

10

TRACK TOO SHORT FOR LONG RACES

Death and Demolition Only Natural Result in Opinion of Expert Followers of Sport.

CAUSE OF FIVE DEATHS

Track Comparatively Good, but Strain Under Conditions Too Great—Changes to be Made in Rules.

Death's Toll at the Motor Speedway Races

Killed on Thursday:

WILLIAM A. Borque, twenty-six, Springfield, Mo., killed driving Knox car in semi-mile race.

MARY McComb, twenty-two, Springfield, Mo., killed with Borque, for whom he acted as mechanician.

Saturday's Dead.

Claude Kellum, Indianapolis mechanician on Merz's National, killed when the front and rear went through the fence.

Homer H. Coffey, twenty, Franklin, Ind., spectator, killed when Merz's car

SPEEDWAY



The body of Claude Kellum after being driven by him through the fence.

near starting and finish

TRACK TOO SHORT FOR LONG RACES

Death and Demolition: Only Natural Result in Opinion of Expert Followers of Sport.

CAUSE OF FIVE DEATHS

Track Comparatively Good, but Drivers Under Conditions Too Great—Changes to be Made in Rules.

Death's Toll at the Motor Speedway Races

Killed on Thursday:

William A. Borque, twenty-six, Springfield, Mo., killed driving alone on a 200-mile race.

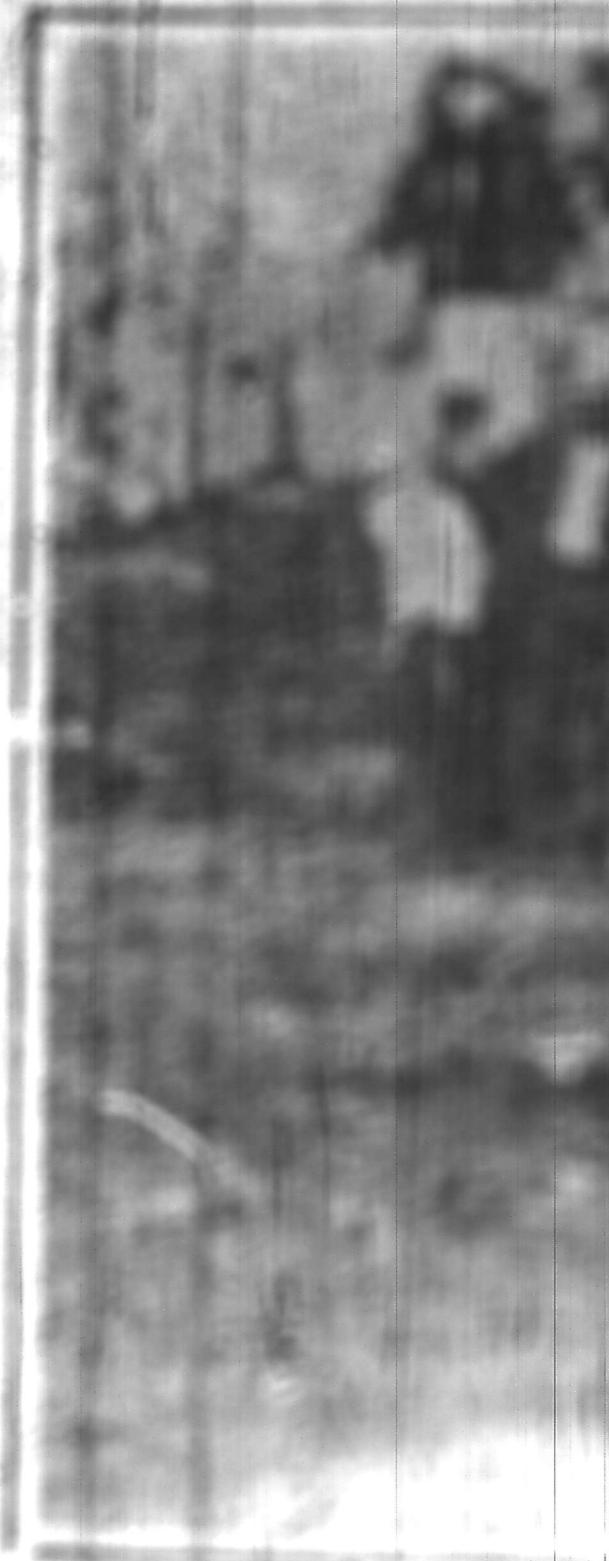
Harry Holcomb, twenty-two, Springfield, Mo., killed with Borque, his wife acted as mechanician.

Saturday's Dead:

Claude Kellum, Indianapolis, Indiana, on Merz's National, died from a burst and car went through the fence.

Homer H. Jolliff, twenty, Princeton, Ind., spectator, killed when horse ran

SPEEDWA



TRACK TOO SHORT FOR LONG RACES

Death and Demolition, Only Natural Result in Opinion of Expert Followers of Sport.

CAUSE OF FIVE DEATHS

Track Comparatively Good, but Strain Under Conditions Too Great—Changes to be Made in Rules.

Death's Toll at the Motor Speedway Races

Killed on Thursday

Walter A. Borque, twenty-six, Springfield, Mo., killed driving Knox car in race.

Merry McComb, twenty-two, Springfield, Mo., killed with Borque, for whom he acted as mechanician.

Saturday's Dead.

Charles Kellum, Indianapolis, mechanician on Merz's National, killed when tire burst and car went through the fence.

George H. Wallif, twenty, Franklin, spectator, killed when Merz's car

SPEEDWAY



The body of mechanician...
after going over the railings...
witnessed the tragedy.

away, curving and falling, and

20-mile race.

Harry Holcomb, twenty-two, Springfield, Mass., killed with Borque, for whom he acted as mechanician.

Saturday's Dead.

Claude Kellum, Indianapolis, mechanician on Merz's National, killed when tire burst and car went through the fence.

Homer H. Jolliff, twenty, Franklin, Ind., spectator, killed when Merz's car went through the fence.

James West, twenty-nine, Indianapolis, spectator, killed when Merz's National went through the fence.

Injured on Saturday.

Henry Tapking, spectator, 239 North New Jersey street, Indianapolis, suffered a broken nose, crushed arm and hand and several painful bruises.

James Schiller, mechanician, skull fractured.

Joseph Bitts, Kokomo, bruised, stunned and blinded by dust.

Bruce Leone, driver, bruised and shaken up.

Elmer Rounds, mechanician, Jackson, Mich., blinded by dust.

Driver Harroun, blinded by dust.

Driver House, blinded by dust.

Mrs. William Ball, Dayton, O., wife of a mechanician, nervous collapse from excitement during the race in which her husband participated.

