, fought at the transmississippi tournament here today was marked by the victories of Harry G. Legg, Minneapolis, four times title holder. In the morning round, Legg eliminated Dudley Mudge of St. Paul, Minnesota state champion, and favored to win the title, 3 up and 3 to play. Harold P. Bend, St. Paul, lost to the former champion in the afternoon, 3 down and 1 to play.

## RACE DRIVER SERIOUSLY INJURED AT PETERSBURG

PETERSBURG, Ind., Aug. 2.—The fifth annual meet of the Pike County Racing Association opened here today, with a fair attendance. T. W. Box of Bedford, Ind., driver of James Hemanway, was seriously injured in a collision. The races resulted as follows:

Domino	1	3	5	1
Billy Sunday	2	2	1	2
Johnwood	6	1	2	3
Dave Cunningham	2	4	6	5
Best time				

baseball team, signed a contract with the Yankees. He will play today against the Tigers. The Yankees hope to get other players for the club.

Chicago, Aug. 2.—Artie Hofman, former star of the old Chicago National League team, signed a contract with the Yankees. He will play today against the Tigers. The Yankees hope to get other players for the club.

## Central League Results.

The feature game in the Central League yesterday was the one pitcher Whitehouse of Indianapolis won for Dayton over Grand Rapids. Whitehouse, held the Michiganders to one hit and won easily by the score of 1-0. Muskegon took two games from Wheeling, and Terre Haute lost a shutout game to South Bend in the ninth inning, when the Redlegs scored two runs. Evansville lost to Springfield. The scores by innings follow:

At Terre Haute:	
South Bend	0 0 0 0 0 0 0 2 0 0
Terre Haute	0 0 0 0 0 0 0 0 0 1 1
Hitler	Boyman and Watson; Schettler and Wagner.

Byford Enters the National Semi-Final

**bel Trask Captures Paper Mills Stake in Straight Heats and Sets Record.**

**ERS DIVIDES THE HONORS NO CROWD CHEERS VETERAN**

**es Winner of Big Race to Step Season's Fastest Mile With St. Frisco.**

KALAMAZOO, Mich., Aug. 3. FRISL FRANK, driven by Walter Cox, won the \$10,000 Paper Mills purse afternoon for 2:08 1/2, setting a new record for the event and incidentally trotting the fastest mile of the present Grand Circuit season.

Although daughter of Peter the fully signalled her reputation for racing stamina by disposing of the field of trotters quite successfully as she previously had done at Detroit. She was forced to record mile by St. Frisco, driven by George. In fact, Geers again did honors with the crowd. Every time he appeared he was greeted with a cheer.

**Eight Start in Event.**  
There were eight starters in the Paper Mills race. The Cox mare was favorite in four straight heats, the purse divided on that basis. Her wins were \$4,500. St. Frisco and Geers carried the battle to her in each heat. Label won the first heat.

