

# SPEEDWAY TRIALS HINT NEW RECORDS

Pilots Believe Marks Will Fall  
as Result of Fast Brick  
Track.

## SPEEDY WORKOUTS RECORDED

Galaxy of Motor Stars Give Ma-  
chines Final Tests Before  
Big Meeting.

*By C. E. Stuart.*

Faster and faster, creeping by degrees up to the speed that they know must be shown to win, pilots representing almost every big motor factory in the United States are sending their metal mounts round and round the big oval at the motor Speedway for the final tryouts before Starter Wagner drops the flag to start the first furious fray Friday. In all classes, from the tiny voiturette to the steel monster with 601 to 750 cubic inches piston displacement, competition seems to be growing hotter, and the knowing ones who sit behind the wheel are bringing out every ounce of power they can demand from their steeds.

The rainbow painter has a mere tyro's production compared to the color picture these dashing cars present, as red, yellow, white, blue, gray and varicolored creations rush down the brick stretch in attempts to turn time backward in its flight as far as possible. But color is not what impels the spectator to gaze in admiration wrapt. It's speed—ever that

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CHARLES STUTZ.

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flight as far as possible. But color is not what impels the spectator to gaze in admiration wrapt. It's speed—ever that same goal of the pilot and demand of the onlooker—speed that makes the car leap and bound as a deer in its agonized death run.

### Figures Show Speed.

Around the two and one-half-mile course in 1:50 flat—speed that makes an express train look like a loafer—is no mean performance, but Johnny Aitken in a National sixty and Burman and Chevrolet in Buicks—of the same class made that mark, then lopped another second off it in a second trial. If the official timing catches these teamsters in like figures records are going to fall. Ray Harroun in his Marmon yellow jacket stung his way over the brick at a clip that promises to breed trouble for contenders this week, and Herb Lytle swung the underslung American through its paces at a merry rate. The motors are loosening day by day and today and tomorrow will put the majority of them in racing trim.

Team managers and mechanics throng the pits and watch their hopefuls in the tryouts. A word of advice to the pilot and a new adjustment of some part of the intricate mechanism now and then is given to coax more space annihilation.

Dr. Wadsworth Warren, manager of the Buick team, is at the course and is looking for something surprising on the new track. He believes the 36.2 record for the mile made at Los Angeles will fall here, and in the long-distance events he sees lowering marks on account of the fast track. The workouts have served to increase confidence in the pilots and the element of danger is not considered, so small has it been made. It will be a case of "wide open" and get every inch of speed the steel brute possesses, both in the short and in the long events, for the motors are not so liable to become strained where the course is true and even, a condition which rarely is encountered on other motordromes.

### Fussy Fixings for Buicks.

The "properties" which accompany the Buick roadsters' racing team outrival in bulk and complicated construction the baggage which a society belle would take with her for a summer's campaign at Newport. Besides the string of cars, there are all sorts of queer shaped trunks, boxes, chests and cases, containing extra parts, supplies, wardrobes and various equipment that experience has taught the team are necessary.

There are four odd-looking cases that must weigh nearly a half ton each. They are something like a lady's huge wardrobe chest, but armed with heavy iron handles and huge ball-bearing casters. When the four of these are set up on end in the repair tent at a meet they furnish in

TINIES OF CORBETT AND JEFFRIES,  
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SAN FRANCISCO, May 24.—Jack Johnson switched his usual course of training today and, instead of doing his road work in the morning, was in his running clothes in the afternoon, when he did something like fourteen miles. The change, it was explained, was because personal business required Johnson's attention.

Tom Flanagan, brother of the champion hammer thrower and also a crack weight man, arrived today and took up quarters at Johnson's camp. Flanagan met Johnson while he was touring Canada. Flanagan will not do any boxing, but as the champion believes in plenty of rough work it is likely that the big Irishman will wrestle with the fighter.

### Frank Sutton Arrives.

Another arrival was Frank Sutton, proprietor of a hotel in Pittsburg. A story preceded Sutton that he was coming to San Francisco to assume charge of the culinary department of Johnson's camp, but Sutton denied any such intention. Sutton is a heavy bettor on Johnson, and it is said he probably will act as Johnson's betting commissioner. "The present odds of 10 to 7 look good to me," said Sutton. "I look to see the betting even before the fight, but even that price will suit me."

Billy Delaney, under whose training James J. Jeffries and James Corbett each became heavyweight pugilists of the world, will train Jack Johnson for his fight with Jeffries and will be the colored man's chief second on July 4, according to an announcement made tonight by Johnson.

### JEFF DELIGHTS VISITORS.

Handles Choynski Roughly, but Falls to Break Armstrong's Guard.

BEN LOMOND, Cal., May 24.—Eleven rounds of lively boxing was served up to visitors at the Jeffries training camp today, the best show they have enjoyed this week. Jeffries was in good humor and felt like working. He wanted to go a round or two more, but Sam Berger was not in condition to accommodate him after two rounds of fast milling.

Bob Armstrong was used for three rounds. This bout was not exciting, as the negro is extremely clever in defensive work and Jeffries always finds it difficult to reach him. The work with Armstrong is considered splendid practice for Jeffries because of the similarity of the tactics of his sparring part-

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There are four odd-looking cases that must weigh nearly a half ton each. They are something like a lady's huge wardrobe chest, but armed with heavy iron handles and huge ball-bearing casters. When the four of these are set up on end in the repair tent at a meet they furnish in themselves a complete factory stock room and supply practically everything needed on a car from the smallest cotter pin or nut to a steering wheel.

Other teams have accessories much the same and the pits and garages are scenes of activity already. This, with the work being done to put the Speedway in shape, presents a scene of businesslike action. The Warner timing device is installed as far as the track equipment is concerned and the inner machine will be in place today or tomorrow. The score boards will be completed tomorrow.