Experts who have followed the automobile racing game are positive that while the new Indianapolis motor speedway track has been proved to be the fastest in the country, it is unsuitable for long distance racing, unless the drivers are changed during the races. It was the first time such a grueling contest as the three-hundred-mile Wheeler & Reinhart trophy event was ever held on a circular course and it will be the last under the same conditions that governed that contest. Previously contests of that kind were confined to the improved highways. At the same time the speedway, it is believed, was proved reasonably safe for races of shorter duration. All the accidents of the opening meeting occurred after one hundred miles had been run, and it is now stated by speedway officials that no driver will be permitted to drive farther than that in the future.

According to the drivers who took part in the 200-mile race on Thursday in which driver Borque and mechanician Holcomb

The body of ~~John~~ Holcomb, after giving over his life to winning the trophy.

was driving and Holcomb pilotaged and was driving the car at the time of the accident.

Merz was driving the car but was not driving. Holcomb was driving when the car hit the track and Holcomb believed it was Holcomb who drove him.

The Spectator Who

Was Knocked Out by Holcomb, the Mechanician, at the Indianapolis Motor Speedway on the afternoon of the accident, was taken to the hospital where he was given a large amount of ether. He was then removed to the hotel where he was given a large amount of ether.

After being thus given ether he was placed in the drivers' box and was soon seen running around.

On Saturday morning he was seen running around the track again and was seen running around the track again and was seen running around the track again.

He was then seen running around the track again and was seen running around the track again.

He was then seen running around the track again and was seen running around the track again.

He was then seen running around the track again and was seen running around the track again.

He was then seen running around the track again and was seen running around the track again.

Twenty-two, Springfield, and with Horque, for whom he was a mechanician.

Saturday's Dead.

George Kellum, Indianapolis, mechanician in Merz's National, killed when the car went through the fence.

James V. Tapping, twenty, Franklin, Indiana, killed when Merz's car went through the fence.

James W. Kellum, twenty-nine, Indianapolis, killed when Merz's National went through the fence.

Injured on Saturday.

Henry Tapping, spectator, 219 North Zions street, Indianapolis, suffered a broken nose, crushed arm and hand and several small bruises.

James Holcomb, mechanician, skull fractured.

John Kokomo, bruised, stunned and blinded by dust.

James L. Kellum, driver, bruised and shaken by the accident.

James W. Kellum, mechanician, Jackson, Indiana, stunned by dust.

James Kellum, blundered by dust.

Miss Anna Bell, Dayton, O., wife of a mechanician, suffered collapse from exhaustion during the race in which her husband participated.

Those who have followed the automobile racing game are positive that while the Indianapolis motor speedway track has been proved to be the fastest in the country, it is unsuitable for long distance racing, unless the drivers are warned during the races. It was the idea of such a travelling contest as the hundred-mile Wheeler & Schebler event was to be held on a circular track and it will be the last under the conditions that governed that previous contests of that kind due to the improved public highways. At the same time the speedway, it is believed, was proved reasonable safe for races of shorter distances, as the accidents of the opening meeting occurred after one hundred miles had been run, and it is now stated by speedway officials that no driver will be permitted to drive farther than that in the future.

According to the drivers who took part in the mile race on Thursday in which Harry Horque and mechanician Holcomb

The body of mechanician after going over the culvert witnessed the tragedy.

away, curbing and railing, completely over and fall sprawling lying on the far side of the creek and destruction were left in his wake.

Merz was buried beneath the debris, but was unhurt. Kellum, his passenger, was thrown from his seat with great force, sustaining fatal injuries. Death followed in the expirations hour later.

The Spectator Victim.

Men standing near the fence watching the race did not have time to get to a place of safety. As the car went through the fence James V. Tapping caught on the radiator and careered down into the creek. He fell clear of the car, but was dead when picked up, at first identified as Benjamin Kellum, a lodge membership card bearing the name of the latter being found in his pockets. The correction was not made until seven days after death.

Homer Jolliff was run over and buried in the muddy creek bed about ten feet away from the fence in almost instantaneous.

G. L. Humbaugh, one of the spectators, who escaped unhurt, could feel the heat of the car pass him like a flash, before time to realize what had happened. No one had time to get away, he said, and considers it lucky that the heat was not greater.

Henry Tapping, 219 North Zions street, was also in the path of the car and narrowly escaped death. His arm was broken, his arm and hand crushed and he was painfully lame.

With the exception of his arm, that a tire blew up, driver Holcomb was able to throw any light on the accident. He says he remembers his car hitting the fence and has a blurred vision of being struck as it swept the fence. He had presence of mind enough to jump off his engine while lying under the mangled machine and this saved further destruction from an explosion that otherwise would have blown the car through the fence.

occurred after one hundred miles had been run, and it is now stated by highway officials that no driver will be permitted to drive farther than that in the future.

According to the drivers who took part in the 20-mile race on Thursday in which driver Borque and mechanician Holcomb met their deaths, and the three-hundred-mile event Saturday, in which there were three fatalities, races of that distance on a circular track are almost beyond human endurance. The strain on the physique, nerves and senses is excruciating, while the wear and tear on the car is too severe for the finest steel and the skill of the most expert builders, unless the rules are revised to require thorough examinations of the cars by impartial judges at specified intervals. In that event the judges could stop the cars to repair them. Drivers stop and lose time for repairs absolutely forced to do so

Track Racing Hard Grind.

Truck racing, according to the drivers, is many times harder and more dangerous than driving on the public roads. The car is either going in or out of a curve almost all the time and the man at the wheel is constantly on a nerve-breaking strain. He must guide his car up and down the high banks and the least false move is likely to prove fatal. It takes a strong and accurate hand to straighten one of these cars going faster than a mile a minute on a high, banked curve. That being true, the precarious position in which the driver is placed after he has driven more than a hundred miles can be readily appreciated. And then, too, according to the drivers, they are constantly compelled to take the dust of each other. That is not true to such a great extent on a straightaway course.

The three deaths at the speedway Saturday, following the double fatality of Thursday, still forms the chief topic of conversation throughout the city and in the state and country at large the criticism has not yet abated. There is general condemnation of the long distance races and the speedway management would be generally censured severely should it ever again arrange events of that kind under the same conditions that governed last week. The big casualty list was much discussed in political circles and it is felt that one or two members of the legislature are already planning to introduce bills at the next session of the assembly.

and had a number
of accidents as a result
of the presence of water
in the system. The
operator had been
driving the boat at
high speed when
he noticed that
the bottom of the
boat was leaking.
He stopped the
boat and tried to
fix the leak but
was unsuccessful.
He then continued
driving the boat
at high speed and
eventually ran aground
on a rock. The boat
immediately sank
and the operator
was unable to get
out of the water.
The operator was
rescued by a
passerby who found
him drowning in
the water.

