

FIFTEEN CARS QUALIFY IN EARLY SPEED TRIALS

LITTLE MASON - DUEBENBERG
MAKES BEST TIME.

DELTA CAR OUT OF RACE

The meeting of drivers, contestants, entrants, mechanics and pit attendants, originally scheduled for Thursday evening, will take place tonight instead. Everybody is requested to report, therefore, at the Hoosier Motor Club, sixth floor of the Claypool hotel, at 8 p. m. today sure.

A. R. PARDINGTON, Referee.

Six more cars qualified in the elimination trials in progress at the motor speedway this morning, as follows: No. 12 Mercer, Wishart driving, 1:49.77; No. 11 Gray Fox, Wilcox driving, 1:50.48; No. 14 Tolson, Clark driving, 1:43.57; No. 15 Mason, Haupt driving, 1:51.10; No. 13 Case, Lindcott driving, 1:45.92; No. 16 Lincoln,

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Pilette May Be Fox.

Of yesterday's performances the only one which looked the least dubious for a few moments was that of the Mercedes-Knight, Pilette driving, which showed barely enough steam to get under the wire, with a score of 1:59.17. Shrewd observers, however, credit this to Pilette's remarkable judgment of pace, saying that the car is much faster than that, as evidenced by a lap of the Belgian Grand Prix, which it is said to have made at eighty-five miles or better. Everybody thinks that the Mercedes pilot has something up his sleeve. In the meanwhile Decoration day is being awaited to tell the story. The time of the others was as follows: No. 5, Mason, Evans driving, 1:48.75; No. 18, Schacht, Jenkins driving, 1:48.08; No. 8, Stutz, Herr driving, 1:48.67; No. 1, Stutz, Anderson driving, 1:48.97; No. 2, Stutz, Merz driving, 1:46.5; No. 14, Peugeot, Zuccarelli driving, 1:44.86; No. 1, Nyberg, H. Endicott driving, 1:57.88; No. 13, Mercer, Bragg driving, 1:42.86. Bragg was the fastest man for the day.

Look for Tumble.

It was thought that all of the above-mentioned records would take a tumble this afternoon, however, when De Palma and Burman, together with several other extremely fast pilots, such as Gora, would take the track. Burman is expected to attempt the breaking of the

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Look for Tumble.

It was thought that all of the above mentioned records would take a tumble this afternoon, however, when De Palma and Burman, together with several other extremely fast pilots, such as Goux, would take the track. Burman is expected to attempt the breaking of the track record of 1:37 on his appearance. He has already done 1:37:45, so that he has an excellent chance to get away with his intention.

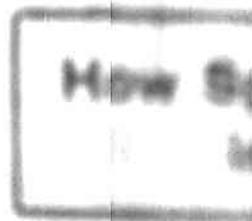
The weighing in process also began this morning, the Gray Fox being the first to register, with 2,850 pounds to its credit. This may explain why the car is not as fast as it was originally planned to be. It was scheduled on paper to weigh approximately two thousand pounds. With the 80 units of excess load it is carrying, it is no wonder that it is not turning up the 110 miles an hour at first predicted for it. Even at that it is plenty fast enough, its average speed of over eighty-one miles an hour, as shown by its elimination trial yesterday, being sufficient to keep it well up in the running. All of the cars, it was thought, would be weighed in by this evening.

Delta Out of Race.

An accident sustained by the Delta while in the course of transportation, aggravated by the grueling test through which Joe Dawson put it during its try out on the speedway yesterday noon, has practically thrown that car out of the race, it was reported this morning. It seems that the bracket which fastens the starting crank to the frame was torn loose during shipment of the car. It was wired in place yesterday but again became unmoored on the track in the afternoon, not only damaging itself, but also mutilating the socket which allows the application of the starting crank to the motor to such an extent that it is impossible to set the car in motion at present.

It looks very much therefore as if Joe Dawson's last chance to ride in the 200 five-hundred-mile race had gone a glimmering. That he himself is a competitor

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It looks very much therefore as if Joe Dawson's last chance to ride in the 1913 five-hundred-mile race had gone a glimmering. That he himself is convinced of this fact is shown by a statement he made last night that he could not see his way clear to entering. Even if the car could be fixed up, he said, it would take so long that practically no time would be left to test it out before the start of the race, and that consequently it would have but a very small chance. His interest in the matter, therefore, had ceased, he said, though he hoped that if Delling managed to fix the machine he would have a lot of luck with it.

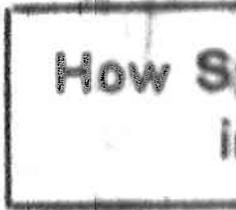
Yesterday's practice was marked by the appearance on the track of the Isottas, and the accident which befell Harry Endicott, the Nyberg pilot. While coming down the straightaway Endicott threw a tire, the valve cap of which hit him on the arm, temporarily paralyzing that member. With an enormous effort he managed to steer his car around the turn to safety and stop it there, afterward leaving it on the track while he had his injuries fixed up. An hour later he was back on the track again, seemingly none the worse for wear.

The Isottas look pretty good, doing under two minutes almost on their first time around the course. With Truccho, Grant and Tetstaff working on them a little while longer they promise to be as fast as anything on the track. Their color, particularly Grant's, is altogether the loveliest in the race, green and red, in honor of the Italian flag.

Chance Up Against It.

NEW YORK, May 28.—Although he has

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