

which the passenger will sit directly behind the driver, the other a delivery type. The total weight of the car will be less than four hundred pounds. Its price also will not exceed the four century figure.

Enter Pacific Tour.

One of the first actions of the company manufacturing these vehicles, after it gets under way, will be to enter the Indiana-

held next Tuesday afternoon, and the Crimmon sluggers will have the first opportunity to test their batting eyes on Neff, the Rose box star.

	Won.	Lost.	Pct.
Illinois	4	1	.800
Chicago	3	1	.750
Minnesota	2	1	.667
Indiana	2	2	.500
Purdue	1	1	.500
Northwestern	1	2	.333
Wisconsin	1	2	.333
Iowa	0	4	.000

FRENCH RACER ON WAY OVER

Two more weeks and Jules Goux, with his specially built Peugeot speedway flier, shown in the accompanying photograph, will be out on the big brick oval attempting to duplicate his recent performance on the Brooklands track, when he negotiated 106 miles 307 yards in an hour. After the Indianapolis race he leaves for France, where he is to participate in the Grand Prix the following month. He will be accompanied in both contests by Paul Zuccarelli, his teammate, in a car equally as fast as his own. Whether the machines they drive will be returned to their native country after the local battle or not depends on whether a sale can be found for them this side of the water, as they are not available for Grand Prix work on account of the fact that they burn gasoline faster than fourteen miles to the gallon, the French limit.

If they remain here they will in all probability be seen at Elgin and other races of the 1913 season.



GOUX AND HIS PEUGEOT.

AMERICAN ASSOCIATION RECORDS

(Including Games of Wednesday, April 29.)

Batting Averages.

G. A. R. P. H. S. W. B. M. S. S. I. C. C. O. N. F. E. D. E. R. A. T. I. O. N.