

SENSATIONAL SPEED IN TRIALS AT SPEEDWAY

FRENCH DRIVERS HIT TURNS AT
NINETY MILES AN HOUR.

MERCER TRIO ON TRACK

For the first time since its arrival at the speedway the Peugeot team, composed of Goux and Zuccherelli, with its two dark blue space annihilators, took to the track this morning, and soon was burning up the bricks in a manner that caused the Americans present to gasp with amazement. All kinds of sensational speed was shown, each machine by turns clipping a few seconds off its best previous performance. The best lap for the trial was 1:43, equivalent to eighty-seven miles an hour. In their recent smashing attempts they were given a stiff argument by the Stutz outfit, however, which was also present on the oval, with G. A. Anderson as chief representative.

Anderson's boat likewise reeled off several circuits at an eighty-seven-mile-an-hour gait, which is truly going some when the fact that last year's average was only seventy-eight miles and a fraction is taken into consideration. Time such as that shown this forenoon seems to make the breaking of the 1:43 record inevitable. The Peugeots are expected to make even better time than they did this morning the next time they are on the track, as for short distances they were capable of ninety miles an hour.

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Anderson's boat likewise reeled off several results at an eighty-seven-mile-an-hour pace which is truly going some when the fact that last year's average was only seventy-eight miles and a fraction is taken into consideration. Time such as that shown this forenoon seems to make the breaking of the 1912 record inevitable. The Peugeots are expected to make even better time than they did this morning the next time they are on the track, as for short distances they were caught at ninety miles an hour on the

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Have Tire Troubles.

Both Stutz and Peugeot teams were scheduled to be out again this afternoon, provided the Frenchmen succeeded in getting fresh tires. At present they are experiencing considerable difficulty in keeping their supply up to standard, as their regular casings have not yet arrived. To use locally furnished tubes they had to have their rims specially bored for lugs to hold them on. Even with this expedient resorted to they found but one brand of tire available, the Palmer cord, made by the Diamond company.

All the others were out of the question because of the discrepancy between the English and millimetric systems of measuring. The Palmers just happened to fit, that's all. If they should prove out satisfactorily, they may be used in preference to foreign casings, at that, as the Frenchmen are anxious to compete on as even terms with the Americans as possible. If the local men can win on United States made tires, so can they, is their argument.

Another outfit to show at the speedway this morning was the Mercer trio, composed of De Palma, Bragg and Wishart. No attempt was made to let the yellow bonneted cars they drive out to the limit.

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a mere feeling out of the course being the object of the practice. The Mercer delegation arrived in town yesterday afternoon, complete with bag and baggage. No time was wasted downtown, but everything was immediately carted out to the track, where the team stayed overnight in order to be on hand bright and early today. All three of the drivers were scheduled to be on the track again this afternoon.

Case Team on Track.

The Case team likewise indulged in a workout during the early hours of the day. Disbrow and Nikrent indulged in a little experimentation to determine the exact size of the gear wheels they will want to use during the five-hundred-mile struggle, and to get the hang of the track. Their average time was about 1:30. Endicott did not appear, being busy putting a faster axle on his car. Much interest will center this year in the struggle between this driver and his brother Harry, who will pilot a Nyberg, both because of their kinship and the fact that their cars are both six-cylinders, the only American machines of this description in the race. The other six is a European car, the Sunbeam. Bill and Harry, like all good brothers, are deadly rivals on the race track. If either beats the other he will crow over it for many moons.

The latest arrival on the course today was carded in Billy Knipper, in his brand new Henderson. Knipper was expected to show up for his debut this afternoon. It is said of his motor that it is one of the fastest in the race. Whether this is the case or not, it was thought today's tryout would do much to determine. In appearance his car is unique, being constructed along lines of least wind resistance. It slopes from the front of the car well up to the wheel, in a manner similar to Burman's Cutting of last year, and ends in a rounding V-shaped tail in which the oil and gas tanks are housed. If Knipper lives up to his own and his car's reputation he will be counted among the most feared contenders.

Burman is Busy.

Rain put the kibosh on the speed trials yesterday, Burman being the only one of the pilots who showed up for work. Bob is still busy making little improvements

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on his Keeton, with the view of getting
the last ounce of speed out of his craft
on the day of the race. His most recent
alteration is the building of a wind de-
flector on the top of his hood so that it
will shoot the air over his head, instead
of allowing it to hit him in the neck. In
appearance the job is very workmanlike
and artistic. When questioned as to how
he happened to turn out such a neat piece
of work Burman simply laughed and said
he had once been a tinner. One thing is
certain, and that is that he is able to
build almost anything he wants to. Bur-
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