

23 RACING CARS READY FOR GRIND

Nine Additional Speedway Entries
Qualify for Race—Tower
Makes Best Time.

BURMAN HAS LUCKY ESCAPE

Stops for Gasoline and Discovers
Steering Knuckle Ready to
Snap—Delta Out.

Cars Qualifying in Race.

No.	Car and Driver	Time	Miles per Hour
1.	Mason—Jones	1:25.11	81
18.	Schaefer—Dorshner	1:26.04	78
2.	Walt—Hart	1:26.47	80
3.	Walt—Kaufman	1:26.57	81
4.	Walt—Wray	1:26.30	80
22.	Wheeler—Peters	1:26.17	79
16.	Ferguson—Zaccaro	1:26.20	80
5.	Nyberg—H. Eckhardt	1:27.00	78
19.	Wheeler—Gunn	1:27.04	80
23.	Wheeler—Winters	1:27.27	80
21.	Gary Van—Wilson	1:28.04	79
20.	Case—W. Eckhardt	1:28.07	80
26.	Talbot—C. Clark	1:28.20	78
25.	Mason—Hauge	1:28.30	80
6.	Mason—Tweed	1:28	80
24.	Case—Wilson	1:28.00	78
17.	Wheeler—Waldorf	1:28.00	80
7.	Wheeler—Haugen	1:28.00	80

200 Special Correspondents to Write "Story"

Approximately 200 newspaper and magazine writers have been detailed to enter the 500-mile race tomorrow. At least one-half that number have already arrived and the remainder are all on every train.

Not only are all the larger newspapers and magazines represented by staff correspondents and special writers, but practically every publication of consequence in this country, and a few foreign ones, have photographers to

Since the first of the week, when the vanguard of the newspaper men and special race editors have been spotted in all the leading newspapers. The trials, old records, positions of the cars, and likelihood of the hardened drivers winning, all have been rewritten, printed, together with pictures of drivers and machines, both on the track and off.

It is said to be utterly impossible to procure hotel accommodations and newspaper men have been forced to take the swimming tanks or sleep in garages at the Speedway. Several foreign correspondents tried the "method" Tuesday night and were proved wrong. The provision for the race had been made and the challenge was nothing but phony.

A number of newspapermen were seen yesterday holding yesterday's race and asking that they allow the men to sleep at the Speedway in the 100 blankets, the property of the U. S. Government, which are being held for the use of the government. The men are not well disposed to arrange it.

As a result of the government's refusal to allow the men to sleep at the Speedway, the men have turned the showrooms of the Speedway and the grandstands into a temporary camp. The cars were all parked and the men were placed in the showrooms. The men are now arranged with

Cars Qualifying in Race.

No.	Car and Driver.	Time.	Miles per Hour.
5.	Mason—Evans	1:49.75	82
18.	Schacht—Jenkins	1:58.48	76
8.	Stutz—Herr	1:48.67	83 ³⁰
3.	Stutz—Anderson	1:48.92	82 ¹ / ₂
2.	Stutz—Merz	1:46.50	84 ¹ / ₂
23.	Mercedes—Pilette	1:59.17	75 ¹ / ₂
16.	Peugeot—Zuccarelli	1:44.86	86
1.	Nyberg—H. Endicott	1:57.88	76 ¹ / ₂
19.	Mercer—Bragg	1:42.86	87 ¹ / ₂
22.	Mercer—Wishart	1:49.77	82
12.	Gray Fox—Wilcox	1:50.48	81 ¹ / ₂
33.	Case—W. Endicott	1:45.02	85 ¹ / ₂
25.	Tulsa—Clark	1:58.57	76
35.	Mason—Haupt	1:51.50	81
6.	Mason—Tower	1:42	88 ¹ / ₂
32.	Case—Nikrent	1:54.08	78
26.	Mercedes—Mulford	1:51.40	81
4.	Keeton—Burman	1:46.96	83
9.	Sunbeam—Guyot	1:51.40	81
29.	Isotta Trucco	1:49.83	82
31.	Case—Disbrow	1:48.75	82 ¹ / ₂
15.	Peugeot—Goux	1:44.62	88
17.	Anel—Liesaw	1:55.35	78

BY A. S. BLAKELY.

With fourteen additional cars qualifying the field to date is comprised of twenty-three cars, all of which have done a lap in less than two minutes, the time limit placed by the Speedway officials for qualification to compete in the race. Six of the racers qualified in the morning and the other eight in the afternoon. Jack Tower in a Mason made the best time so far in the trials when he negotiated a lap in 1:42. During the afternoon Burman qualified with an official time of 1:46.96, or at a speed of eighty-three miles an hour.

It is believed, however, that the Speed King did the lap in faster time, as five watches in the press stand and several on the outside caught him in 1:42 1-5 and 1:42 2-5. This latter time would have given him a speed of eighty-eight miles an hour and placed him second in the standing of the cars in the trials.

Before making his trial against time Burman had a narrow escape from serious injury. As it was his luck and the sharp eye of Barney Oldfield saved him

cars, and likelihood of the barriers winning—all have been reprinted, together with pictures of drivers and machines, both on and off.

