

# Frontenacs Average More Than 100 Miles in Tests

Louis Chevrolet's Team of Four Springs Surprise in Speedway Trials and Looms as Serious Obstacle for Famous New Ballot Quartet to Overcome in Speedway Sweepstakes—One Is Within 1.6 miles of Thomas's Record.

## Records on Second Day of Elimination Trials

Car and Driver.	Time.	Miles per Hour.
Frontenac, L. Chevrolet.....	1:27:37	103.1
Ballot, L. Wagner.....	1:28:55	101.7
Frontenac, Joe Boyer Jr.....	1:29:18	100.9
Frontenac, Ralph Mulford.....	1:29:50	100.5
Frontenac, G. Chevrolet.....	1:29:55	100.4
Thurman Special,		
A. Thurman .....	1:31:00	98.
Durant Special,		
C. Durant .....	1:33:35	96.5
Duesenberg, D. A'Alene.....	1:35:47	94.2
Roamer, L. Lecocq.....	1:35:53	92.9
Hudson Special, D. Hickey ..	1:37:21	92.5
Shannon Special,		
B. T. Shannon .....	1:38:12	91.7
Duesenberg, Tommy Milton.....	1:40:16	89.9
Baby Peugeot, Andre Boillot	1:40:50	89.5

### BY HERBERT EILER.

Louis Chevrolet's entire team of four Frontenacs qualified yesterday for the international Speedway races at a speed of more than 100 miles an hour. This is the fastest speed record for a team ever set on the race course.

Of the team, Louis Chevrolet turned the track the fastest, being timed at 103.1 miles an hour for one circuit of the oval. He was within 1.6 miles an hour of equalling Rene Thomas's new track record of 104.7 hung up in the elimination trials Tuesday.

Joe Boyer Jr., one of the Frontenac team, pulled over the course at 100.9. Ralph Mulford, third member of the team, recorded 100.5 and Gaston Chevrolet, a younger brother of Louis, circled the track at 100.4.

By pushing all the Frontenac cars over the line at a speed greater than 100 miles an hour, the four American drivers nicked the famous new Ballot team times set Tuesday and brought the American cars to the front as contenders against the Frenchmen.

Chevrolet's team averaged 101.2 miles an hour, while the four Frenchmen driving the new Ballot cars averaged only 99.9. Only two of the Frenchmen are over the 100-mile mark—Rene Thomas at 104.7 and Louis Wagner at 101.7. Wagner pushed his mount around the oval at 101.7 during the afternoon.

### New Turn in Dope.

With the Frontenac team qualifying at speeds greater than the Ballot four, a new turn in the race dope is evident. When Rene Thomas circled the track at 104.7 on Tuesday afternoon, and Albert Guyot, a second member of the team,

drove 98.3 and Paul Bablot at 94.9, those closely following the race voiced the opinion that the Ballot team was playing a safe game for a victory with Thomas as the pacemaker.

All this dope was upset the minute Louis Chevrolet wheeled his creation, the aluminum Frontenac, at 103.1 and young Joe Boyer Jr. hashed the track at greater than 100, and the two other members of the team over the century mark.

Louis Chevrolet, the fans declare, is as capable a driver as Thomas and the younger Chevrolet, Joe Boyer Jr., and Ralph Mulford can be relied on to drive a daring race. Pitted against them are the French Ballot team who the fans until yesterday were backing strong for the finish.

There was nothing spectacular about the performance of the four Frontenacs, but all four drivers put their mounts down the brick oval at a terrific pace. Early in the afternoon Louis Chevrolet signalled for a trial, but he made the lap in the disappointing speed of sixty miles an hour. It was apparent the Frontenac was not right and when Chevrolet came back on the track and reeled the two and one-half miles in 1:27:37 the railbirds and hundreds of spectators knew that the American motor was a serious contender to the much-touted French speed creations.

Thirteen drivers qualified during the day, five of them exceeding 100 miles an hour, an unheard-of record in Speedway race circles. This makes a total of twenty-four to qualify out of the thirty-three cars which may start under the rules of the American Automobile Association. Fourteen drivers have nine places left and fast time is predicted.

### Two Below 90 Miles.

From the speed records being hung up during the preliminaries it is being doped that cars going less than ninety miles an hour may be forced out of the running. Two cars, the Baby Peugeot and Tommy Milton's mount, the Duesenberg, were less than ninety miles in their qualifying laps. Andre Boillot drove his Baby Peugeot at 89.5 and Tommy Milton took an average of 89.9. Shortly before Tommy Milton started the official lap he turned the track at 101 unofficially and his drop to less than ninety was a disappointment among the fans who believed the Duesenberg would enter the "more than 100" class.

Cliff Durant, millionaire automobile man from California, sent his Durant Special at 96.5. Arthur Thurman with a Thurman Special took the track at 98. Wilbur D'Alene in a Duesenberg drove 94.2. Andre Boillot, a Frenchman, driving the Baby Peugeot, which has a piston displacement less than a Ford engine, averaged only 89.5 miles an hour.

The second day trials were marked by speedy laps and the fact that the first cars to qualify less than ninety miles an hour circled the oval within 1 and 5 of a mile of the low mark for Tuesday's trials.

Omer Toft, driving a Darco Special, thrilled the railbirds when his big white car swung around two circles on the south turn. The track had a number of cars engaged in practice and Toft's mount just missed two of them. Toft straightened up his car after the second circle and proceeded.

A. E. Coty, driving an Ogren Special, failed to qualify on his first lap. He averaged 74.6. He will make another attempt today. Dave Lewis, driving a Duesenberg, attempted a trial but withdrew from the track because of engine trouble. He will try a second lap today.