

FRENCH CARS, BREAKING RECORDS, SWEEP THE SPEEDWAY

MONOTONY AMID TENSE THRILLS IS IN SPEEDWAY AIR

Thousands of Race-Mad Onlookers Cry for More Excitement, Even as Modern Chariots of Fire Roar Past at Death-Defying Speed.

PATRIOTISM SHOWS ITSELF AT EACH AMERICAN TRIUMPH

Crowds Cheer Wildly Every Time French Cars Stop in Pits—Scene Recalls Stirring Roman Amphitheater Days.

BY HECTOR FULLER.

Before the largest and most enthusiastic crowd in the history of the Speedway the fourth wonderful 500-mile race began promptly at 10 o'clock yesterday morning. It was an ideal day; hot, of course, but not excessively so, and every one agreed that this was a day to make all previous records back numbers and to set a new mark, not only for speed, but for human pluck and endurance.

Never before was there such a crowd at the Speedway. The people started toward the track at the first sign of dawn, and by the time the sun was fairly up every road that led in the direction of the race track was covered with a steady procession of vehicles. Talk about the high cost of living—it seemed as if every one and his brother owned, or could afford to rent, an automobile.

The plans for the race, made far in advance by the far-seeing managers who have evidently profited much by their experience in previous races, were carried out to the letter. Explosive bombs shot high into the air notified the drivers and mechanics to get ready and they lined up in front of the judges' stand four abreast. Just before 10 o'clock Carl G. Fisher, in his big white car, came out to the track, the moving picture men got busy and when, just before 10, the final bomb gave the signal, the whole thirty cars moved off at a fifty mile an hour rate, almost hidden by the spectators by the dense clouds of smoke they made.

Smoke Is Sickening. And how that smoke smelled! It was not long before there were lots of people who wished that the rule against the use of castor oil as a lubricant had been enforced. It was sickening.

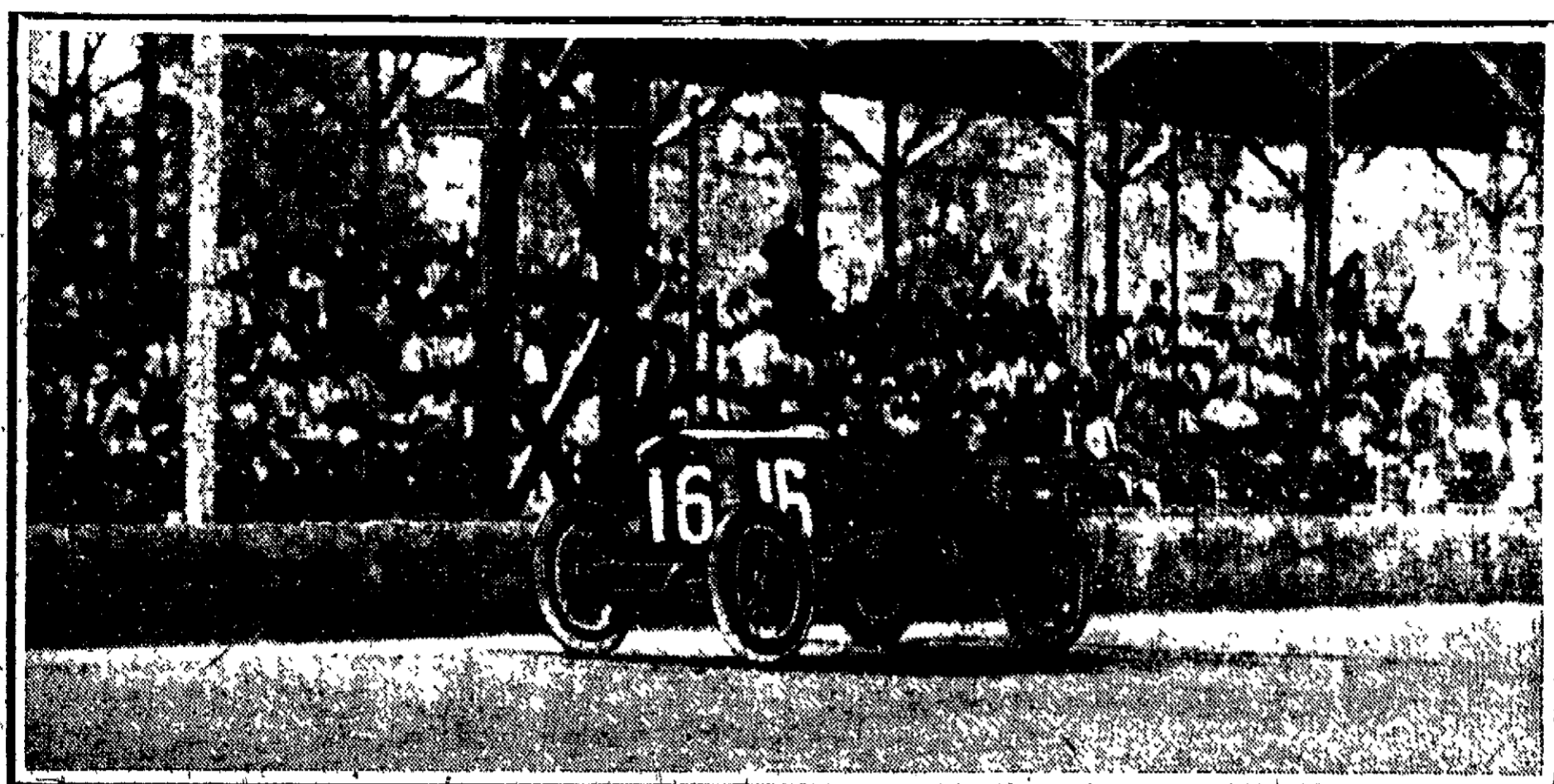
It had been freely predicted that because of the intense rivalry between the American and the foreign cars, there would be plenty of accidents at the start of the race. But those who looked for slaughter were doomed to disappointment. When the first, the preliminary, lap was completed and Starter Tom Hay gave the signal to go from his dimly looking suspension bridge, the speed became terrific and after the first few laps it was the prediction of everyone that records were going to be made.

