

# SIZZLING SPEED MARKS TRIALS AT SPEEDWAY

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RAILROADS TURN OUT TO WATCH  
PRACTICE WORK.

ITALIANS ARE ON WAY HERE

The entire field of drivers at the speedway, both foreign and American, was expected to take to the track again this afternoon for some more of the record breaking work which characterized yesterday's performances. The Frenchmen, Clax and Zuccarini in their blue Foussois, were particularly anxious to get away again, in order to find out whether the new tires they intended to use today, after the failure of those they had on yesterday, would stand their tremendous speed. They were busy until a late hour last night at the limestone branch selecting and testing canings which they thought would fit the bill. Finally they found some to their satisfaction, and returned to the track immediately to put them in safe keeping, as much elated over their success at getting something to fit as they were downhearted over their failure yesterday afternoon.

In view of the speed with which they hit the turns, it is no wonder, however, may the experts who have watched them at work that the Frenchmen have the trouble. Going into the curves of the speedway at ninety miles an hour is going to ruin Ned with any set of casters no matter how strong they say. The break is the tire which put an end to their record trials yesterday was made at the conclusion of a lap which they reckoned off in

creation of a lap which they reckon on as 1:41, the fastest time made on the course this year. The terrible impact of the car against the steep sides of the grade simply split the front lengthwise for about half the circumference of the wheel. Before they will have much luck, say racing authorities, the Europeans will have to learn to take the turns easy, say at eighty miles an hour, and to make their speed on the straightways, as Do Palma did last year with such uniform success.

### Expect Many Railbirds.

Be that as it may, the Frenchmen were scheduled to be on hand again this afternoon to do some more experimenting. Their performances, both because of their sensational time, as well as the difficulties with which they are contending, were expected to bring the railbirds out in great numbers to witness their attempts.

Stiff competition was looked for in the Mercedes and the Stutzes, who have been favoring around the oval with such great speed recently. Anderson, in his No. 3 especially, was looked for to give them a great argument, his time of 8:17 for the last ten miles of his eight-lap trial yesterday being considered fast enough to put him in the running with a vengeance. Still, traveled at an average of eighty-seven miles an hour, the best time for the distance ever made on the course. The Frenchmen, therefore, were by no means expected to have all of the speed belongs to themselves.

The Mercedes were out again this morning, indulging in several stiff brushes similar to the ninety-mile-an-hour spurs they negotiated yesterday afternoon. All of the cars were going nicely, says Do Palma, who is at the head of the yellow bonneted aggregation, with the result that they will always have to be encumbered on, even until the last dog is dead. While the other drivers, their intention was to cut loose again toward evening, as a couple of their motors are still fairly stiff, and consequently need a lot of work.

A new arrival on the track this afternoon was scheduled in George Clark and his "Jules." Clark, who has been busy overhauling his car, stated this morning that he had it practically finished, with the exception of the installation of a factor gearbox. He hoped, however, to have it completed in time for practice today. Lissaw and Endicott drove at the Anel and Case cars, respectively.

do some more experimenting. Their performances, both because of their additional time, as well as the difficulties with which they are contending, were expected to bring the railbirds out in great numbers to witness their attempts.

Just competition was looked for in the Morris and the Stutz, who have been racing around the oval with such great speed recently. Anderson, in his No. 1 especially was looked for to give them a great argument, his time of 6.57 for the last ten miles of his eight-lap trial yesterday being considered fast enough to put him in the running with a vengeance. He traveled at an average of eighty-one miles an hour, the best time for the distance ever made on the course. The railbirds, therefore, were by no means expected to have all of the speed honors to themselves.

The Morris were out again this morning indulging in several stiff brushes similar to the fifteen-mile-an-hour spurts they negotiated yesterday afternoon. All of the cars were going nicely, says De Polino, who is at the head of the yellow flagged aggregation, with the result that they will always have to be counted in, even until the last dog is dead. With the other drivers, their intention was to race home again toward evening, as a couple of their motors are still fairly stiff, and consequently need a lot of work.

