

WORLD'S SPEED KING ARRIVES AT SPEEDWAY

WILD BOB BURMAN TO BEGIN TRAINING AT ONCE

EXPECTS U. S. CAR TO WIN

Bob Burman, the world's speed king, a title which he now holds for the third consecutive year, his 1911 performance of covering a mile in 24.2-5 seconds, or at the rate of 145 miles an hour at Ormond Beach, Fla., never having been equaled, arrived in town last night for regular speedway practice, the first out-of-town driver to report. He stated that his car, the Keeton special, on which he has been working since last January, had been shipped ahead of him, and was expected to be on hand some time today. If no hitch occurred, he planned to have it on the track this afternoon.

Burman does not want to waste a minute getting under way, as he is in the race for blood this year. Last season, it will be remembered, he turned turtle just as he was speeding up to catch the leaders on or about the 20th mile. No such luck will befall him this time, he says, as he intends to be trained to the minute, ready to hold his car in line even if it should blow all four castings at once. Two did the job in 1912, it will be recalled.

Moross With Burman.

E. J. Moross, Burman's business manager, formerly director of the Indianapolis motor speedway, arrived in town to look after his candidate's affairs, today. He has been spending the winter in California, where, earlier in the season, he and Bill Pickens indulged in the series of merry spats which finally culminated in the formation of the Western Automobile Association, and the split of the Pacific coast away from the A. A. A., which was recently patched up. With Pickens numbered among the outsiders again, Moross is in the very best of humor. He predicts a great race, with an American car, Burman's, of course, to win. Unlike many of the fans, who have perused the

world in general, was nevertheless no surprise to those on the inside of affairs, as one of the stipulations of the Italian factory in building the three American racers was that Trucco should handle one of them to see that they got fair play. His entry, therefore, would have been among the first had not labor disturbances at Milan rendered his coming uncertain. Grant and Tetshoff, the other members of the Italian team, were naturally chosen because of their record, experience and coolness under fire. At that there are many bugs who would give half their shirt to see Gibboney in the race, as it is said of him that he is the most reckless human daredevil who ever held a wheel. When he is driving all the other contestants keep away as it is impossible to tell what he is going to do next, whether to force a car against the wall or to take an excursion over the embankment.

Owners Inspect Course.

At the speedway yesterday there was nothing doing, the day being devoted to a trip of inspection by Frank H. Wheeler, who, with Carl G. Fisher, James A. Allison and A. C. Newby, is one of the owners of the track. A careful examination showed the big race course to be in the finest condition. To insure the permanency of this state of affairs a band of men will be kept at work constantly from now until the day of the race, washing the track and cutting away the oil thrown by fast flying cars in practice with alkaline preparations. During the contest itself sand throwers, under the direction of George Weidely, will be stationed at all the turns, to grit the surface wherever it shows any danger of becoming slippery.

Unlike last year, this work will be in the hands of competent men, test car drivers who are familiar with the course being chosen. In 1912 there were several instances where sand was thrown on the track directly in front of the speeding fliers, with the result that many drivers were nearly blinded when they shot through the dust it had raised. This year the speed of the cars will be carefully gauged and no dirt thrown unless it is seen that it will have time to settle.

MOTORDOM'S LATEST

Plans have just been approved by officials of the Premier Motor Manufacturing Company for another large addition to their plant. It will be the fourth new structure to go up at the factory this year.

One of the strongest contenders in the Washington Post truck reliability run, which began yesterday, is a three-ton Model entered in the 4-K division, from three thousand to four

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Trucco in Isotta.

A driver for the third Isotta, Trucco, representative of the factory at Milan, Italy, has been nominated. Ray C. Gilmore, who was originally considered as certain of a regular berth, therefore, will be seen in action only if something should happen. This announcement, though somewhat unexpected by the racing

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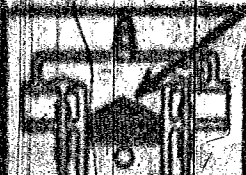
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Members of the Indiana Automobile Manufacturers' Association will meet in the rooms of the Hoosier Motor Club at 8 o'clock today. Prior to the general assembly, the directors of the organization will dine together at 6 p. m. The topic of the evening will be the Indiana-to-Pacific tour of the I. A. M. A. next July. This proposition is now in such a shape that only a very short time will be required to whip it around into its completed form. The majority of this work, it is thought, will be accomplished tonight. A gladstone feature of the meeting will be the presence, for

What happens when your lubricating



Carbon deposit (excepting that due to faulty carburetion and gasoline combustion) is commonly attributed to the quality of the lubricating oil. Quite as often the fault lies with the oil's "body."