The favorites in the race, the Peugeot cars, early developed tire trouble and Goux in his Peugeot, in trying a speed dash with the Excelsior car, threw a front shoe and was the first of the racing machines to go limping into the pits.

Crowd Is Patriotic. Time and again, in those two grueling hours before, and the French cars had to stop for repairs, and every time one of them came limping in it was the signal for terrific applause from the grand stands. It was plainly a patriotic crowd and one that wanted to see America first.

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WINNER CROSSING THE LAPI AT END OF 500 MILE RACE



DELAGE CAR DRIVEN BY RENE THOMAS.

NOT EXCITED BY VICTORY IN RACE

Thomas, at End of Grind, Yawns, Says "Damn" in English and Then Hastens to Examine Purring Engine.

HAND SHAKING HAS TO WAIT

Frenchman Makes Sure Machine Is All Right Before Receiving Congratulations of Joy-Wild Teammates.

BY MYRON R. GREEN.

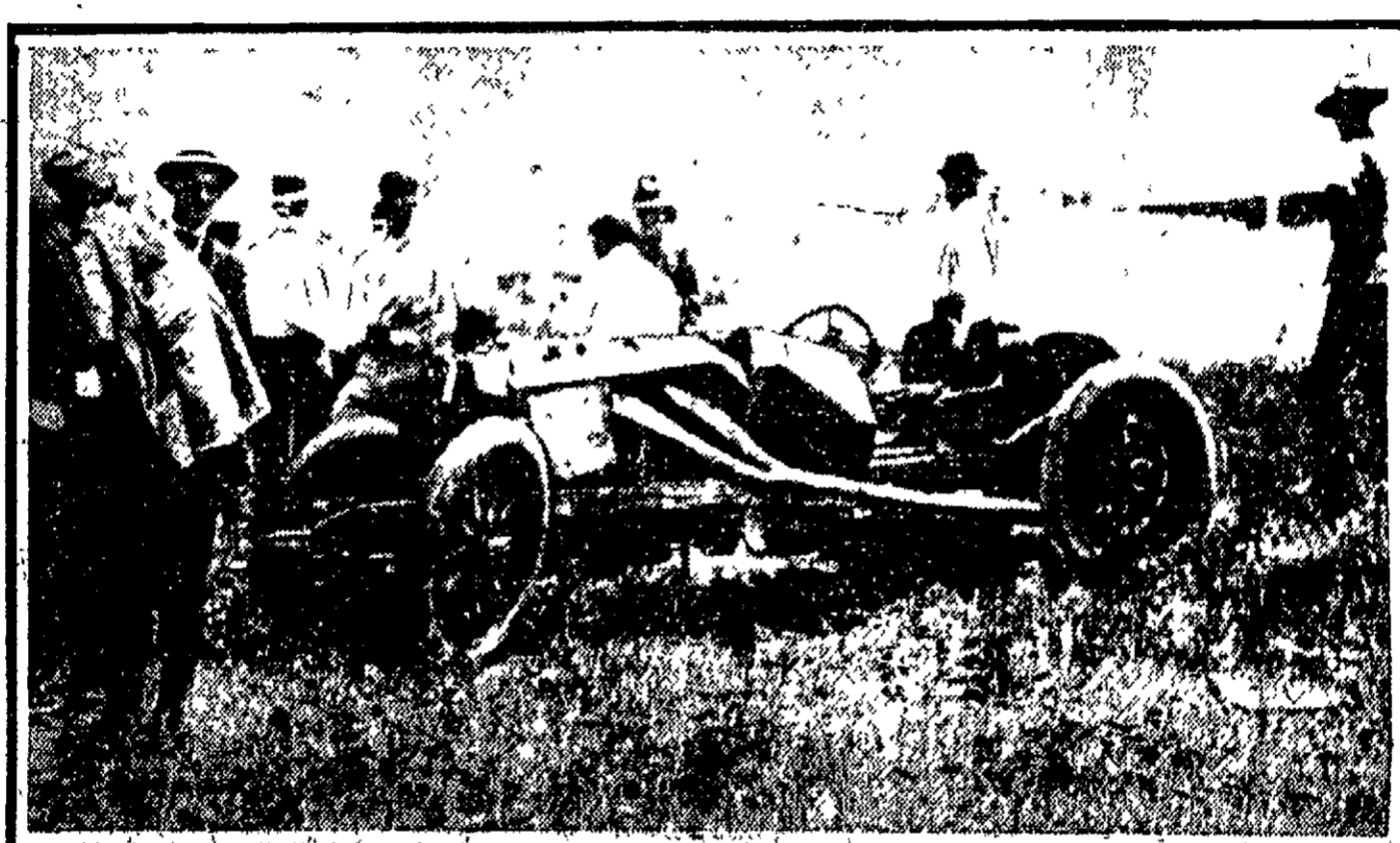
If Rene Thomas, winner of yesterday's Speedway race, had just finished a square meal instead of winning the world's greatest sporting event, he could not have been more composed than he was when he drove up to the Delage pits while the cheers of thousands proclaimed him master of the racing game.

One could not help but feel, upon viewing the unusually calm behavior of the Frenchman, that he is sadly in need of a press agent. Instead of shouting for joy, kissing his teammates or even slapping them on the back, Thomas yawned, stretched, and climbed from his car to look under the hood to see if the parts were all there after the grueling grind. Instead of doing anything that might look well in print, he acted as though he had been expecting for many weeks to win the contest and as though his remarkable showing was no surprise to him.

Says Just One Little Word. The speed fans who were closest to the pits, however, did hear the Frenchman say just one word before he climbed from the car. After stretching once or twice, he showed that he had learned a characteristic American expression during his short visit in this country—"damn," he said with a broad accent.

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WRECKED CAR IN WHICH DAWSON WAS INJURED



THE MARMION AFTER SPILL ON SPEEDWAY TURN.

MISHAP SADDENS DAWSON'S HOME

Mother Swoons When Acquaintance Calls Her on Phone and Repeats False Report of Son's Death.

HUSBAND ALLAYS HER FEARS

Driver's Father Aroused by Delivery of Wild Message, Which He Declares Due to "Foolishness of Woman."