It is said to be utterly impossible to procure hotel accommodations. Newspaper men have been forced to the rooming houses or stables and garages at the Speedway. Several foreign correspondents tried the "method" Tuesday night and proved enough. No provisions had been made and the trip was anything but pleasant.

A number of race enthusiasts see Governor Radston yesterday and asked that he allow them to be sleeping at the Speedway to use blankets, the property of the Governor. Radston refused, the saying that, because of the millions for him to stop the race, he was not inclined to encourage it.

As a result of the Governor's and the lack of accommodation the Motor Car Company has turned its showroom at Capitol avenue and front street, into a temporary garage. The cars were all moved out and coats were placed in the show windows were screened.

his mark, unofficially, missing by fifth of a second. Bob was a make faster time, but after re-steering knuckle decided not to attempt extreme speed.

Nikrent in his Case did 78 miles an hour, and Ralph Mulford showed his Mercedes car around in 1:51.40, just better than 80 miles an hour. He was the last to qualify in the trials. The remainder of the cars will be called to go against time today.

After 5 o'clock, when the practice over and the majority of the racers had gone home, five more cars before darkness put an end to the work. Guyot came out in his Sunbeam and did the course in 1:51.40, a speed of eighty-one miles an hour. Trucco, in an Isotta, did 1:49.83, or two miles an hour, and Goux, in a French Peugeot, did 1:44.62, or eighty-six-mile clip. Louis qualified the third Case with a time of 1:45.02, or at a speed of eighty-five miles an hour, and Billy Liesaw did the Anel.

The cars which have failed to qualify for time trials are Knipper's DePalma's Mercer, Pennebaker's and two Isotta cars which will be called to the tape today by Grant and Tetzlaff. The cars which will be called to the tape today are Reot. It is almost an assurance that every remaining car will qualify. The car in the list has shown a speed of more than 75 miles an hour and it is a matter of time before it takes to qualify.

12. Gray Fox—Wilcox	1:50.48	81½
33. Case—W. Endicott	1:45.02	85½
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Before making his trial against time Burman had a narrow escape from serious injury. As it was his luck and the sharp eye of Barney Oldfield saved him a bad spill. Burman had been driving the track at great speed in practice, but ran out of gasoline and had to pull up at the pit. Oldfield came up to talk to him and while standing by the car noticed that one of the steering knuckles was cracked and hanging only by a thread. Had Burman traveled a lap or two more his car would have been a pile of junk along the side of the track. The break was repaired and Bob qualified in fast time.

GRAY FOX QUALIFIES.

Spencer Wishart was the first car out in the morning and turned his lap at the rate of eighty-two miles an hour. Howdy Wilcox had the Gray Fox out for a trial and had no trouble in qualifying. He breezed under the wire traveling eighty-one and one-half miles an hour.

Wild Bill Endicott then came out in his Case "Tornado," and after a bad start, came through the next lap at a speed of

way. As a result of the Governor's refusal and the lack of accommodations the Cole Motor Car Company has turned its main showroom at Capitol avenue and Vermont street, into a temporary barracks. The cars were all moved out and fifty cots were placed in the showroom. The show windows were screened with large

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The cars which have failed to show up for time trials are Knipper's Henderson, DePalma's Mercer, Pennebaker's Knight and two Isotta cars which will be driven by Grant and Tetzlaff. These cars will be called to the tape today by Starter Root. It is almost an assured fact that every remaining car will qualify. Every car in the list has shown better speed than 75 miles an hour and that is all it takes to qualify.

DELTA IS OUT.

The only car on the entry list which is not expected to make the required speed is the Delta, entered by Delling. This car met with an accident in transit to the Speedway, and the discovery was not made until Dawson had put it around the track several times at great speed. One of the crank shaft bearings was broken and it was impossible to start the car. Mr. Delling said he thought that he believed it would be impossible for the car to be repaired in time to start in the qualification trials. Dawson had sent the car at a 100-mile clip on the stretches and seemed pleased with the car, but after the breakdown said that he would not be at the wheel.

He was a spectator at the elimination trials, however, driving to the track in the Marmon "Wasp," the car with which Ray Harroun captured the first annual classic. Joe was not smiling

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Wild Bill Endicott then came out in his Case "Tornado," and after a bad start, flew through the next lap at a speed of 85½ miles an hour, negotiating the track in 1:45.02. He was followed by George Clark in the Tulsa, and George put the "dark horse" over in 1:58.57, or 76 miles an hour.

Then came Haupt and Tower in the two Masons. Haupt circled the track in 1:51.50, and then Tower, in No. 6, gave the fans a lap in 1:42, traveling at the speed of 88½ miles an hour, the fastest qualifying time of any of the eighteen cars. Burman was the only driver who approached

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He was a spectator at the elimination trials, however, driving to the track in the Marmon "Wasp," the car with which Ray Harroun captured the first annual classic. Joe was not smiling and was more silent than usual. There is no doubt but that he wanted to drive, and although he made no statement, it is thought that he believed the Delta speedy enough to have a chance at the money. His friends hate to admit that he will not be seen in the race, and many believe that at the last minute he may break in on the track as an emergency driver for one of the cars.

F. E. Edwards, technical expert of the A. A. A., was kept busy throughout the