

# ES FEATURE

## ONIA FIELD

### WIFT HORSE WINS

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June 14.—T. C. the feature, a gs, at Latonia to- gths from Wool thrd.

a mile and seventy vorite, Tom Hay- on. Keep Moving Rara Avis. Track

—Plate Glass, 113 piter Joe, Jack Ba- nd, 5 furlongs—Mae 10 to 1, won; Jack me, 1:00 2-5. Third, uck, 112 (Powers), dals, Melissa; time, and 70 yards—Tom . 6 to 5, won; Keep ne, 1:44. Fifth, 5½ 89 (Toplin), 3 to n, Arionette; time, Alma Boy, 111 (Mc- ner Griswell, Orena;

### NUMEROUS.

nnets Track in a dition.

—Rain left the track ppy condition today

### ous. Summaries:

—Kyrat, 101 (Rice), k; time, 1:11. Sec- l Angelo, 105 (Mc- n Gun, Irish Duke; mile—Center Shot, Edwin L. Thankful; miles—Jeannette M, ng Holliday, County Fifth, 6 furlongs— 7 to 2; Steel, Tre- Sixth, mile—Desper- o 5; Shimonese, Silk

### CHES RACES.

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# LOCAL PILOTS FACE VETERAN MOTORISTS

Stutz and Monsen, Drivers for Crownpoint Races, Are Only Nonprofessionals.

## HOOSIER PRODUCT BIDS WELL

Four Automobiles From Two Indiana Factories Promise to Capture Speed Laurels.

The only automobile drivers who will compete Friday for the Indiana trophy at Crownpoint, Ind., who are not professionals are the two Indianapolis pilots, H. E. Stutz and A. Monsen, seated behind the steering wheels of Indianapolis made machines, Marions. They have been familiarizing themselves with the intricacies of this upstate course the last two days with pleasing results.

Despite the fact that they are the only "factory drivers" who will be pitted in the terrific speed arena against veterans of motor battles, these two daring pilots are confident that they will sustain the honor given the Hoosier state by having this race run on its soil, and will either win or give the man who does the closest chase that history records for road racing.

Two other drivers of fame as fearless pilots, who have often looked death in the face while whirling around some dangerous curve, hope to back the Indianapolis men in their endeavor to bring glory and honor to the Hoosier state and who are recognized as being at the head of the country's motor procession.

Lytle and Seymour Form Team.

The Indianapolis the game at N

Coatesville w June 20, 27 and McClure, Coate

The Marietta son and desire 15-year-old feat 5 p. m., and a

Stilley's Stars 14-year-old tea every day this between 7 and p. m.

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The Martinsv defeated the s score of 14 to games for any in the state, a ferred. For ga 510 East Was Ind.

The Connersv both the Atkins Connersville, is sawmakers on day. This will Connersville tea years. There w the Waverly team of Cumbe

The A. B. Giants of Mer Friday and T Sunday, Monda ern Park. Th feated many o and are mak states. The Co teams in Chicag this season. Indians on the play every Sun of the season. the strongest s country for his may be seen Sunday.

## Lytle and Seymour Form Team.

These men are Herbert Lytle and J. Seymour, who will drive Apperson cars in the Cobe trophy race Saturday.

The Kokomo (Ind.) product will be given the most severe test of its life when these two men shove its nose around the treacherous curves and urge it at sickening swiftness across the straightaways in efforts to exceed the gait of the ten rivals.

The Apperson forces believe that they will prove worthy of the trust placed at their responsibility and expect to come from the strenuous tour bearing the laurels of victory. The Apperson men report that they have been making good time on the track during the tryout days. They have escaped thus far without accidents, although some have been unfortunate.

Hard driving over the somewhat rough course already has caused some trouble, as Hearne's Fiat car suffered a cracked cylinder yesterday morning, and one of the Stoddard Dayton cars is reported to have experienced a similar trouble.

Fiat cars are not numerous in that part of the country, and it is said that but one car in Chicago has exactly the same type of cylinders. This car belongs to a Chicago woman, and she is not anxious to remove the cylinder from the machine for the purpose of helping out the races, mainly because she desires to use her car to drive to the racing carnival. Hearne is trying to get a cylinder from New York.

## CROWDS GATHER AT SITE.

Fresh Delegations Arrive at Crownpoint on Every Train.

CROWNPOINT, Ind., June 14.—Every train into this town today brought in fresh delegations to attend the "Western Vanderbilt" automobile races, June 18-19, over the Crownpoint-Lowell Parkway. Likewise there was a bewildering stream of automobile parts disgorged from every express car. This was not due to breakages of the racing cars, but to the zealously of the drivers, who never cease, apparently, in replacing one part with another in the "tuning up" process. New arrivals have been greatly depressed by ominous growls about the course, but a careful interrogation today of experts who know the course, but are not to drive, elicited brighter views.

Said one:

"Next to a machine, the road is the most important consideration of racing drivers, and they are inclined to be fussy, especially at first. As they grow accustomed to the whims of a road and the nervousness of waiting is replaced

by the eagerness of action, they feel better about it. As a matter of fact, the Crownpoint-Lowell course is a fine one."

## Last Search for Bumps.

What might be called the "last word in road scouting" was emphasized today by Driver George Robertson of the locomobile No. 9—he had sixteen in the Vanderbilt, which he won last year—when he went over the course for about the tenth time, taking Chicago Branch Manager A. J. Banta with him as holder of the wheel, hunting for bumps. They had the contractor who did the work of fixing the road for the race as a passenger.

"Whenever I found a hole I went right at it forty miles an hour," said Banta, "and had to reach over and hold the contractor in the car. You see, I ran with the right side wheels in the grass just off the edge of the taroid strip, all the way, to feel out the holes. Robertson made a mental note of every one we found. He'll try to make use of the grass in passing a pilot and wants to be sure of his way.

"At the meeting of drivers the Vanderbilt cup winner will make it plain that when the rivals hear him coming he will go by if there is a chance in the world. It's the saving of half seconds that will get the prize.

"The surveyor's corner stone that stuck up at the bad turn at Lowell would be a tombstone for speeding racers. I tried to get the workmen to sink it. They have a right to depress it without disturbing its position. Maybe it will be done.

"They raised a bridge being completed across the course down near Lowell that I could not pass under with the top of the locomobile up. As for the technical committee's examinations of the cars to see that they agree with the stock specifications, I want the experts to look over all of them before the race and make all objections then, so that we can go into the contests without fear of a technicality or haggling decision marring the work of a driver.

"The race will not be to the swiftest car necessarily, otherwise some of the machines might as well be scratched out right now. Driving and freedom from tire trouble will do the business. The Michelin camp is in full view today and we have made all arrangements for the equipment of both Robertson's and Florida's cars with all the racing tires needed."

## BUYS \$1,250,000 ORDER.

ST. LOUIS, Mo., June 14.—The fleet-footed coyotes of the Southwest are to have new speed competitors in 2,000 automobiles which are to be shipped to that section. Jerome E. Harrington, a banker of Watonga, Okla., arrived here today from Indianapolis where he has just

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