

BURMAN SENDS RACER AROUND COURSE IN 1:40.

BEATS FRENCHMAN'S RECORD

Driving as if possessed, Bob Burman, the world's speed king, whirled his green Aston around the speedway yesterday afternoon in 1:40, the best record yet to be made on the track this season. He clipped a full second off the fastest time of the Frenchman, 1:41, made the first time they were out on the track. Bob's speed for the full distance was ninety miles an hour, net. The authenticity of the record is unquestioned, as there were no less than five watches held on his attempt. It had been previously announced that Burman was to make the trial, however, the number of times present. On his first time alone he made the distance in 1:40 4/5, lowering the Frenchmen's mark by one-tenth of a second. This did not satisfy the speed king, however, so he took out after the record again, cutting it even the second time to 1:40.

The most remarkable fact of Burman's performance, however, was not the time he made, but the ease with which he did it. Unlike most of the other drivers he

pushed in and then out of the track, but out of these turns he made the turns in the same way he does for give them time. The last two turns of the course are the most difficult in the entire circuit, and the Frenchman had trouble with them, but Burman, who is a master of the turns, had no trouble at all, and turned them with a great deal of ease.

A. A. GAME

Bronx Park is

Master

Driver of the
A. A. Game is
all right and his
yard was in
perfect condition
yesterday at the
armistice field and
however, will be
of a good
time.

It is expected
will be a good
driver next year
and again at the
armistice field.

Driver of the
A. A. Game is
not good and
will be a good
driver next year.

Watchers will

BURMAN BREAKS SEASON'S MARK IN SPEEDWAY TRIAL

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BEATS FRENCHMAN'S RECORD

Surging as it purred, Bob Burman, the world's speed king, whirled his green Weston around the speedway yesterday afternoon in 1:40, the best record yet to be made on the track this season. He clipped a full second off the fastest time of the Prudents, 1:41, made the first time they were out on the track. Bob's speed for the full distance was ninety miles an hour, flat. The authenticity of his record is unquestioned, as there were no less than five watches held on his attempt. It had been previously announced that Burman was to make the trial, hence the number of timers present. On his first time around he made the distance in 1:40 4/5, lowering the Frenchmen's mark by one-hifth of a second. This did not satisfy the speed king, however, so he took out after the record again, cutting it down the second time to 1:40.

The most remarkable fact of Burman's performance, however, was not the time he made, but the ease with which he made it. Unlike most of the other drivers he

made it, set the car off the start, or of their drivers. Major Burman, showing his true man who loves to drive, to give them speed. The latest news is that Burman is racing for Automobile, a team who is to begin a number of meetings accompanied by the Frenchman, and equal to his master back to where he is again all of us return to the legend.

A. A. GAME

Brewster Park in Webster

It is a pleasure to see Hill-Watson in his all-electric sedan a yard wide to move forward at this moment, but it is a pleasure to see him however, and the look of a poor performance.

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The most remarkable fact of Burman's performance, however, was not the time he made, but the ease with which he did it. Unlike most of the other drivers he kept his full power on at the turns as well as on the straightaways. This enabled him to cover ground with tremendous celerity, yet with little apparent effort. Had his car slowed or skidded he would have had to shut off for it. Inasmuch as it rode as if on rails, however, he was able to give it plenty of juice all the way.

Tires Withstand Strain.

Strangely enough, at first sight, racing experts who witnessed the feat, among them Ray Harroun, the 1911 speedway champion, attributed Burman's unusual success directly to his tires, a light-spring variety, which the Frenchman discarded after their first attempt as defective. The trouble with the Peugeots, they say, was that they did not know how to hit the turns. Going into the embankments at one hundred miles an hour and then putting on the brakes to keep from shooting over the retaining wall on the outside of the course subjected their cars to a strain which nothing could withstand. Burman, taking the curves extremely and under power all the way, made over faster time than the Frenchmen for the full distance with never a sign of tire trouble. The foreigners, too, by the way, have learned their lesson, and are now treating the turns with wholesome respect. As a result they are not having nearly the difficulty they used to.