While her son was lying on a cot in the Speedway hospital yesterday, Mrs. F. Dawson sat in the Dawson home, 828 North Illinois street which the fond maternal hope that her boy again would be returned winner of the motor classic, he rocked beside a telephone, unconscious of the fate of her boy, patiently waiting for a cheerful message from her husband, who was at the track.

Her hope for Joe's victory was abruptly shattered by the first telephone message, instead of cheer, it brought the agonies sorrow that only a mother can understand. "Joe is killed!" was the answer to her "Hello!" "He was hit by—" Mrs. Dawson couldn't stand any more. She fainted, to remain in a semi-sensible condition for several minutes.

This disastrous rumor was conveyed to her by a woman acquaintance, whose name the family would not divulge. Mrs. E. L. Day of 2822 North Illinois street rushed into the Dawson home in time to see Mrs. Dawson swoon. All her efforts to pacify the sorrowing mother proved futile. Mrs. Dawson could not be consoled. Her grief was too great. Mrs. Day afterward explained, and it was a long while before she could reconcile herself to the true condition.

Always Affected Seriously. Mrs. Dawson, according to her husband and her neighbor, is worked up to a high degree of nervousness every time her son goes into a race. She was on the verge of collapse as soon as she knew the race had started, and it needed only such a shock as she received to bring about the breakdown.

9 PARTS—72 PAGES.

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Apportionment of Money Among Ten Best Machines

Pos.	Driver	Car	Money
1.	Thomas	Delage	\$25,000
2.	Duray	Peugeot	19,000
3.	Guyot	Delage	5,000
4.	Goux	Peugeot	3,500
5.	Oldfield	Stutz	3,000
6.	Christians	Excelsior	2,200
7.	Grant	Sunbeam	1,800
8.	Keene	Beaver Bullet	1,600
9.	Anderson	Stutz	1,500
10.	Richardbacher	Duesenberg	1,400
Total			\$50,000

In addition to the cash awards of \$50,000 given by the Indianapolis Motor Speedway, accessory prizes and trophies valued at \$38,000, which were offered by various automobile concerns, are to be distributed among the winners.

night, although she still suffered from the shock. She is hopeful for her son's recovery, now that she understands, and believes he will be home soon.

Censures Woman Who Called.

Mr. Dawson was wrought up over what he termed the "foolishness of a woman." The woman who telephoned, he said, was not an intimate friend of the family. "It was the worst thing she could have done," he said. "Even if Joe had been killed it was not her place to break the news to his mother."

COLLIER IN TOW OF TUG LIMPING INTO MONTREAL

THREE RIVERS, Quebec, May 30.—The Storstad, the collier that rammed the Empress of Ireland, passed here at 3.45 p. m. today in care of the wrecking tug Strathmore. It was down by the head and making poor progress. It is expected to reach Montreal at 9 o'clock tomorrow morning.

Positions, Time and Speed of Prize Winners in Race

Pos.	Car	Time	Avg.
1.	Delage	6:08:36	82.47
2.	Peugeot	6:14:01	80.99
3.	Delage	6:17:24	80.20
4.	Peugeot	6:17:24	79.49
5.	Stutz	6:23:51	78.15
6.	Excelsior	6:25:50	77.82
7.	Sunbeam	6:30:22	75.68
8.	Beaver Bullet	6:40:57	74.82
9.	Maxwell	7:07:42	70.08
10.	Duesenberg	7:08:18	70.88

110,000 CHEER WINNER IN RACE

Host of Speed Fans, Exceeding 1913 Crowd by 20,000, Watches Victorious French Driver Flash Across Line.

MANY NATIONS REPRESENTED

Throng Begins to Arrive at Dawn, and Afternoon Finds Every Available Place Packed With Shouting Spectators.

BY HERBERT R. HYMAN.

A host of motor enthusiasts as great in number as at 9:30 o'clock in the morning as the crowd of last year at 1:30 o'clock in the afternoon witnessed the start of the 500-mile race at the Indianapolis Motor Speedway yesterday. A horde of spectators, 110,000 strong, exceeding last year's audience by 20,000 people, cheered the winner as he circled the track at the close of the 200th lap—the finish of the race.