The main difficulty lies
in finding an area of
useful land which is
suitable for agriculture. In
most cases, the land is
either too dry or too
wet, and the soil is
either too light or too
heavy. The best land
is usually found in
the valleys, where
there is a good supply
of water and the
soil is well-drained.
However, there are
also many areas of
good land which are
not suitable for
agriculture because
they are too far from
the market or because
they are too difficult
to cultivate.

1996-1997
Yearbook

occurred after one hundred miles had been run, and it is now stated by county way officials that no driver will be permitted to drive farther than that in the future.

According to the drivers who took part in the 250-mile race on Thursday in which driver Borque and mechanician Blasius met their deaths, and the three-hour 100-mile event Saturday, in which there were three fatalities, races of that duration on a circular track are almost beyond human endurance. The strain on the physique, nerves and sinews is enormous, while the wear and tear on the car is too severe for the driver, crew and the skill of the most expert drivers, unless the rules are revised to require thorough examinations of the cars by impartial judges at specified intervals. In that event the judges would order the cars stopped for repairs. Drivers are loath to stop and leave their big machines unless absolutely forced to do so by disability.

Track Racing Hard Spited.

Track racing, according to the drivers, is many times harder and more dangerous than driving on the public roads. The car is either going in or out of a curve almost all the time and the man at the wheel is constantly on a nerve-breaking thrill. He must guide his car up and down the steep banks and the least false move or error is prove fatal. It takes a strong and accurate hand to straighten out a car going faster than a mile a minute on a high, banked curve. That leaves him in precarious position in which his machine is placed after he has driven nearly over a hundred miles can be readily appreciated. And then, too, according to the drivers they are constantly compelled to kick up dust of each other. THAT is just as much a great extent on a track racing course.

The three deaths at the speedway Saturday, following the double fatality of Thursday, still forms the chief topic of conversation throughout the entire state of the state and country as far as legislation has not yet abated. There is普遍的 condemnation of the local drivers and the speedway management while the generally censured mechanics have never again arranged events at the track under the same conditions that prevailed last week. The big casualty has been discussed in political circles and it is likely one or two members of the legislature are already planning to introduce bills at the next session of the legislature.

ments of the opening meeting
ended after one hundred miles had
been run, and it is now expected by speed-
way officials that no driver will be per-
mitted to drive farther than that in the
future.

According to the drivers who took part
in the race on Thursday in which
Driver Mors and mechanician Holcomb
lost their lives, and the three-hundred-
mile race Saturday, in which there were
no fatalities, races of that distance
on a circular track are almost beyond
endurance. The strain on the
nerves and muscles is excruciat-
ing while the wear and tear on the
car is too severe for the finest steel
and the skill of the most expert build-
ers when the rules are revised to re-
quire drivers' examinations of the cars
by impartial judges at specified intervals.
In that event the judges could or-
der the cars stopped for repairs. Drivers
would have to stop and would be forced to do so
at discretion.

Track Racing Hard Grind.

Track racing, according to the drivers, is
many times harder and more dangerous
than driving on the public roads. The car
is either going in or out of a curve almost
all the time and the man at the wheel is
constantly on a nerve-breaking strain. He
must guide his car up and down the high
bank and the least false move is likely to
cause fatal results. It takes a strong and accu-
rate hand to straighten one of these cars
faster than a mile a minute on a
banked curve. That being true, the
dangerous position in which the driver
finds himself after he has driven more than a
few miles can be readily appreciated.
The cars, too, according to the drivers,
are constantly compelled to take the
edge of each other. They are not true to
each other to a great extent on a straightaway

The three deaths at the speedway Sat-
urday still forms the chief topic of
conversation throughout the city and in
the state and country at large the sensa-
tion has not yet abated. There is general
indignation of the long distance races
and the speedway management would be
severely censured, severely, should it
again arrange events of that kind
under the same conditions that governed
last week. The big casualty list was even
more dismal in political circles and it is said
that one or two members of the legisla-
ture are already planning to introduce
bills at the next session of the general

He says he remembers the en-
fence and has a blurred vision
being struck as it swept through him.
He had presence of mind enough
to turn off his engine while lying in the
mollished machine and thus
saved further destruction from
explosion that otherwise would
have followed. Crawling through space
he managed to get from under the car.
His first words were that his
mother be notified that he
was injured. The bodies of the
deceased were hurried away to
the emergency hospital, later the
transferred to the city morgue.

Kellum a Substitute in Race.

During the first one hundred miles
of the race Kellum, the dead mechanician,
had ridden with Johnny A. Mors in the
National car No. 8. The car
was in the lead, but was forced
out of the race, as the result of a
jacket. Mors was delayed during
the race by an exhausted battery
back burn. Herbert Lyne, mechanician,
was also exhausted in his efforts to
obtain another battery and
had become a spectator after
his car was disabled, willingly giving
place.

The place where the accident
is regarded as one of the most
dangerous on the course. It furnishes
an excellent vantage point to watch
however, and the police and
trouble in keeping the crowd
fence at this point was great.
Signs giving warnings of
the crowd gave no heed. The
soldiers warned spectators ade-
quately, but in spite of these
fence was well lined with people
at the time of the accident.

Nineteen Cars Started in Race.

Nineteen cars started in the
hundred-mile race, the last race
program for the day and the
After the seventy-five-mile race
been passed, however, the number
to dwindle. Some dropped out
from engine trouble, others because
trouble, and others for other reasons.
At the 25-mile mark, 14 cars
forced to quit because of fatigue
to the drivers and spectators
time only seven of the
started were still in the race.
Just before the race began,

And then, too, according to the drivers, they are constantly compelled to take the dust of each other. That is not true to such a great extent on a straightaway course.

The three deaths at the speedway Saturday, following the double fatality of Thursday still forms the chief topic of conversation throughout the city and in the state and country at large the sensation has not yet abated. There is general condemnation of the long distance races and the speedway management would be generally censured severely should it ever again arrange events of that kind under the same conditions that governed last week. The big casualty list was even discussed in political circles and it is said that one or two members of the legislature are already planning to introduce bills at the next session of the general assembly to prohibit such contests in Indiana.

A. A. A. Officials Act.

That the American Automobile Association officials, whose sanction is necessary before races can be conducted, would not give their permission for long races on the speedway in the future was indicated when they called off the three hundred-mile Wheeler & Schebler trophy event Saturday after the second accident that demolished the Marmon car driven by Keene. The officials had practically decided to stop the big race after the three deaths caused by the National and when the Marmon was put out of commission they instructed referee P. J. Stevens to stop the contest. Many drivers and mechanicians believed the action showed wisdom as they expressed the opinion that there would have been additional accidents had the race been permitted to go on. It was said the track was showing the effects of the long three day grind to which it had been subjected, but that fact was not apparent to the spectators as the cars did not seem to be bounding or jolting any more than previously.

