

SAIL TODAY

TURNING HOME

OF VANDERBILT
 DEPARTURE
 IS IN GOOD
 SPIRITS.

E. H. Harriman ar-
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and Spirits.

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RACING AUTO RUNS

OVER MECHANICIAN

**Big Speedway Entrant Almost
 Crushes Life Out of Cliff Lit-
 erall of Dayton, O.**

DARE DEVILS TUNE CARS

**Hoosier Track Becomes Live
 Wire During Practice, Prepar-
 atory to Tomorrow's Events.**

Clifford Literall of Dayton, O., a Speed-
 way mechanic, was probably fatally
 crushed yesterday under the wheels of a
 big racing automobile at Capitol avenue
 and Vermont street. Literall stepped
 from a machine while en route to the race
 course and was run over by a car which
 was following. The accident occurred
 about 11:30 o'clock near the Fisher garage,
 which had just been left by the Stoddard-
 Dayton caravan of large racing machines
 for the Speedway practices. Literall was
 riding in the first car and jumped out sud-
 denly, saying he had forgotten something,
 and turning quickly to run back to the
 garage, stumbled and fell directly in the
 path of another big Stoddard-Dayton,
 which was attempting to pass the leader.

He was taken to the Methodist Hospital
 and summons sent to his wife at Dayton,
 where he is employed in an automobile
 factory. The physicians declare his condi-
 tion serious, as the heavy, thundering
 machine passed over his chest and head.

This is the first accident to happen to
 the automobile racers, who are here in

Central lines, tests tomorrow and the remainder of the week.

Every race entrant has arrived and was busy all day yesterday tuning his machine. The five miles of track was a dangerous live wire of swift-moving steel creations nearly all day long during the practices. Among the latest pilots to push the nose of a racing machine down the long, smooth course was Bob Drash of Milwaukee, who is steering an American, an Indianapolis-made machine. This machine is one of the latest to enter the list and attracted considerable attention as the under-slung construction swung round and round the course, getting in shape to compete against cars from every direction.

William Helma made the circuit yesterday in his monster Lozier car in 2:16, almost equalling the present Speedway mark of Zeingal in his Chadwick of 2:02 for the two miles and a half. Zeingal came near duplicating this mark several times yesterday, and it was evident to the hundreds of spectators that he could, but was not giving his anxious machine full control.

Barney Oldfield was unable to test his Benz because of repairs. He will enter it today for the first real practice. It has been equipped with four new wheels and several other repairs, and Barney believes that he can make some of the other drivers look like they are standing still when he "opens up" his two-mile-a-minute German-made machine.

De Palama "Burns It."

Ralph de Palama, known wherever an automobile horn has ever been heard in race meets and who has driven in races in many countries, was a picturesque figure as he bent far over the wheel of his swift Fiat car and reeled off the miles in practice.

The Fiat and the Benz, along with Christie's car are looked to to make sensational speed performances when the curtain rises tomorrow on America's greatest motor carnival.

Practice yesterday was made somewhat perilous owing to the work of repairing the course, which was going on during the daring speed tests. More than 300 workmen were employed, tamping and putting finishing touches on the track, getting it in tip-top shape for tomorrow. Part of the track only was available for the racers, while the other side was alive with laborers. Harry Stillman and Charles Stutz, both local drivers, in a Marmor and MMarlon, only touched the high places as they spun around the track. It is the determination of all local drivers, and other Hoosier pilots, to risk everything in order not to let the invaders carry off the Indiana honors. Edgar Apperson of Kokomo, seated be-

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Drivers Study Cars.

Herbert Lytle, also driver of an Apperson and recognized as one of America's premier pilots, "burnt it" at a terrific pace yesterday, giving Apperson all the competition desired. There was little attempt made to keep a systematic schedule of the records made, because drivers would shoot forward at a swift pace awhile and then slow down so as to study the running condition of their cars. Whenever they let their maddened machines take the bits of the winds in their mouths the spectators were given a good sample of what the races will be like tomorrow. The noise of the approaching machines rounding the far curves would no sooner reach the ears of the crowds than the streak of steel, fire and humanity had swept down upon them and was far round the next curve, tilted almost at right angles.

When the men dismounted from the cars they were a mixture of dirt, oil and fat. Some smiled as they stepped from behind the wheels, while others wore troubled looks, meaning to a veteran that while some were satisfied with the showing made by their speed crafts others are still unable to fathom their charge's limit of power.

The two longest races during the three days' meet will be held on Thursday and Saturday. The 250-mile race for the Prest-O-Lite trophy will be run tomorrow and ten cars will cross the tape at Starter Wagner's signal. For Saturday the 300-mile race for the Wheeler-Schebler trophy has attracted a long array of motor talent.

Women Enjoy Practice.

One remarkable feature in connection with the practice yesterday was the large number of women motorists, bedecked in velvets, who were on the side lines watching the stunts. They proved to be as familiar with the names of the dare-devil

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