Thousands upon thousands of people, each cheering for a man and a car to win, crowded the stands, the parking spaces and the promenade grounds so early in the day that it seemed almost as if they must have found their places the night before. Other thousands thronged the entrances to the grounds until late in the morning, awaiting their turns to enter the Speedway, nervous with anxiety about the progress of the race.

With each shout that came from the stands on the inside, with each roar from the cheering motor car brought to their ears, they pressed off harder to get within the portals, urging those in front to hurry.

Many Nations Represented.

Persons from every point of the compass, from every state in the Union, representatives of nearly all of the great nations of the earth were on hand. Rich and poor alike participated in the gayety and excitement of the occasion, all unrestrained, forgetting formality and convention.

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List of Injured in Race.

JOE DAWSON, driver of Marmion No. 28, left leg broken; back badly bruised; probably internally injured; loss, but, it is believed, will recover.
ERIE BARNES, 828 North Illinois street, chairman on Marmion, left ear cut; old left lower lip cut; not serious.
RAY GILMOOLEY, driver of Isotta, right side of face and neck badly torn; jaw broken; left ear cut; not serious.
RIVO ZONANI, mechanic on Isotta, nose face cut and bruised; right shoulder hurt; left knee cap injured; not serious.
JEAN CHASSAGNE, driver of Sunbeam No. 12, face cut under left eye and cut back of left ear; not serious.
ALBERT PERCY MITCHELL, mechanic on Sunbeam, ligaments in neck torn and face and left side of body burned by exhaust of car.

FOREIGN PILOTS ARE FIRST FOUR IN AUTO CLASSIC

Barney Oldfield Lands Fifth Place by Daring Driving, Leading American-Built Cars Across Tape Close Behind Oversea Rivals.

GREAT DAY MARR'D ONLY BY ACCIDENT TO DAWSON

Winner Carries Away Most of Prize Money, Holding Lead at Every Century Mark—Peugeots Make Thrilling Fight.

BY A. S. BLAKELY.

Before a crowd estimated at 110,000 persons, France retained its honors yesterday as the producer of the speediest automobiles in the world when Rene Thomas, driving a Delage car, won the fourth annual 500-mile event at the Indianapolis Motor Speedway in the record-breaking time of 6:03:45.99, setting a record of 82.47 miles an hour.

America failed to wrest the honors from her rivals, but made a gallant fight when Barney Oldfield finished fifth in the Stutz car. The serious, if not fatal injury to Joe Dawson, was the only incident to blight an otherwise perfect day for the speed fans of this and other countries who gathered to witness the race.

Another French car won second place when Duray, driving the midged Peugeot, came under the wire in 6:10:24.20. Guyot, who drove a Sunbeam in the money last year, finished third in a Delage car, while Goux, last year's winner and favorite in the race yesterday, finished fourth, averaging 79.49 miles an hour. Guyot averaged 80.20 miles an hour. The first four cars to finish beat the track record of 73.61 miles an hour.

Oldfield Is Fifth. Then came Barney Oldfield in the Indianapolis-made Stutz. Amid the cheering of the thousands in grand stands and paddock the grand old man of the wheel

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MERELY A COINCIDENCE?

Is it merely a coincidence that each of the four winners of the 500-mile race at the Speedway has had his car number either the figure "9" or the multiple thereof? In 1911 Ray Harroun, driving a Marmion Wagon bore the number "92." In 1912, Joe Dawson—so badly injured yesterday—was the driver of car No. 8. Last year Jules Goux, in his Peugeot, carried the significant No. 16. This year Rene Thomas, in his Delage, carried the same number that his compatriot and racing rival wore last year.

FRENCH DIPLOMAT CHEERS.

[Special to The Indianapolis Star.] WASHINGTON, May 30.—K. S. Jusserand, the French ambassador to the United States, was delighted to hear from Indianapolis that four French cars finished first in today's Speedway race. He sends the following message to The Indianapolis Star: "This victory for the French cars is so notable a contest in a great honor for France. Personally and as a representative of the French nation, I wish to express my great pleasure and satisfaction over the outcome of the race."

Makes Foreigners Go Some, Anyhow.



BARNEY OLDFIELD.

Victor in Annual Speedway Grand



RENE THOMAS