After the two deaths on Thursday, the first day of the meeting, in the 200-mile race, the A. A. A. officials discussed the advisability of prohibiting the three-hundred-mile event scheduled for Saturday. They ordered several alterations made in the track and consented to the contest, however. The course was cut the shallow ditch into which Holcomb's Knox car was run off Thursday, when they were killed, was diverted and several minor improvements

time of the accident.

Nineteen Cars Started

Nineteen cars started in the three hundred-mile race, the last program for the day and the first to be run. After the seventy-five-mile mark had been passed, however, the number began to dwindle. Some dropped out because of engine trouble, others because of mechanical trouble, and others for other reasons. At the 225-mile mark, there were only seven cars left. The big casualty list was even longer, however, than the number of cars that started. There are two members of the legislature already planning to introduce a bill at the next session of the general assembly to prohibit such contests in Illinois.

A. A. A. Officials Act.

That the American Automobile Association officials, whose sanction is necessary before races can be conducted, would not give their permission for long races on the speedway in the future was indicated when they closed off the three hundred-mile Wheeler & Schobler trophy meet Saturday after the second accident had demolished the Marmon car driven by Keene. The officials had practically decided to stop the big race after the first death caused by the National and when the Marmon was put out of commission they instructed referee P. D. Aitken to stop the contest. Many drivers and mechanics believed the action was wise, as they expressed the opinion that there would have been additional accidents had the race been permitted to go on. It was said the track was under the effects of the long three-day rain to which it had been subjected. The fact was not apparent to the drivers, as the cars did not seem to be slipping or jolting any more than previous days.

After the two deaths on Thursday, the second day of the meeting, in the 200-mile race, the A. A. A. officials discussed the possibility of prohibiting the three-hundred-mile event scheduled for Saturday. They visited several alterations to be made in the track and consented to the changes, however. The course was oiled, the water ditch into which Boucque and George Knox had been run in Thursday when they were killed, was covered and several minor improvements were

MARMON CAR WRECK

Driver Bruce Keene Caught Post In Overhead Beam

While the excitement resulting from the accident was at its height, the spectators were given a thrill by the announcement that a man had left the track. Marmon, driven by Bruce Keene, had struck a wooden support in the fence on the south side of the track and was partially wrecked. Keene, uninjured, stated that his car had lost control. James, the mechanic, was thrown clear of the wreck and suffered no injury to his skull and bones. The left front wheel of the car was crushed in the collision and was damaged. Keene was unable to start his engine because

the track to which it had been subjected, but that fact was not apparent to the spectators as the car did not seem to be jolting or jolting any more than previously.

After the two deaths on Thursday, the first day of the meeting, in the 200-mile race, the A. A. A. officials discussed the advisability of prohibiting the three-hundred-mile event scheduled for Saturday. They ordered several alterations made in the track and consented to the contest, however. The course was oiled, the shallow ditch into which Birgeau and Hinsom's Knox car was run off Thursday, when they were killed, was covered and several minor improvements were made. However, the fault is not placed on the condition of the track. It is said to have been in comparatively good shape.

A grave mistake is said to have been made in trying to conduct long races under conditions that are suitable for public roads only. On the small circular course, the strain was too great on the drivers and the car and death and destruction was the only natural result.

"HERE COMES NO. 10."

Death of Two Victims of National Car Almost Instantaneous.

"Here comes No. 10."

These were the words of H. D. Weller, chief timer, when he announced to his assistants at the Indianapolis motor speedway Saturday the approach of the big National Six. Charles Marx at the wheel and Claude Kellum, mechanician, Weller and his assistants were on the outside of the course at a point opposite the balloon bleachers.

No. 10 never arrived.

An instant after the announcement of its approach the big car was seen suddenly to swerve from its path on the high side of the turn and dash from the course. There is a stone curbing and curb over a small creek at this point. It served as a barrier only momentarily. The car seemed to rebound, and with speed apparently accelerated. It tore

had left the track, driven by George A. Wetherbee, expert driver of the car, he said. He said probably without unhesitating stated that the driver of the car was dead. The car, he said, was clear of the track, ready to be picked up. The car had crossed the track, he said, and struck the center post of a wooden fence. This accident, he said, was the cause of the car's being off the track.

Lytte Was Lucky

He was not a mile from the accident when Lytton, driver of another car, the 1912 Ford, which was driving with him, saw the accident and stopped his car to help. The two men then went over the track, and found the body of the driver of the car and the body of the mechanician. Both drivers were dead.

FUNERALS OF VICTIMS

Homer Jenkins and C. G. Marx at Highland

The funerals of the victims were held Sunday morning. Mr. and Mrs. C. G. Marx, the parents of the deceased, were buried in the same plot.

day ground to which it had been suspended, but that fact was not apparent to the spectators, as the cars did not appear to be bounding or jolting any more than previously.

After the two deaths on Thursday, the first day of the meeting, in the Indianapolis race, the A. A. officials discussed the advisability of prohibiting the three-hundred-mile event scheduled for Saturday. They ordered several alterations made in the track and concluded to run the contest, however. The drivers who drove the shallow ditch into which Hulme and Holcomb's Knox car was run up Saturday, when they were killed, were exonerated and several minor improvements were made. However, the fault is just as great in the condition of the track, if not greater, as have been in comparatively good stages.

A grave mistake is said to have been made in trying to conduct long races under conditions that are suitable for park-like roads only, on the outside of the course. The strain was too great on the drivers and the cars and death and destruction was the only natural result.

"HERE COMES NO. 10"

Death of Two Victims of Mortal Car Almost Instantaneous

"Here comes No. 10!"

These were the words of E. L. Weller, chief scorer, when he announced his assistants at the Indianapolis speedway Saturday the approach of the big National Six, Charles Mung, wheel, and Claude Kellum. Weller and his assistants were on the south side of the course at a point opposite the balloon bleachers. No. 10 never arrived.

An instant after the above announcement its approach the big car was seen suddenly to swerve from its path, hit the inside of the turn and dash down the course. There is a stone embankment cut over a small creek of water and it served as a barrier along the outer edge. The car seemed to rebound, just with speed apparently unimpaired, to

that fact was not apparent to the spectators, as the cars did not seem to be jolting any more than previously.

After the two deaths on Thursday, the opening day of the meeting, in the 250-mile race, the A. A. A. officials discussed the possibility of prohibiting the three-hundred-mile event scheduled for Saturday. They ordered several alterations made in the track and consented to the meet, however. The course was altered to shallow ditch into which Brexie and Langdon's Knox car was run in Thursday, when they were killed, was covered. Several minor improvements were made. However, the fault is not placed on the condition of the track. It is said to have been in comparatively good shape.

A grave mistake is said to have been made in trying to conduct long races under conditions that are suitable for public trials only, on the small circular track. The strain was too great on the drivers and the cars and death and destruction was the only natural result.

"HERE COMES NO. 10."

Death of Two Victims of National Car Almost Instantaneous.

