

GREATEST EVER, SAY FRENCHIES AT SPEEDWAY

FOREIGN PILOTS LAMP BIG
BRICK COURSE.

FAST LAPS IN PRACTICE

Prevented by a tangle of United States government red tape from taking their cars out of bond in time for practice yesterday afternoon, the Peugeot team composed of Goux and Zuccarilli, together with their mechanics, Rogin and Finelli, was not expected to take the course until late today. The entire aggregation was out in force, however, watching the other entrants who are already on the track, getting familiar with garage accommodations and sizing up the angles of the turns. The Frenchmen are simply wild to see what they can do. Yesterday they could barely conceal their excitement as they saw their American rivals flying along at break-neck speed. When, after a particularly fast lap, they inquired as to its time, and were informed that it was 1:44, the best mark set in test practice to date, they immediately got busy with pencil and paper in order to compare this performance with some of their own. When finished they exchanged smiles and knowing glances, and a prodigious amount of rapid fire conversation, seemingly satisfied, from earlier appearances at least, that they were also very much in the running.

...being equally satisfied, from external
appearances at least, that they were still
very much in the running.

Is Finest Track.

Questioned as to the condition and general makeup of the track, they unhesitatingly pronounced it the finest they had ever seen, though they did not think it quite so fast as the Brooklands saucer, on account of the steeper angle of the latter. The English race course can be negotiated at full speed all the way, whereas the speedway necessitates slowing down, complicated by skidding on the turns. From the point of view of smoothness, however, they said that the British oval could not compare with the American, being built in nine-foot cement sections, some of which have sunk appreciably, thus making it a veritableoney Island bump the bumps. An idea of its roughness may be gained from the fact, they said, that in one of their early time trials, preliminary to coming over for the speedway races, they shook their gasoline tin clean away from its fastenings. For a long distance race, therefore, they much prefer the Indianapolis track, the chance of derangement being infinitely less. If they can only get their cars out enough they think they will finish in front without much difficulty.

Holiday Is Over.

Up till now the stay of the foreigners in this country has been but a holiday. Entertainment has followed entertainment, and reception has crowded reception. In New York city they were taken in charge of George Muntz, an old college chum of Goux, and shown the time of their lives. Muntz happened to get in touch with them quite accidentally, discovering them by a newspaper, as it were. Not long ago he happened to read an account of the Peugeot racing team, in which Goux was prominently mentioned. Remembering his friendship with a chap of that name while at school in Paris, as well as the connection which the lad's father had had with the Peugeot factory, he instantly jumped at the conclusion that the racing pilot was none other than his old schoolmate. An investigation promptly verified his deduction, with the result that when the Frenchmen stepped off the ocean liner at New York, Muntz was there to greet him. It was the first time the two had seen each other

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The trip to Indianapolis under the guidance of Muntz, likewise, was more in the nature of a pleasure excursion than anything else. The vastness and prosperity of the country gave them so much to think about that the race, for a time, was crowded into the background. Every minute was filled full of strange sights and experiences, so wonderful that they quite forgot everything but the pleasure of the moment. Now, however, they are back to earth again. With Muntz gone back to New York—he left early today—and the speedway authorities the only people left for them to lean upon, they can see nothing ahead but the race. Their sole hope today, therefore, was what they would be able to take to the track this afternoon and rest off a few preliminary laps. Once familiar with the course they think they will be able to show their rear axle to anything on the track.

Tetzlaff at Track.

Another visitor of note at the speedway yesterday was Teddy Tetzlaff, veteran pilot of the and holder of the world's road record, established at Santa Monica last spring, who will pilot an Isotta in

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this year's contest. Teitzlaff came out in order to inspect the pits and garages, which he, together with his teammates, Grant and Trucco, will occupy this season. He said that he was glad to get back into harness again, having tired of the layoff he has been experiencing since the close of the winter races in California. Louis Disbrow also put in his appearance at the track yesterday, as did the balance of the Case outfit, with its complete string of cars. Before the close of the day several fast laps were put across the wire by these machines. They are very different from the unwieldy whalebacks of last year, being trimmed down to the very bone as far as weight is concerned. Compared with the other cars on the track they look like runabouts, though they carry motors as large as their biggest rival. Racing experts predict that on account of their low weight, as well as their high power, they will prove among the most formidable contenders, unlike last season, when their bulk killed their chances.

Finally, much to the joy of local enthusiasts, among whom he has many friends, Wilcox and his Gray Fox showed up, for the first time. Cockey did not open his machine up to any extent, being content merely to work the stiffness out of his motor. Before the week is out, however, he promises the public some fast laps.

Fast Laps in Practice.

The fastest time of the day was made by Anderson and Merz in their Stutzes, 1:44 being the mark they set. This is a full second lower than the figure of 1:45 hung up by Burman the day before. The speed king, however, does not express himself as worried, stating that when he gets his car limbered up he will reduce the mark. Both the Stutz cars and the Keeton put in a lot of work, yesterday, beating it for lap after lap with no sign of trouble. This is what their drivers are after, rather than sensational speed, as they figure that it will be consistency of running, and freedom from mechanical trouble, more than anything else, which will enable them to flash first under the wire.

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