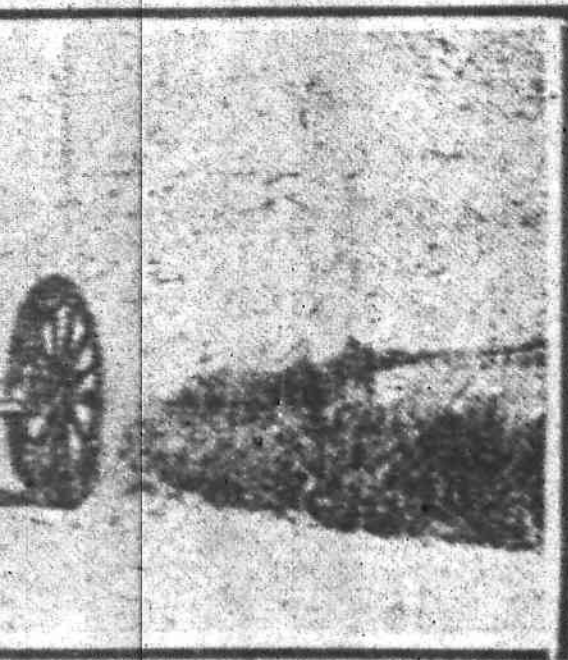


SDAY, JUNE 15, 1909.

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FAST PRACTICE RUNS ON INDIANA AUTO COURSE

**SPEED DEMONS PREPARING FOR
RACES THIS WEEK.**

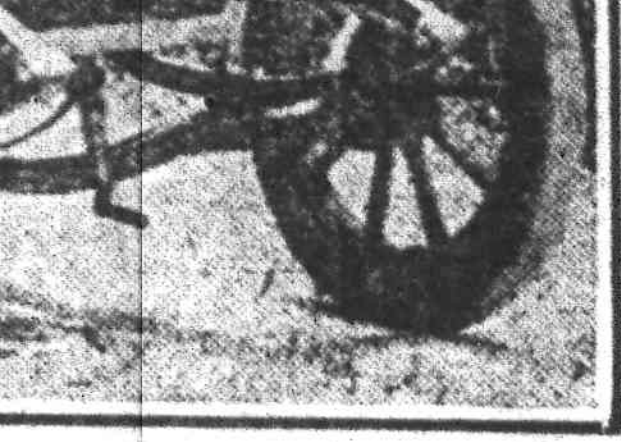
RUN 23.6 MILES IN 24:15

CROWN POINT, Ind., June 15.—Hitting the high spots at the rate of sixty miles an hour, despite slippery roads, the dare-devil pilots for the Cobe and Indiana cup motor races of Friday and Saturday started official practice yesterday over the Crown Point-Lowell course. Owing to the scarcity of flagmen, however, the real bursts of speed were few and far between. Conditions were different this afternoon, according to the Automobile Club officials, and some fancy exhibitions were assured.

Workmen engaged in putting on the finishing touches to the course forced the drivers to travel slowly in some spots, thus cutting down what otherwise might have been fair marks. The speed shown in the afternoon was not up to the standard established during the morning hours, when the racers were busy dodging milk wagons and constables and beating it around the 23.6-mile circuit.

The cars were on the scene bright and early, the big Knox with Denison at the wheel crossing the line in advance of all the others. It was the first real touch of road racing the west has had, and as the old familiar cry of "car coming" started up near the south end of the stand an exciting thrill went through the group in

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Denison on Fast Run.

Denison, who starred at the 1906 Algonquin hill climb was first seen on the second slope, then he dipped into the hollow and before one hardly could realize it he was at the crest of the next grade and rushing under the south bridge. He stepped on the throttle as he flashed by Trego and the big Knox jumped and quivered as it gathered momentum for the dash by the stand. The exhaust popped like a battery of Gatling guns and the powerful racer kicked up a slight trail of dust hurtling on to the turn at the northeast corner.