A new arrival on the track this afternoon was scheduled in George Clark and the "Lida." Clark, who has been busy overhauling his car, stated this morning that he had it practically finished, with the exception of the installation of a faster gearset. He hoped, however, to have it completed in time for practice today. Liesaw and Endicott, pilots of the Atel and Case cars, respectively, are still among the noncombatants, however. Both men are at work making a few changes in their mounts and tuning them up to the requisite degree of fitness. Monday, it was thought, would mark the appearance of either of them.

### Burman Is Ready.

Burman, of course, was scheduled to be on hand as usual. He and Jeannette, his mechanician, have finished about all the

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# NIG CLARKE ASSOCIATE

TRIBE CATCHER

IN .400

REILLY AND ME

they were still on the track, and last night success.

by Bullbirds.

the Frenchmen were out again this afternoon, experimenting, both because of their well as the difficulties attending, were pushing out. In one looked for in the race, who have been the best with such drivers. Anderson, in his best try to give next, his time of 6.57 of his eight-lap trial about fast enough to go with a vengeance, average of eighty-the best time for the race course. The were by no means of the speed honors

out again this morning still brushes half-an-hour sports Sunday afternoon. All going slowly, says De la Head of the yellow car, with the result to have to be counted out dog is dead. With their intention way toward evening, as always are still fairly early need a lot of

the track this afternoon George Clark and who has been busy seated this morning finally finished, with the installation of a speed, however, to make time for practice. Reddick, pilot of the respectively, are still work making a few runs and tuning them up to a fine finish. Monday would mark the either of them.

is Ready.

was scheduled to be it and Jeannette, his finished about all the

alterations in their craft, and may be depended on to show up even more regularly than before. Bob says he had his car down to 1:42 3/5 for a lap yesterday, faster than he has done before this season. He expected to cut even lower than that this afternoon.

Wilcox in his Gray Fox is still plugging along as steadily as ever, being content to work the stiffness out of his motor. When he lets loose, however, some fast time is predicted, as his car looks unusually fast. The work of this car, as that of Jenkins in his Schacht, and Endicott in his Nyberg, is of the nature to be classed as noncommittal. None of these three pilots have as yet shown their hand, the former by holding his car in check, the latter by staying off the track altogether. Within a week, however, they are all expected to be doing their best for the edification of the public. Then it is that a line may be drawn on their real ability, which at present can only be guessed at.

Other drivers are scheduled to arrive quickly. Pilote, the Mercedes-Knight representative, will get here tomorrow, instead of today, as originally announced, kind friends in Chicago having delayed his coming. Mulford in his Mercedes is expected daily, his "hard luck" car it is the one which DePalma drove last year having finally been altered to his satisfaction. It was necessary to mount smaller cylinders on it to make it eligible for this year's contest. This accomplished, Mulford expects soon to give them all a run for their coin.

## Italians on Way Here.

Guyot with his Sunbeam, and Trucco with the Italian cars, are also expected soon. They set sail from Europe about a week ago, and are accordingly booked to arrive any time. By the time they arrive it is thought the field will be complete. The last days of the week, therefore, are expected to yield contests almost as spectacular as the Decoration day race itself. That this sentiment is generally felt is shown by the attendance at practice, which has been increasing day by day with phenomenal rapidity. Yesterday there were almost a thousand people present at the track. This afternoon it was thought even a greater number would attend.

The American Averages for players two or more games show the tribe catcher is with a grand average player in the .400 played only in ten team after its first was about tied to C. fixed up to trade catcher Charlie S. begged for another and Manager Kelley's consent to let him go.

Kid Rolly, in twenty-one games, got an average of .358, fourteen games, got Krug barely missed an average of .299 in Downs' is hitting . The other Indians' averages, and this that Manager Kelley another hard-hitting

In the A. A. team stands fourth, being Toledo and Columbus. The percentage of the tribe being the team stands due to the many rough ground at which the team has a total of since the season opened.