"Here comes No. 10!"

These were the words of H. D. Weller, chief usher when he announced to his assistants at the Indianapolis motorway Saturday the approach of the National Six, Charles Marx at the wheel and Claude Kellum, mechanician. Weller and his assistants were on the south side of the course at a point opposite the balloon bleachers. He never arrived.

An instant after the announcement of the approach the big car was seen and heard to career from its path on the high bank of the turn and dash from the course. There is a stone curbing and embankment over a small creek at this point. It served as a barrier only momentarily. The car seemed to rebound, and with speed apparently accelerated, it tore

half left the track. It was driven by Bruce Keen, wooden support in front, on the south side of the track, partially wrecked. Keen uninjured, stated that he had the grease on the track when he lost control. His mechanic was also clear of the works, but suffered injury to his right arm. The left front wheel was crushed. The body of the car was damaged. Keen's condition after the crash his engine was almost at a standstill. He met a hopeless end. This incident that he was the first to die.

Lytle Has Luck.

In a race held on the track Saturday afternoon, Lytle, driver of the Ford, led a fast race with W. H. Jones, who had won the previous year's race, and a modern record speed. W. H. Jones was the leader for most of the race, but the Ford closed up and took the lead after the last lap.

FUNERAL.

Homer Johnson and his wife, at the start of the race, were the first to die. The car was driven by W. H. Jones, who was driving the Ford. The Ford was the fastest car in the race.

The fact was not apparent to the spectators, as the cars did not seem to be moving or jolting any more than previous.

After the two deaths on Thursday, the day after the meeting, in the 200-mile race, Mr. A. J. A. Johnson discussed the possibility of prohibiting the three-hundred-mile event scheduled for Saturday. They tortured several alterations made in the track, and consented at the last, however, to the course just cited. The track ditch bank, which Bectue and Johnson's Kneen car was run on Thursday when they were killed, was leveled off, several minor improvements were made. However, the fault is not placed on the condition of the track. It is said to be in comparatively good shape.

A grave mistake is said to have been made in trying to conduct long races under conditions that are suitable for public races only, on the small circular track. The strain was too great on the drivers and the cars and death and damage was the only natural result.

"HERE COMES NO. 10!"

Death of Two Victims of National Car Almost Instantaneous.

"Here comes No. 10!"

These were the words of H. D. Weller, chief steward, when he announced to his assistants at the Indianapolis motor speedway Saturday the approach of the racing car of Charles Merv at the 100th mile. Charles Kellum, mechanician, Merv and his assistants were on the outside of the course at a point opposite the wooden bleachers.

As instant after the announcement of the approach the big car was seen suddenly to veer from its path on the high bank of the turn and dash from the track. There is a stone curbing and a jump over a small creek at this point. It served as a barrier only momentaneously. The car seemed to rebound, and, having apparently accelerated, it tore

half left the track. Merv, driven by Bruce Keene, wooden support in the body, on the south side of the car, partially wrecked. Keene, uninjured, stated that his car hit the grease on the track, he lost control. Johnson, mechanician, was thrown clear of the wreck, sustaining injury to his skull and face. The left front wheel of the car was crushed in the collision and the right was damaged. Keene was unable to start his engine, according to statement of witnesses, while most a hopeless wreck. It was time to stop.

Lytic Has Lucky Escape

In case such a thing occurs again in the automobile racing Lytic, driver of Apperson, the three-hundred-mile race, has been a favorite. Early in the race he was running second and was put out of competition by a broken steering rod. He proached the safety and was seen to lunge to one side, the high bank. Lytic sat on the wheel. Instead of continuing over the high embankment, the car turned about and ran into the soft earth on the bank and his mechanician barely saving himself after working over the car, they reached the finish.

FUNERALS OF VICTIMS

Homer Jolliff and C. S. Mervin at Their Homes

The funerals of two of the victims were held today, Mervin, who was one of the first to cross the fence by Mervin's home, buried in the tulipage tree.

The body of mechanician Claude Kellum, one of the drivers who took part in the race, was found hanging from a tree near the scene of the accident. He had been working on his car when it was struck by the Mers' car.

away curbing and railing, turned completely over and fell steaming and groaning on the far side of the creek. Death and destruction were left in its wake.

Mers was buried beneath the wreckage, but was unhurt. Kellum, his mechanician, was thrown from his seat with great force, sustaining fatal injuries. His death followed in the emergency hospital an hour later.

The Spectator Victims.

Men standing near the fence watching the race did not have time to retreat to a place of safety. As the car plowed through the fence James West was caught on the radiator and carried across the creek. He fell clear of the wreckage, but was dead when picked up. West was at first identified as Benjamin F. Logan, a lodge membership card bearing the name of the latter being found in one of his pockets. The correct identification was not made until several hours after death.

Henry Jolliff was run over and almost buried in the muddy creek bottom, a few feet away from the fence. Death was almost instantaneous.

G. L. Burbaugh, one of the closest spectators, who escaped unhurt, says he could feel the heat of the car, it having passed him like a flash, before he had time to realize what had happened. No one had time to get away, he said, and he considers it lucky that the list of dead was not greater.

Henry Capling, 319 North New Jersey street, was also in the path of the car and narrowly escaped death. His nose was broken, his arm and hand were crushed and he was painfully bruised.

With the exception of his statement that a tire blew up, driver Mers is unable to throw any light on the accident. He says he remembers his car hitting the fence and has a blurred vision of men being struck as it swept through the air. He had presence of mind enough to shut off his engine while lying under the demolished machine and this fact probably saved further destruction from an explosion that otherwise would have fol-

Som

CHICAGO. A unique and interesting thing under the head of racing has been tried by the Automobile Club of America. The club has been trying to interest the public in motor racing for some time now, and has succeeded in doing so. The club has now introduced a new form of racing, which they call "The Auto Derby." The race will be held on the Lake Michigan beach, a distance of about half a mile. Pick

falgar, his home town, where he was born. Mechanician Kellum was buried at Kellum's home. The National Motor Club, by which Kellum was a member, has sent a delegation to attend the funeral.

James West, another spectator, who was standing near the fence, will be buried at Kellum's home. West was an employee of Fletcher Packing Company, widow and stepson of the deceased.

The city morgue was opened early Saturday morning to receive the three victims. The coroner found that all three men were dead. The bodies were taken to the morgue by the coroner's office. The bodies were prepared for burial by the Ragsdale Company. The bodies were turned over to the undertakers for interment. The bodies were turned over to the Blackwell family for the interment.

the last under the
given that con-
sists of that kind
the improved public
since the speed-
was proved reason-
of shorter distances.
of the opening meeting
hundred miles had
and stated by speed-
no doubt will be per-
ticular than that in the

drivers who took part
on Thursday in which
mechanician Holcomb
and the three-hundred-
in which there were
of that distance
are almost beyond
The strain on the
and whose is excruciat-
and tear on the
for the finest steel
the most expert build-
are revised to re-
visions of the cars
at specified inter-
the judges could or-
repairs. Drivers
time for re-
only forced to do so

ing Hard Grid.