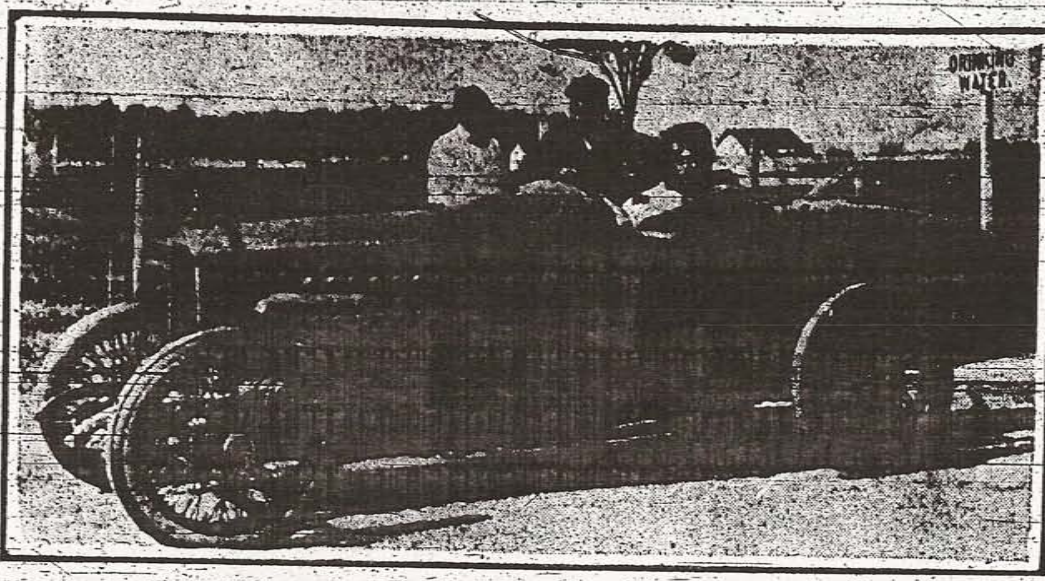
Label won the first heat, setting a record for the event and beating the best previous mile of 2:08 1/2 by Peter Scott in 1915. The third fourth miles were in 2:05 1/2. Cox led in front by a safe margin. The first heat was a victory for Esperanza at night of seven starters. The Colmare was there all the way and was distressed.

**Favorite Losses.**

2:05 pace brought out a field of and was a hot five-heat contest. The was the favorite, but he met his match in Lella Patchen. Gen. Todd won the heat in 2:05 1/2, while The Savy's second in 2:09 1/2. Gen. Todd was favored in the third heat, while The had to be content to see Lella win the next three heats and the Summary:

Trak, three in five, purse \$1,000—	1	1	1	1	1
Great (Cox).....	1	1	1	1	1
Label, b m (Geers).....	2	2	2	2	2
Lella, b m (Cox).....	3	3	3	3	3
Gen. Todd, b g (McDonald).....	4	4	4	4	4
The Savy, b g (Murphy).....	5	5	5	5	5
Esperanza, b m (Williams).....	6	6	6	6	6
Colmare, b m (Donahue).....	7	7	7	7	7
Summary:	1	2	3	4	5
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Esperanza, b m (Donahue).....	2	2	2	2	2
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**ARTIE HOFMAN SIGNS A YANKEE CONTRACT**

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CHICAGO, Aug. 2.—Artie Hofman, former star of the old Chicago Nationals, who has been conducting a baseball school for youngsters on the abandoned West Side grounds of the former Cubs, left tonight for Detroit to join the New York American team. He was signed today following a long conference between Col. Jacob Ruppert, president of the club; Tillinghast Huston, its vice president, and "Bill" Donovan, its manager, who had come on for the purpose of a conference looking to the strengthening of the team. "Hofman will play in the game at Detroit on Friday," Col. Ruppert said tonight after a conference between the New York representatives and Charles A. Coninsky, president of the local Americans, and Byron E. Johnson, president of the American League. "We feel gratified in securing Hofman, for he will strengthen the team. We had hoped to get a player or two from the White Sox, but they have nothing to spare that will add to our strength. Other than Hofman, we have secured no new material. We have hopes, but there are no prospects yet at present."

**Central League Results.**

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**Packard, With Aviation Motor, Circles Big Brick Track at 100-Mile Clip.**

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**BY A. S. BLAKELY.**

A NEW SPEED RECORD for cars under 600 cubic inches was set at the Indianapolis Motor Speedway yesterday afternoon when a Packard twelve-cylinder car, equipped with a light aviation motor, lapped the big track in 1:58 flat, attaining a speed of 100 miles an hour. This mark, while not official in as far as the American Automobile Association is concerned, lowers the record set in 1913 by Georges Boillot in his Peugeot of 1:59.10 and brings back to America the honors which the Frenchman carried away in that year.