Among other workers yesterday were Molsinger in an Empire "twenty," Reed in a Stoddard-Dayton, Thornburg in a Great Western, Lynch in a Jackson, Schweltzer in a Fuller, and Scoot Miller in a Warren-Detroit. Five additional entries have come in during the week. Two more Jackson cars, two E-M-F machines and a Knox bring the list above the entry number last year.

## SPEEDWAY SHORT STORIES.

It took the Conduitt Automobile Company and a Knox racing car to corral erratic Barney Oldfield and his press man, Bill Pickens. The local concern bought Barney's valued services and entered their own Knox in the Wheeler-Schebler trophy event, the five-mile and handicap free-for-all May 28, the ten-mile and the free-for-all handicap May 27. Ed Updike will drive a Knox touring car in the touring car mile event and a Knox roadster in the amateur events. Just what terms Oldfield made is not given out, but the local concern probably will pay well for the work of the pilot with world-wide reputation. For several days letters have been coming to Indianapolis for Oldfield, so it was known he would be here, but the Knox entry solved the mystery.

Louisville sends word that a big party will come from that city to attend the Memorial day events. The automobile club of the Kentucky city is making plans

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Bob Armstrong was used for three rounds. This bout was not exciting, as the negro is extremely clever in defensive work and Jeffries always finds it difficult to reach him. The work with Armstrong is considered splendid practice for Jeffries because of the similarity of the tactics of his sparring partner and the black champion.

The bouts with Brother Jack, Berger and Joe Choynski were of the rip-and-tear order. The Choynski affair was particularly interesting for the spectators. Jeffries handled the veteran in anything but a gentle manner, and Choynski came out of the ring with a broken tooth, a bad ear and a damaged nose.

Rope skipping and handball followed the boxing, and in the afternoon Jeffries put in another hour in the gymnasium. He was happy and whistled and sang all through his work. Jeffries will leave the camp Friday afternoon for San Francisco, where he appears in a sparring exhibition in the evening. He will return in an automobile which he has just bought.

## "YOUNG MITCHELL" PRESIDES.

### Convinces Clericals That Johnson-Jeffries Bout is Not Prize Fight.

**SAN FRANCISCO, Cal., May 24.**—The first definite step in the campaign being waged by representatives of the churches against prize fighting in general in California and against the Jeffries-Johnson contest in particular was made today when a delegation of prominent ministers and their legal advisers appeared before the police committee of the board of supervisors to protest against granting a permit to the Broadway Athletic Club to conduct a boxing contest on July 4.

John L. Herget, formerly a middleweight prize fighter, known in the ring as "Young Mitchell" and now a city and county supervisor, sat as chairman of the committee. A recommendation was made by the committee to the supervisors that the permit be granted to the Broadway Club, under the auspices of which Jeffries and Johnson will fight on the national holiday. The Rev. William Rader, the Rev. A. C. Bain and Attorney J. E. White took the leading part in voicing the protest of the church people.

Chairman Herget informed the delegation that the Jeffries-Johnson fight was merely to be a scientific boxing exhibition and would be countenanced as such by law. When the ministers referred to the scheduled event as a prize fight and to Jeffries and Johnson as prize fighters Herget objected. "Jeffries has never been in a fight in his life," he said. Herget invited the whole church federation to be present at the next fight.

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Louisville sends word that a big party will come from that city to attend the Memorial day events. The automobile club of the Kentucky city is making plans for the trip overland.

E. A. Moross, director of contests, was working late last night to prepare the program for the race meeting. The program for the first two days will be ready tonight or tomorrow morning. The lists closed yesterday. The entry lists for the championships, May 30, will close tonight, and that program will be made up tonight or tomorrow at the latest.

Two E-M-F entries are late arrivals, and Cunningham is nominated to pilot the cars. One other driver probably will be named to aid him before the opening of the race meeting.

Starter Fred Warner will arrive in Indianapolis tomorrow and arrange his work for the three-day program. Other officials are coming in before tomorrow night.

The big National "seventy," largest of all Indianapolis made cars, with Johnny Aitken at the wheel, will work out its new motor for the first time today.

"If there are any accidents or fatalities on the Speedway during the races the cause will not be found in the roadbed of the course."

Coroner John J. Blackwell made the statement last night. He said, further, that he had taken time by the forelock, and with Messrs. [unclear] had visited the Speedway and looked it over carefully.

"I don't see anything that could be done to make the wonderful race course safer," said the coroner. "The track is the best I ever saw and a search for a flaw in the roadbed could be like a search for the proverbial needle in a haystack."

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### Illinois Marksman Ahead in Western Handicap Shoot.

DES MOINES, Ia., May 24.—W. R. Crosby of O'Fallon, Ill., one of the best-known trap shooters in the country, was the only man to make a perfect score in the opening of the Western handicap at the Gun Club grounds here today. "Billy" Herr was next high man on the five events of the morning among the professional, scoring 98. Spencer, last year's national champion, lost eight birds during the five events.

Three amateurs, F. Ellett, C. Ditto and F. Fisher, were tied at 92 on the morning program. John Philip Sousa, the bandmaster, shot 85 out of a possible 100.

## AERO BOARD FAILS TO AGREE.

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## OLIVER WILL MEET RUSH.

Young Oliver, the paperweight champion of Indiana, has been matched to meet Kid Bush of this city in a six-round contest at Cassin's [unclear] tomorrow night. Oliver is also matched to see Kid Warner of Anderson on May 30, when Jack Dittin meets Howard Morrow. Oliver is working out at Jerry Wells' box Jack [unclear] of the [unclear] [unclear]

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