According to the drivers, is
and more dangerous
public roads. The car
out of a curve almost
the man at the wheel is
re-breaking strain. He
up and down the high
fast move is likely to
a strong and acci-
one of these cars
a mile a minute on a
That being true, the
in which the driver
is driven more than a
readily appreciated.
ing to the drivers,
compelled to take the

That is not true to
at all a straightaway

at the speedway Sat-
the double fatality of
the chief topic of
about the city and in
at large the sensa-
tion. There is genera-
long distance races
management would be

Henry Tapping, at North New Jersey
street, was also in the path of the car
and narrowly escaped death. His nose
was broken, his arm and hand were
crushed and he was painfully bruised.

With the exception of his statement
that a tire blew up, driver Merg is un-
able to throw any light on the accident.
He says he remembers his car hitting the
fence and has a blurred vision of man
being struck as it swept through the air.
He had presence of mind enough to shut
off his engine while lying under the de-
molished machine and this fact probably
saved further destruction from an ex-
plosion that otherwise would have fol-
lowed. Crawling through mud and water
he managed to get from under his car.
His first words were that his father and
mother be notified that he was not in-
jured. The bodies of the dead and in-
jured were hurried away to the emer-
gency hospital, later the dead were
transferred to the city morgue.

Kellum a Substitute in Fatal Cat.

During the first one hundred miles of
the race, Kellum, the dead mechanician,
had ridden with Johnny Aitken in his
National car No. 8. The car at this time
was in the lead, but was forced to quit
the race as the result of a burst water
jacket. Merg was delayed later in the
race by an exhausted battery on the
back when Herbert Lyne, his mecha-
nician, fell exhausted in his efforts to
obtain another battery and Kellum, who
had become a spectator after Aitken's
car was disabled, willingly took Lyne's
place.

The place where the accident occurred
is regarded as one of the most danger-
ous on the course. It furnishes an excel-
lent vantage point to watch the races,
however, and the police and soldiers had
trouble in keeping the crowd back. The
fence at this point was plastered with
signs giving warnings of danger, yet
the crowd gave no heed. The police and
soldiers warned spectators away repeat-
edly, but in spite of their efforts the
fence was well lined with people at the
time of the accident.

Nineteen Cars Started.

Nineteen cars started in the big three-
hundred-mile race, the last event on the
program for the day and for the meet.
After the seventy-five-mile mark had
been passed, however, the number began
to dwindle. Some dropped out because of
engine trouble, others because of tire

Indianapolis
slabs there. To
ditions. Corpo-
tel's body to the
ing establishment
visited the mo-
many of them
of the dead me-
Undertakers
after they had
were prepared
Ragedale Com-
family for the
turned over to
Blackwell. The
lum were taken
on orders.

OPENING MEET B

NEW MARK
ANCE AND

NO RACE

The opening
Indianapolis in
speedway officials
held anywhere
ments all after
for number of
attendance figu-
three days ago.

K. A. Moroni,
tests, had char-
and general at-

The crowd on
on the second
\$7,000 according
Saturday's crowd
ever seen at a
The spectators

Indianapolis slab there. To editions. Coffin tel's body to the living establishment visited the many of them of the dead men. Undertakers after they had were prepared Ragdale Company family for the turned over to Blackwell. The bum were taken on orders.

OPENING MEET

NEW MARK
ANCE AND

NO RACE

The opening Indianapolis speedway officials held anywhere. meetings all attended for number of attendance figures three days ago.

E. A. Morosco, tests, had char and general in-

The crowd on the second 27,000, according Saturday's crowd ever seen at The association

Henry Laping, 119 North New Jersey street, was also in the path of the car and narrowly escaped death. His nose was broken, his arm and hand were crushed and he was painfully bruised. With the exception of his statement that a tire blew up, driver Merz is unable to throw any light on the accident. He says he remembers his car hitting the fence and has a blurred vision of men being struck as it swept through the air. He had presence of mind enough to shut off his engine while lying under the demolished machine and this fact probably saved further destruction from an explosion that otherwise would have followed. Crawling through mud and water he managed to get from under his car. His first words were that his father and mother be notified that he was not injured. The bodies of the dead and injured were hurried away to the emergency hospital, later the dead were transferred to the city morgue.

Kellum a Substitute in Fatal Car.

During the first one hundred miles of the race, Kellum, the dead mechanician, had ridden with Johnny Aitken in his National car No. 8. The car at this time was in the lead, but was forced to quit the race as the result of a burst water jacket. Merz was delayed later in the race by an exhausted battery on the return. Herbert Lyne, his mechanician, fell exhausted in his efforts to obtain another battery and Kellum, who had become a spectator after Aitken's car was disabled, willingly took Lyne's place.

The place where the accident occurred is regarded as one of the most dangerous on the course. It furnishes an excellent vantage point to watch the races; however, and the police and soldiers had trouble in keeping the crowd back. The fence at this point was plastered with signs giving warnings of danger, yet the crowd gave no heed. The police and soldiers warned spectators away repeatedly, but in spite of their efforts the fence was well lined with people at the time of the accident.

Nineteen Cars Started.

Nineteen cars started in the big three-hundred-mile race, the last event on the program for the day and for the meet. After the seventy-five-mile mark had been passed, however, the number began to dwindle. Some dropped out because of engine trouble, others because of tire

for number attendance at three days ago E. A. Moros tests, had ch and general

The crowd on the second 37,000, according Saturday's ever seen at. The spectators the special g treated the o

The massive American cir shattered int that has been world, with t Brooklands, three days d lowered.

Labor Day

The balloon uled for Labor and the twen teember by an on the grove obtain ence. An interesting c that style of reached a s insure the su kind.

Furthermore will be open no date on officials to o traction. The day baseball

NOT

McFarland D

CHICAGO, land, the sta "clean up", according to today. C. P. the London McFarland fu in London wit London City a

Nineteen Cars Started.

Nineteen cars started in the big three-hundred-mile race, the last event on the program for the day and for the meet. After the seventy-five-mile mark had been passed, however, the number began to dwindle. Some dropped out because of engine trouble, others because of tire trouble, and others for still other reasons. At the 225-mile mark several were forced to quit because of fatal accidents to the drivers and spectators. At this time only seven of the nineteen that started were still in the race, and most of them were ready to quit. Lynch, in a Jackson, was in the lead at the time, having covered the 225 miles in 4:16:5 2-5. Those who were still in the race are named in the order they were running: Lynch, Jackson; De Palma, Fiat; Stillman, Marmon, Harroun, Marmon; Oldsmobile National; De Hymel, Stoddard-Dayton, and Lotte, in an Apperson. Burman, in a Buick; Chevrolet, in a Buick; Sturtevant, in a Buick; Drech, in an American; Aitken, in a National; Clemens, in a Stoddard-Dayton; Stultz, in a Marion; Miller, in a Stoddard-Dayton; McCallie, in an Apperson, and Ellis, in a Jackson, were forced to quit before the race was called off.