At short intervals followed Englebeck and Miller in the Stoddard-Dayton Cobe cup flyers, Wiseman and Wright in the little Stoddards, Monsen and Stutz in the Marions, Poole, Knipper and Matson in the Chalmers-Detroit "blue birds" defeated Jimmy Florida in the Locomobile.

With this bunch of speed demons already on their way the watchers settled back to wait for one of the men to finish in order that an idea might be had on the time. Finally Englebeck rolled along, but as the watches showed thirty-six minutes it was clearly evident that no one had been extending himself that lap.

Matson Leads on Second.

Several of the light car drivers speeded up on the second lap, while the big fellows seemed to take matters easy. The clockers were rewarded, however, for their watches caught fair time on five of the cars. Of these Matson in the Chalmers-Detroit did the best in 27:08.

Knipper, the hero of the Denver-to-City-of-Mexico tour, also driving a Chalmers, reeled off the circuit in 27:16, and Poole, in a third Chalmers, clicked off 27:18. Monsen, in the Marion, hung up a mark of 32:30, while Wiseman pushed his Stoddard around in 41:30.

George Robertson, the Vanderbilt cup winner, stirred up some enthusiasm by traveling slowly around the course in a Locomobile touring car while Ben-

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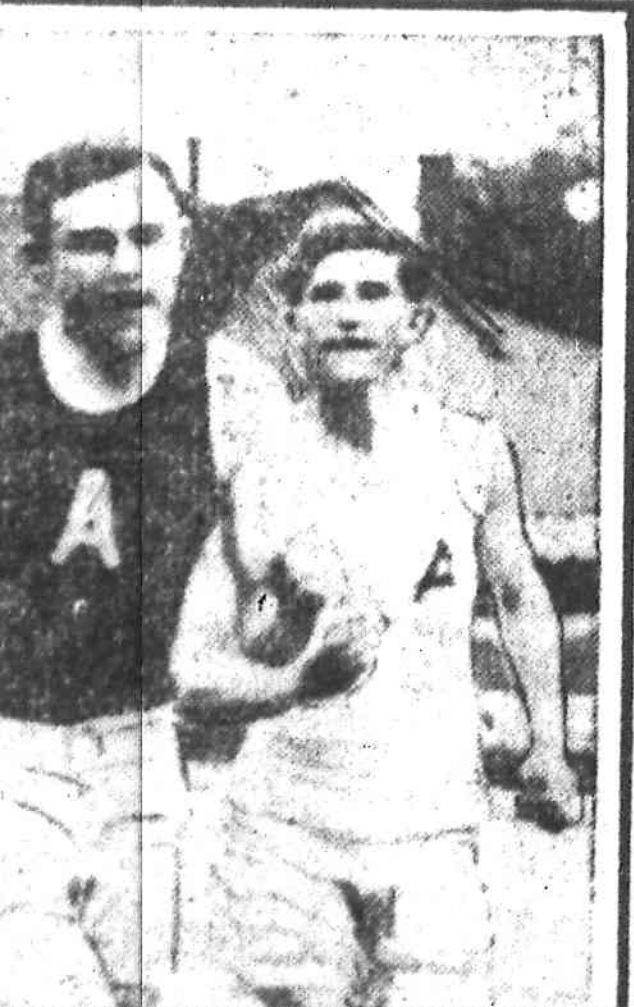
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The best houses in Crown Point their spare rooms as a matter of fact. There will not be a surplus of accommodations, it is said, for Chicago special trains to the course every fifteen minutes after midnight Thursday night, and others are scheduled from the big cities of the central west. Warning signs around the course was taken in hand today. Laying of telegraph wires around the course will be completed tomorrow. Seven telegraphers on the racing days will be at many stations, each notifying the stand of any accidents or changes in the positions of the contending drivers. Big bulletin boards fronting the grand stand will give a record of the race to the spectators at that place. There will be two hospital stations, one at Crown Point and the other at Lowell. Motor trucks will act as ambulances.