Other exciting drives during the day were made by Goux, Dawson and Atkinson in the National No. 8, which won the speedway championship last year, and by the Morris team, which put on a pretty fair exhibition of fast, close driving. The last ever been seen on the race course. Hindrott, in his Nyberg, and Milmont, in his Case, were also on the job, racing off several fast practice laps. Spencer, Wilcox, at the wheel of his Mercer, and Wilcox, with his Gray Fox, wound up the day's work by taking several speedway workouts. Wilcox, for the time, opened his Fox up a little and

had a good pitcher, but he let go right off

Watching the

It always seems to make players feel better when their coaches are the ones who will tell them what to do.

There's always something new to learn from the great drivers, like Burman, and the best of the

Joe Tracy, and all the rest of the drivers who are always looking for ways to improve on a race car.

We can't help but be interested in the drivers who are always pushing up the speed.

This is a good place to practice your driving skills, and there's lots of room here.

Please take no notice of the track, this is just another place where you can practice with our cars, and have fun in the sun.

The track here is just right for you to practice your driving skills.

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SEMI-PROS AND

to all the turns. Long drives at high speeds at one hundred miles an hour and then putting on the brakes to keep from shooting over the retaining wall on the outside of the course subjected their cars to a strain which nothing could withstand. Burman, taking the curves selectively and under power all the way, made over faster time than the Frenchmen for the full distance with never a sign of the trouble. The foreigners, too, by the way, have learned their lesson, and are now treating the turns with wholesome respect. As a result they are not having nearly the difficulty they used to.

Other exciting drives during the day were made by Goux, Dawson and Attkins in the National No. 8, which won the speedway championship last year, and by the Stutz team, which put on a pretty an exhibition of fast, close driving as has ever been seen on the race course. Lindbott, in his Nyberg, and Willment, in his Cope, were also on the job, racing off several fast practice laps. Spencer Wishart, at the wheel of his Mercer, and Wilcox, with his Gray Fox, wound up the day's work by taking several speedy workouts. Wilcox, for the first time, opened his Fox up a little, going under the two-minute mark with little difficulty. His car will have to be figured on.

Sunbeam Tomorrow.

The Sunbeam will not be out until tomorrow, word having been received that it will be nightfall before it can be unloaded, simultaneously with the appearance of the English car, the Stearns-Knight, entered by Robert H. Pennibaker, of Memphis, Tenn., is expected to take the track. This car is at present in the city, but is not ready for its debut because of some minor alterations which are being made on it. In the meanwhile the adherents of both cars, including Crossman, Guyot, and Thibault, together with Pennibaker and his friends, are out at the track every day, calibrating and measuring their chances.

Changes in the speedway program were announced yesterday in the withdrawal of the Simms by R. L. Adams, its entrant, on account of lack of time in which to

SEMI-PROS AND PROS

UN'S MARK DWAY TRIAL

RACER AROUND
IN TWO.

MAN'S RECORD

ment. Bob Burman, 21, whizzed his green speedway yesterday at his best record yet to date this season. He set off the fastest lap and made the first on the track. Burman's time was ninety seconds. The authenticity of this, as there were no hold on his automatically announced the trial before

finish it, and the alteration of the name of the Mason cars to Duesenberg, in honor of their designer. It was felt at the Mason factory that the credit for any showing its cars made should go to the man who built them, hence the decision to give them their new title.

The latest addition to the foreign delegation is Charles Faroux, editor of *La Vie Automobile*, a Paris motor publication, who is to handle the speedway race for a number of European publications. He is accompanied by his wife, a charming Frenchwoman of wit and versatility equal to her husband's. They will go back to Europe with the rest of the foreigners, all of whom expect to make the return trip together.

A. A. GAME DOUBTFUL.

Brewers' Park in Bad Shape—Double Header Tomorrow.

(Special to The Indianapolis News.)
MILWAUKEE. May 21.—It rained here all night again and this morning the ball yard was in worse shape than it was yesterday at this time. The Brewers management held out hope of playing a game however, and at noon no announcement of a postponement had been made.

It is extremely doubtful whether there will be a contest, however, as the sky is overcast with bad looking clouds, which look as though they might start to break again at any time. If no game is played a double bill will be staged Thursday.

Next Friday night at the Brewers