MARMON CAR WRECKED.

Driver Bruce Keene Collides with Post in Overhead Bridge.

While the excitement resulting from the first accident was at its highest pitch, the spectators were given another fright by the announcement that another car had left the track. Marmon car No. 17, driven by Bruce Keene, collided with a wooden support in the suspension bridge on the south side of the course, and was badly wrecked. Keene, who escaped uninjured, stated that his car skidded in the grease on the track, and as a result he lost control. James Schiller, his mechanician, was thrown several feet clear of the wreck, sustaining a severe injury to his skull and minor bruises. The front wheel of the car was crushed in the collision and the radiator was damaged. Keene was in a boat

which the driver has driven more than a mile, can be readily appreciated. According to the drivers, he consented to take the race. This is not true to the letter, as a straightaway

at the speedway Saturday was the double fatality of which the chief topic of conversation at the city and in every place where the sensation abated. There is general agreement that long distance races should severely be curtailed. Events of that kind were the chief factor that governed the safety list was even longer and it is said members of the legislature are planning to introduce a measure of the general nature in such contests in Indiana.

Official Act.

Under Automobile Association sanction is necessary to be conducted, would be conducted, would be conducted for long races in the future was indicated off the three hundred and a Schellier trophy after the second accident. The Marmon car driven by the National and was put out of commission referee P. B. Schellier. Many drivers believed the action as they expressed the would have been added to the race been postponed. It was said the track effects of the long three hours it had been subjected, was "not" apparent to the car did not seem to be any more than playing

maths on Thursday, the meeting, in the 20-mile race, officials discussed the possibility of prohibiting the three hours scheduled for Saturday several alterations and consented to the course, which Burque and was run on Thursday.

soldiers warned spectators away repeatedly, but in spite of their efforts the fence was well lined with people at the time of the accident.

Nineteen Cars Started.

Nineteen cars started in the big three-hundred-mile race, the last event on the program for the day and for the meet. After the seventy-five-mile mark had been passed, however, the number began to dwindle. Some dropped out because of engine trouble, others because of tire trouble, and others for still other reasons. At the 225-mile mark several were forced to quit because of fatal accidents to the drivers and spectators. At this time only seven of the nineteen that started were still in the race, and most of them were ready to quit. Lynch, in a Jackson, was in the lead at the time, having covered the 225 miles in 4:15.5 2-5. Those who were still in the race are named in the order they were running. Lynch, Jackson; De Palma, Fiat; Stultz, Marmon; Harroun, Marmon; Oldfield, National; De Hymel, Stoddard-Dayton; and Lytle, in an Apperson. Burque, in a Buick; Chevrolet, in a Buick; Sebring, in a Buick; Dreher, in an American; Aitken, in a National; Clemmons, in a Stoddard-Dayton; Stultz, in a Marion; Muller, in a Stoddard-Dayton; McCallie, in an Apperson, and Ellis, in a Jackson, were forced to quit before the race was called off.

MARMON CAR WRECKED.

Driver Bruce Keene Collides with Post in Overhead Bridge.

While the excitement resulting from the first accident was at its highest pitch, the spectators were given another fright by the announcement that another car had left the track. Marmon car No. 11, driven by Bruce Keene, collided with a wooden support in the suspension bridge on the south side of the course and was partially wrecked. Keene, who escaped uninjured, stated that his car skidded in the grease on the track and as a result he lost control. James Schellier, his mechanician, was thrown several feet clear of the wreck, sustaining a severe injury to his skull and minor fractures. The left front wheel of the car was crushed in the collision and the radiator was damaged. Keene was unharmed.

for number attendance in three days ago. E. A. Morris tests, had the and general

The crowd on the second \$7,000, according Saturday's ever seen at. The spectators the special patrol the course.

The manner American drivers shattered individual that has been world, with the Brooklands, three days th lowered

Labor Day.

The balloon ruled for Labor and the two timber tent on the program obtain enough interesting events that style of racing reached a climax the 80th kind.

Furthermore will be opened no doubt on officials to contract. The day began

NOTES.

McFarland Drives.

CHICAGO, Sept. 1.—land the auto dealers will according to the London Daily Mail, McFarland from London on Tuesday, to start

addition warned spectators away repeatedly, but in spite of their efforts the fence was well lined with people at the time of the accident.

Nineteen Cars Started.

Nineteen cars started in the big three-hundred-mile race, the last event on the program for the day and for the meet. After the seventy-five-mile mark had been passed, however, the number began to dwindle. Some dropped out because of engine trouble, others because of tire trouble, and others for still other reasons. At the 225-mile mark several were forced to quit because of fatal accidents to the drivers and spectators. At this time only seven of the nineteen that started were still in the race, and most of them were ready to quit. Lynch, in a Jackson, was in the lead at the time, having covered the 225 miles in 4:11:51 2-5. Those who were still in the race are named in the order they were running: Lynch; Jackson; De Palma; Fiat; Stillman; Marmon; Harroun; Marmon; Oldsmobile; National; De Hymel; Stoddard-Dayton; and Lytle, in an Apperson. Burman, in a Buick; Chevrolet, in a Buick; Scovengill & Buick; Drech, in an American; Aitken, in a National; Clemens, in a Stoddard-Dayton; Stultz, in a Marion; Muller, in a Stoddard-Dayton; McCallie, in an Apperson, and Ellis, in a Jackson, were forced to quit before the race was called off.

MARMON CAR WRECKED.

Driver Bruce Keene Collides with Post in Overhead Bridge.

While the excitement resulting from the first accident was at its highest pitch, the spectators were given another fright by the announcement that another car had left the track. Marmon car No. 17, driven by Bruce Keene, collided with a wooden support in the suspension bridge on the south side of the course, and was instantly wrecked. Keene, who escaped uninjured, stated that his car skidded in the grease on the track, and as a result lost control. James Schiller, his mechanician, was thrown several feet clear of the wreck, sustaining a severe injury to his skull and minor bruises. The left front wheel of the car was crushed in the collision and the radiator was damaged. Keene was in no condition

for number attendance in three days ago. E. A. Morris tests, had the and general

The crowd on the second 27,000, according Saturday's crowd ever seen at. The spectators the special grandstanded the course.

The massive American circus shattered into that has been world, with the Brooklands, three days after it lowered.

Labor Day.

The balloon ruled for Labor Day and the two timber balloons on the ground obtain enough interesting competition that style of racing reached a climax to insure the success of the kind.