TRAINING



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George Robertson, the Vanderbilt cup winner, stirred up some enthusiasm by traveling slowly around the course in a Locomobile touring car, while Bourque, the second Knox driver, who arrived at Crown Point only yesterday, did the same. Aside from this there was little doing in the afternoon.

Early birds who camped along the course during the morning credited Lewis Strang with some brilliant feats in his Indiana trophy racer. He was caught one round in 24:15 and another in 24:20, while his team mate, Louis Chevrolet, is said to have fractured both marks.

Hearne Repairs Fiat.

Eddie Hearne, the Chicago driver, who is entered with a Fiat in the Cobe cup race, yesterday put his car in shape for the struggle. Manager Harry Clinton, of the local Fiat agency, supplied Hearne with the necessary parts for the car which was crippled during a recent practice, and chances are Hearne will try out the flyer this morning. Arthur W. Greiner, the local amateur, is working on his Renault, studying its peculiarities before he lets himself out.

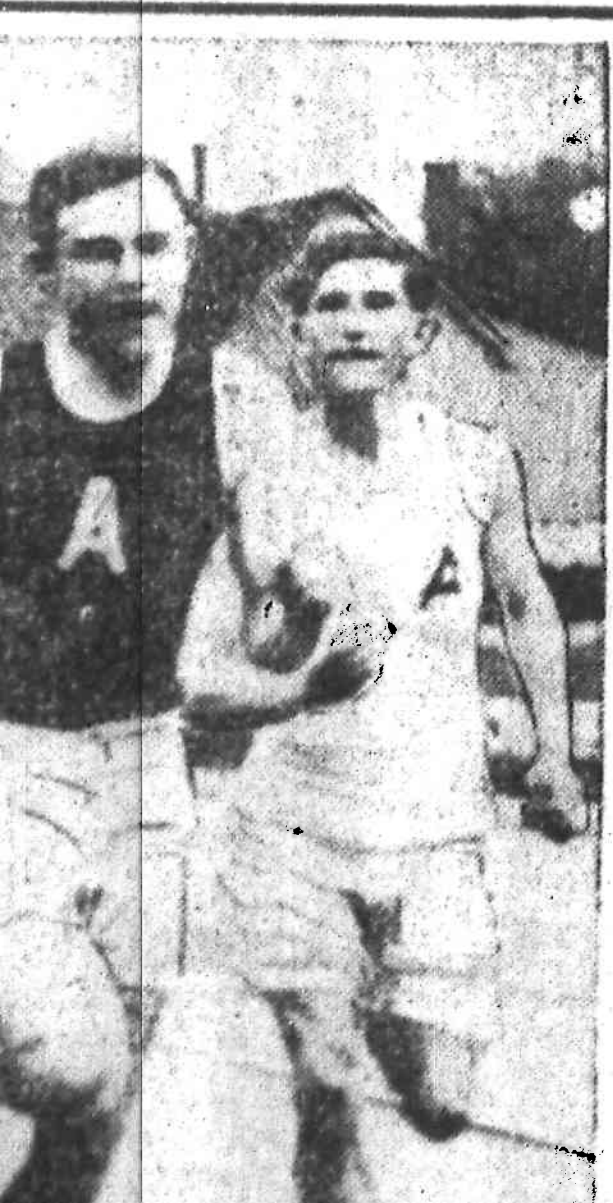
Officials of the meet were busy while all this practicing was going on. The technical committee has about completed its work of examining the cars to see that they come up to stock specifications and thus far every machine has passed the test. General Executive Trego and course executive Van Sicken are planning to smooth out some of the rough spots of which the drivers complain and are making their preparations to cement the road near the bridge on the east leg, which is said to have a bump concealed about its abutments that sends the drivers up in the air a couple of feet and causes the cars to try for new broad-jumping marks.

All but three of the cars had reported at the course last evening. Two of these are the Appersons and the other is the Ford. The Appersons, with their drivers, Joe Seymour and Herbert Lytle, came in this morning, it is said, but so far nothing official has been heard regarding the little Ford, which will be handled by

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