

PILOTS CONFRONT DEATH

COOLLY FACE EVERY DANGER

MEN BEHIND WHEELS OF SPEEDWAY RACE CARS KNOW WELL ALL PERILS FROM THEIR THRILLING EXPERIENCES.

Fear is an unknown quality in the makeup of the men who will pilot automobile racing cars on the Speedway this week.

Every man has often looked death coolly in the face at different times in his speeding career. Dangerous turns, perilous passings and sudden skiddings have nerved these men to the limit of fearlessness. They are, however, none the less careless, but rather have learned so well the art of thinking and acting in less than a second's notice that they are as safe while in a daredevil contest as the average man is when nosing his way in a car through a crowded street.

Without exception the drivers who will soon face here against time compose the most brilliant field of motor racers ever gathered together. This field comprises pilots who won their spurs in big classics and who are determined to add laurels from their efforts here this week.

George Robertson won the Vanderbilt Cup over the Long Island motor parkway in a Locomobile, this being the first time any American car ever captured this international contest. But this is not Robertson's hold on fame, for he always has been one of the most consistent performers in the country. A short time before the Vanderbilt—a couple of weeks, in fact—Robertson, driving a Locomobile, won the Fairmount Park road race at Philadelphia, a strictly stock chassis proposition and unique in that it was the first time a public park was used for road racing purposes. Robertson also smashed the world's twenty-four-hour competitive track record last summer, and is noted for his daring. His teammate in the present races, J. W. Florida, is comparatively new in the racing game, his debut being signaled by running second to Robertson in the Vanderbilt, which gave the Locomobile the unique distinction of being one, two in that classic. Both Robertson and Florida will drive in the two races comprising the Western stock chassis contests.

Apperson Sends Veterans.

Herbert Lytle and M. J. Seymour, the Apperson team, are two more of the veterans whose names have long been associated with road racing in this country.

Lytle is the dean of them all, dating his experience back in the early nineties when he was one of the contestants in the Chicago Times-Herald road race in Chicago. Since that time Lytle has been a consistent follower of the game, racing not only in this country, but abroad as well. He has been a competitor in the Gordon Bennett cup races abroad, and history shows that he is the only American driver that ever finished in this international contest. He has been in every Vanderbilt and again the records give him credit, this time for consistency of running, although it never has been Lytle's luck to win on Long Island. He came close last fall, when he was second, but later was disqualified because his car was a few pounds overweight. He won the spring runabout race at Savannah last year and was fourth in the Briarcliff. In the Long Island Motor Parkway Sweepstakes he was a winner, creating a new American record at that time. Seymour competed in the Briarcliff last year and also in the American Grand Prix at Savannah, in both events being among those running at the finish.

Buick Teams Star.

Lewis Strang, Louis Chevrolet, R. P. Burman and George De Witt make up the Buick team. Strang is the star of the lot, and his record shows he had remarkable success last year, when he won the Briarcliff, the big race at Savannah last spring, and the Labor day road race for the Ames trophy at Lowell, Mass. He also holds the one-mile circuit track record and no man is more in the public eye than is this dashing Buick hero. His teammates are also men of rare ability at piloting racing cars, Chevrolet having been a consistent performer for the last six or seven years. He won the Cope trophy race in a sensational drive with an old car. Burman has been doing good work since his connection with the Buick, while De Witt is a youngster who has started in the racing game this year, giving every indication of becoming a star.

Albert Denison and William Bourque, the two Knox drivers, are the busiest men who make racing their profession. All is grist that comes to their mill, reliability contests, hill climbs and road races, and seldom it is they fail to make their mark. So far this year they have performed in the most brilliant manner, and in the speed trials at Jamaica, L. I., in the spring, they carried off, as usual, more than their share of the honors. Both men participated in the last Vanderbilt, and while they did not gather any of the chief honors, the work of their smaller powered cars was a revelation, both machines being in the battle at the finish.

Stoddard Bids Strong.

The Stoddard-Dayton drivers are a promising lot, comprising Bert Miller, C. A. Englebeck, Fred Wiseman and Carl Wright. Of these, Miller, perhaps, is the

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best known, he having represented the Dayton car in many a hard-fought battle on Eastern roads and track. He showed brilliantly in the opening event on the Long Island Parkway last fall, and in the hill climbs this spring he has been prominent. Wiseman comes here from San Francisco, reputed to be the best pilot on the coast, because of his sensational performances this spring, among which might be mentioned his victory in the thirteen-mile hill climb at Redlands, Cal., the longest contest of the sort ever held in this country, and in which Wiseman carried his car to the top at the surprising rate of forty miles an hour. Englebeck is a Chicagoan who is making his debut in the road racing carnival, but who has won distinction in reliabilities and hill climbs.

Edward A. Hearne, the Fiat driver, and Arthur W. Greiner in a Renault, come in what might be termed the "owner's class," in that both of them are entering their own cars. Hearne participated in the light car race at Savannah last year, in which he finished fourth, while Greiner, who is the only amateur in these contests, won his spurs at the Algonquin hill climb last year, when he captured the amateur state championships. He also is holder of the American five-mile amateur track record.

Chalmers Represent Experts.

The Chalmers-Detroit Company has rounded up a trio of stars—Al Poole, W. Knipper and Joe Matson. Poole is another of the veterans, and in his day has competed in contests abroad and at home, and has ridden beside Joe Tracey in a couple of Vanderbilts. He drove last year in the Briarcliff, at Savannah and at Lowell, and is regarded as a consistent performer. Knipper recently finished a hazardous trip from Denver to the City of Mexico, blazing the trail for the flag to flag trip next fall, while Matson earned distinction because of his work in reliabilities and hill climbs last year and the Crownpoint (Ind.) race, which he won.

LOOK OUT FOR WOMEN.

Be scrupulous in observance of the rules of the road. In the country many women driving horses will be met. Rather than frighten the horse it is better to stop, offering help when it is necessary.

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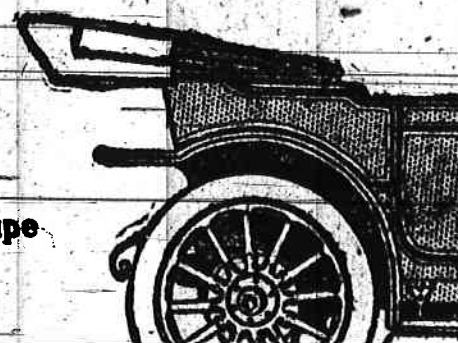
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