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Carl G. Fisher, president of the Indianapolis Motor Speedway and James A. Allison, an official and one of the four owners of the big brick oval, were highly pleased with the accomplishment of the American-made car. "I never saw a race car which lugged the track so well," said Mr. Fisher after the car had stopped. "Rader took the turns without slowing down and the car moved through the curves without the hops car hits the curves when the ordinary race cars come when an American car can claim the fastest lap, even though it is not official."

Three watches caught the practice lap of the car in 1:55 flat and ten Rader "cut her loose" for the test. Into the first curve he went with the motor sounding regularly. When he hurried into the back stretch the car was fairly eating up the track and it took the back curve without an effort. Down the home stretch came the car and passed the wire like a gray streak. Two watches caught the time in 1:59 and the third was a fraction under. "It was a real lap, made by a real car designed and built by American brains in an American factory and driven by an Indianapolis boy."

**Expect Faster Speed.**  
Mr. Vincent was jubilant over the performance of the car. He had expected that it would average 100 miles an hour, but the proof was none the less appreciated. The car recently in New York City. The track showed a speed of 115 miles an hour. Mr. Vincent believes that this speed has been increased and that now it will be able to do 125 miles an hour—or two miles in one minute. The car is equipped with a light aviation motor, built by the Packard Company. It has a bore and stroke of 2.21-2.22 by 4.288-cubic inches. On the test lap the motor was turning over at an average of 3,000 revolutions per minute. On the straightaways the maximum was 3,400 revolutions.

Boillot's car, a Peugeot, with which he set the track record in 1914, had a bore and stroke of 2.5 by 3, which gave it a piston displacement of 21.7 cubic inches. The accomplishment of the American car, therefore, is all the more wonderful.

**Third Innings Paves Winning**

**FOSTER PITCHES BALL FOR**

Cleveland and C Washington and in Other C

**DETROIT**

BOSTON won its fourth here today, 5 to 2. Boland's wildness. In third innings, he pitched or which became a run of which were scratch. Foster pitched a fine and allowed but two hits during. The fielding of first and neither team Score:

Box	AB	H	O	A	E	D
Hooper	4	1	1	0	0	0
Harry	5	2	1	0	0	0
Lewis	3	2	1	0	0	0
Hobbs	3	2	1	0	0	0
Walker	3	1	3	0	0	0
Gardner	2	1	1	0	0	0
Scott	4	0	2	0	0	0
Thomas	1	2	2	0	0	0
Foster	4	0	2	0	0	0

Totals... 25 27 18 0 10 10  
Batted for Cunningham  
Batted for McKee in the  
Batted for Debus in the  
Boston... 6 2 3 0  
Detroit... 9 9 6 0

Two-base hits—Hooper, Veach. Three-base hit—base Harry. Sacrifice hit—Scott. S. V. hit and 1 run off Dubuc. 3 off Cunningham earned runs—Off Foster, 3 hits and 4 runs in 2 1/2 innings. 1 hit and 1 run off Dubuc. 1 hit and no struck out—By Foster, 1 1/2; by Dubuc, 2. Wild pitch—Ball—Thomas. 1 and Owens—Thomas—1 1/2.

**EIGHTH STRAIGHT**

CHICAGO, Aug. 2.—Eighth straight victory the final game of the Athletics, 3 to 2. It was fourteenth consecutive win by bunting hits.

Williams Score:

Phila.	AB	H	O	A	E	D
Lawry	4	1	1	0	0	0
Getz	3	2	2	0	0	0
Walsh	3	2	0	0	0	0
Strunk	3	1	4	0	0	0
Leagle	4	2	2	0	0	0
Minnis	4	0	2	0	0	0
Walters	3	2	0	0	0	0
Pick	3	2	0	0	0	0
Faley	3	2	0	0	0	0
Johnson	1	0	0	0	0	0
Williams	3	0	0	0	0	0
Laning	1	0	0	0	0	0

Totals... 29 24 9 0 10 10  
Batted for Johnson in the  
Batted for Cicotte in the  
Philadelphia... 1 0 0 1  
Chicago... 9 9 6 0