Furthermore, will be opened no doubt on official to continue. The day baseball

NOTES.

McFarland D.

CHICAGO, Sept. 1.—land, the men "clean up" the city according to today. C. P. McFarland found in London with the London Club of

Bruce Keene Collides with Post in Overhead Bridge.

With the excitement resulting from the first accident was at its highest pitch, the spectators were given another thrill by the announcement that another car had left the track. Marmon car No. 11, driven by Bruce Keene, collided with a wooden support in the suspension bridge on the south side of the course, and was partially wrecked. Keene, who escaped uninjured, stated that his car skidded in the grass on the track and as a result he lost control. James Schiller, his mechanician, was thrown several feet clear of the wreck, sustaining a severe injury to his skull and minor fractures. The left front wheel of the car was crushed in the collision and the radiator was damaged. Keene was in a gassed condition after the crash, attempting to crank his engine, according to the statement of witnesses, while the car lay almost a hopeless wreck. It was following this accident that the officials decided it was time to stop.

Lytle Has Lucky Escape.

In case such a thing as luck enters into the automobile racing game, Herbert Lytle, driver of Apperson car No. 1 in the three-hundred-mile race, must have been a favorite. Early in the race Lytle, who was running second to the leader, was put out of commission as the result of a broken steering rod. As the car approached the south end of the course it was seen to jump to one side and climb the high bank. Lytle sat helpless at the wheel. Instead of continuing on its course over the high embankment, however, the car turned about and ran off the course into the soft earth on the inside. Lytle and his mechanician escaped unharmed and after working more than an hour in repairing their car, they re-entered the race.

FUNERALS OF VICTIMS.

Homer Jolliff and C. S. Kellum Buried at Their Homes.

The funerals of two of the speedway victims were held today. Homer Jollif, who was one of the victims caught at the fence by Merz's automobile, was buried in the village cemetery at Terre Haute.

McFarland

CHICAGO, land, the "clean up" according to today. C. P. the London McFarland, in London club Farland will McFarland has abandoned abroad and can force Mc-

Saturday

After trashing their baseball today, the McFarland team was 20-plate. The plate of the London

In the regular of the McFarland was broken by a hard foul ball. His way to safety by the McFarland took three tries.

The team a park behind the stadium where the McFarland were fans who were Mrs. H. W. Glaser. Glaser given for the Mc-

Participation about of the McFarland about 100 and in the McFarland 4 out of 100. Wins and losses equalized by McFarland, 81 to

Many drivers believed the action as they expressed themselves would have been fatal had the race been longer. It was said the track effects of the long distance had been minimized, but not apparent to the fact did not seem to be the any more than the deaths on Thursday, the meeting, in the 20-mile officials discussed the possibility the three most scheduled for Saturday several sections of the track. The young man driving his car which Bruce Keene was killed, was covered improvement, and the fault is not his on the track. It is said to have been relatively good shape. It is said to have been about long enough, though are suitable for public use the small circular car was too slow on the road and drivers did not natural result.

COMES NO. 10.

Victims of National Instantaneous.

words of H. D. Weller, to be announced to his Indianapolis motor by the approach of the Charles Merz at the Kellum, mechanic, assistants were on the course at a point opposite the track.

On the announcement of his car was such sudden loss of control on the high bank and dash from the track, a stone bursting and a barrier only moments removed to rebound, and evidently accelerated. If for a

ergency hospital. The victim was a man who had been watching from a fence when he saw the car plow into the water. He was pulled out of the wreckage and carried across the lake to safety. The car was found to have been driven by a man named West, who was severely injured. He was taken to a nearby hospital where he died later.

The car had been traveling at a high speed when it hit the water. The driver, James West, was killed immediately. His body was recovered from the lake and buried in a cemetery. The car was also recovered and turned over to police for investigation.

James West's death was a shock to the community. He was a popular figure and many people remembered him fondly. His death was mourned by many, and a memorial service was held in his honor.

The accident occurred on a dark night, and the driver was unable to see the water in time to avoid it. The car hit the water at a high speed, causing it to burst into flames. The driver was thrown from the car and drowned.

The driver, James West, was a young man who had been driving for only a few months. He was a good driver and had no history of accidents. The accident was a tragic reminder of the dangers of driving under the influence of alcohol or drugs.

He was carried across the lake to safety. The car was found to have been driven by a man named West, who was severely injured. He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

He was taken to a nearby hospital where he died later.

has been tried by different people to promote interest in swimming races, but it remained for the Chicago Swimming Club to introduce a "Moonlight Marathon." The race will be held Wednesday evening from the Lake View crib to Wilson beach, a distance of nearly two and one-half miles. Picked swimmers will make

falgar, his home, and C. S. Kellum, the mechanician killed in the same accident, was buried at Kokomo, his former home. The National Motor Vehicle Company, by which Kellum was employed, closed its factory today and several of the officers and employes went to Kokomo to attend the funeral.

James West, 31 West Merrill street, another spectator who lost his life at the fence, will be buried tomorrow afternoon. West was an employee of the Coffin-Fletcher Packing Company and leaves a widow and stepdaughter.

The city morgue presented a grawsome sight Saturday night when the bodies of the three victims of the speedway accident and that of Gottlieb Knittel, an aged man found dead near the plant of the Indianapolis Brewing Company, occupied slabs there. To lessen the crowded conditions, Cooper Blackwell moved Knittel's body to the morgue in his undertaking establishment. A throng of people visited the morgue to view the bodies, many of them being relatives and friends of the dead men.

Undertakers took charge of the bodies after they had been fully identified and were prepared for burial. The A. M. Flaggdale Company got an order from the family for the body of Jolliff and it was turned over to that company by Cooper Blackwell. The bodies of West and Kellum were taken by Flanner & Buchanan on orders.

OPENING AUTOMOBILE MEET BREAKS RECORDS

NEW MARK SET FOR ATTENDANCE AND NUMBER OF CARS.

be allowed to start. It is probable that will enter the race, but swimmers of class senior, McDermott and Amer will be accompanied by experts, to the competitors al crib to Wilson beach.

NO SANCTION RACES UNDER

PRESIDENT SPEAKS
SAYS IT WILL BE

RULES WILL

L. R. Speare, of the American Automobile Association, stated emphatically yesterday that no racing for home that has been given in the future. Wheeler & Schebler, the Prest-O-Lite 250-mile race, five lives were lost and many were injured. The A. A. C. will not be held until September 24, in the opening meeting of the motor speedway will be suspended.

According to Speare, standing with the A. A. C. committed to drive on a complete race as long as the races of that kind are to be only with the specified drivers be changed by physicians who will guarantee their physical fitness. Particular attention will be paid to the condition of the cars, according to the drivers who expressed the opinion that the accidents were largely the result of carelessness on the part of the drivers. The rules will be specified for running long-distance races.