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# SPEEDWAY DOPE ABOUT FLIERS IN FAST TRAINING

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ENDICOTT BROTHERS, RIVALS,  
RACE ON THE SQUARE.

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## ZUCCARELLI IS BLUE STREAK

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Railbirds missed altogether the most exciting event at the speedway yesterday afternoon when they went home too early to witness the sensational brush between Harry Endicott and his brother Bill in their Nyberg and Case sixes respectively, which took place during the last few minutes of practice. These two blither rivals could not resist the temptation which their presence on the race course afforded to have a go at each other, regardless of the consequences.

When Harry, in his red Nyberg, started off to negotiate a few closing rounds on the oval before returning to town, Bill, with his big Case Tornado, took after him. Soon they were beating it down the back stretch, neck and neck, the red and the blue. At the turn Harry took the inside, Bill riding high on the curve. Rounding into the straightaway, they still held the same position. Now both pilots put on everything they had. For a time they held even, but finally, inch by inch, the blue Case began to forge away from its rival. As they roared down the final stretch a goodly margin separated the two cats, with Bill leaning derisively out of the side of the machine, waving for his brother to come on.

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Harry, however, shook his head, indicating that he had had enough, whereat Bill slowed down and allowed his rival to catch up. Lapping the track once more at moderate speed they came in together, exchanging a fire of conversation as rapid as the explosions of their engines. Harry declared that he was all in, that his car had overheated or something. When he got it in shape, he said, he would show his brother a few tricks. Bill, of course, with the laurels of victory on his brow, kept his silence, and merely grinned. He could afford to. For to win over his brother was a sweeter experience to him than a dozen speedway championships. All he hopes, he says, is for Harry to get in perfect shape, so that he can take him out again next week and trim him once more, with no excuses to fall back on. Meanwhile the hatchet is buried for the time being, of course. Its resurrection, however, will be prompt and speedy, as soon as another chance for a brush presents itself.

### Like Blue Streak.

Another good thing which the railbirds overlooked in their too hasty departure yesterday was the parting shot which Zuccarelli and his blue Peugeot took at the track before turning in for the night. The speed which the Frenchman showed on this occasion was greater than anything he has done before, even though the average time for his laps was only about 1:45. The policy which he pursued yesterday was to loaf on the turns and then to breeze it on the straightaways. And breeze he surely did. Coming out of the banks he would tramp on his throttle until he was nothing but a blue streak on the horizon, then, arriving at a curve he would slow down again until he was idling by comparison, only to convert himself into a gaily colored bullet once more the second he hit the open places.

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## RESULTS

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Paul game post-

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### Wishart Runs Easily.

Other nice drives during the afternoon were made by Wishart in his Mercer and Pilette in his Mercedes-Knight, which reported for the first time. Wishart's car is going great guns, hitting as smoothly and evenly as a Maxim automatic. The manner in which it rounds the turns without a skid is the constant amazement of the rest of the drivers, who seem to have a lot of trouble with skidding. Wishart's boat, instead of slewing around, rides just as if it were mounted on rails, with never a quiver. Should it live up to its present form during the race, the freedom which its steadiness will give it from tire trouble will place it in the front rank of favorites. Pilette's is another easy running car, though whether it is as good as Wishart's remains yet to be seen, as it did not travel nearly as fast as did the Mercer. From the point of view of motor action it seems to be its superior, however, at least as far as silence is concerned. The Mercedes does not roar like a poppet valve car. It simply emits a velvety purr, which, compared to the Gatling gun effect produced by the other cars, is highly agreeable. If silence bespeaks freedom from internal trouble, the German racer ought to go through the five-hundred-mile race without a sign of mechanical difficulty, as it certainly is quiet enough. The only disappointment of the day was the non-appearance of the Sunbeam, the six-cylinder flyer with which the English hope to capture the big event. After having supposedly located it in the freight yards a number of times it finally developed that the railroad company had lost it somewhere along the route and consequently it would not show up until Thursday. In the meanwhile Guyot, the

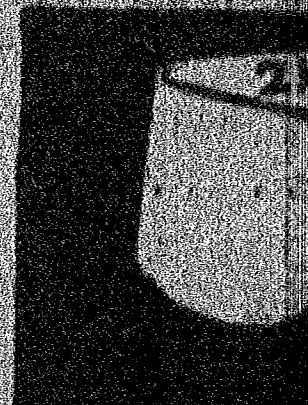
**In Your Own Home—will**  
**Johann Hofmeister**  
**Genuine Lager Beer Extract**

You can now have beer that has been brewed in the same home that's so tasty, with it. Better beer in bottles anywhere. 3 cents a quart—2 for 5.

**Real Malt**  
**11 Cents a**

not imitation beer—beer made of select Beer of fine, natural creamy foam. Beer and pure as can be drop. And the taste Johann Hofmeister guaranteed under Act. Serial No. 20, where to make your tract. Get a can of instructions—then can never be sold elsewhere.

50c can size  
75c can size  
Sold by all Drug upon receipt of Johann Hofmeister, 45 R



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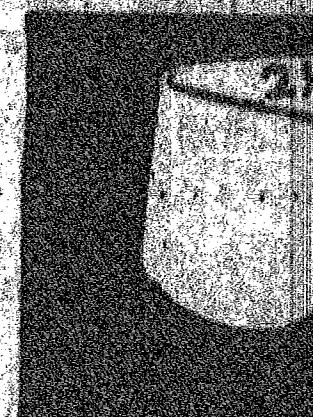
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Martin; Madden  
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R.H.E.  
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Wilson and Frank-

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and Kleinow;  
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### Use Common Sense.

The Sunbeam outfit figures the five-hundred-mile race to be more of a common sense contest than anything else. To attempt to make speed on the turns would be suicidal, its members say. The main idea of their campaign, therefore, will be to save tires more than anything else. As Crossman put it, they would rather watch people changing tubes than do it themselves. In view of the good judgment shown by a number of their observations while witnessing practice, yesterday, it is predicted that they will drive an extremely heady contest, winning, if they do, through brain rather than brawn. Their chance is held to be good.

Another driver on the course yesterday was George Clark at the wheel of his Tulsa. Most of the day he tented himself in limbering up his motor, but toward nightfall he opened his car up a little and then showed a lot of speed. His last few laps proved that he will have to be figured in the running. The other drivers at the track were busy tinkering with their mounts, including Burman with his Keeton, and Liesaw with his Anel. Liesaw is fixing his magneto, but expected to be in shape again today. He reeled of a few laps this morning, but did not go very far before retiring to his garage again.

The balance of the drivers yet to arrive is now expected almost daily. Mulford, the Mason trio, the Isottan, and a lot of others are scheduled to be on the track before the week is out. Beginning with next Monday, practically every afternoon will witness racing almost equal to that of the final day. The attendance on these occasions is expected to rival that at any local ball game with ease.

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### Yesterday's

At Louisville—And  
Robinetta (Henry),  
60-100; Little Neph  
Hermis (McCabe),  
120-100.  
At Plimlico—Spr  
Water Wallea (Wal  
(Wilson), 13-20; Jer  
(Wilson), 61-20; Don  
7-10.  
At Cœur d'Alene  
Forge (Riley), 12-18  
10-1; Daddy Chip (C  
7-10; Sidney Peters



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 beschow.

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 armstrong, Smith

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 At Plimlico—Spr  
 Water Welles (W  
 (Wilson), 12-20; J  
 (Wilson), 61-20; Do  
 7-10.  
 At Coeur d'Alene  
 Forge (Riley), 12-1  
 10-1; Daddy Gip (C  
 7-10; Sidney Peter