23 RACING CARS READY FOR GRIND

12.

Nine Additional Speedway Entries Qualify for Race—Tower Makes Best Time.

BURMAN HAS LUCKY ESCAPE

Stops for Gasoline and Discovers Steering Knuckle Ready to Snap-Deltal Out.

# Cars Qualitying in Race.

|      | c                                      |           | Titra. A |
|------|--|-----------|----------|
| No.  | Car and Brokery                        | Timer     | 88-04-0  |
| 8.   | W BIGITTE                              | 8.49.15   | 9.1      |
| 18.  | Starburger for the angle for the later | 0.04-84   | 3.6      |
| 8.   | · · · · · · · · · · · · · · · · · · ·  | 1.44.47   | 1010     |
| 8.   | Mariah 4 A dealars anna                | 1.84.05   | · 王王     |
| 主    | 904Fa- 16FFB                           | .5-98.30  | 4.9      |
| 22   | SEARCH PRINTER PROPERTY                | 1.38.11   | 7.81     |
| 18.  | Fragrat-Zarcarelli                     | 0.466,940 | 1010     |
| 8.   | Rylang-R. Radiouty                     | 1.07.09   | 24 ,     |
| 18.  | Marto Pr Braylo.                       | 1.62.84   | 80.004   |
| 22.  | Minnows-Wildson                        | 1.48.57   | 315      |
| 88.  | COMP BIOS                              | 8.30.44   | 9.0 %    |
| 88   | Case-W Redburett                       | 1 Contra  | 4971     |
| -58. | The line of lightly                    | 8-04-85   | 746      |
| 38.  | Mianne-Mianpe                          | 8-38-389  | (911)    |
| ۰.   | Manage Pawers                          | 8-41      | 919 .    |
| 31.  | Ease-Nili over                         | 1.38.89   | 2245     |
| 36.  | Marcoulam-Statisticant.                | 1.31.49   | 101      |
|      | Routen Burnau                          | 8-10.86   | 444      |

200 Special Corr to Write "St

Approximately 200 newspaper and azine writers have been detailed to er the 500-mile race tomorrow. least one-half that number have al arrived and the remainder are all on every train.

Not only are all the larger newsp and magazines represented by staff respondents and special writers. publication of c practically every quence in this country, and i foleign ones, have photographers be Since the hist of the week, when A static property of the second se spirits) the colligions have been spice in all the leading transports. Tin tring, and remaring a sum attraction of the cuits, and likelihold of the hardened. ers winning - all have been dewritter printed, together with the hreat of

drivers and manifimes, lotts on the and off. It is much to be attents impossib-

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TANK CONTRACTOR AND A CONT

### Snap-Deltal Out.

## Cars Qualifying in Race.

Miles

|              | · · · · · · · · · · · · · · · · · · ·    |          | MILLES              |
|--------------|--|----------|---------------------|
| 1            | an a |          | -per_               |
| No.          | Car and Driver.                          | Time.    | Hour                |
| - ð.         | Mason-Evans                              | T:49.75  | 82                  |
| 18.          | Schacht-Jenkins                          | 1:58.48  | 76                  |
| 8.           | Stutz-Herr                               | 1:48.67  | 83%                 |
| 3.           | Stutz-Anderson                           | 1:48.92  | 8212                |
| 2            | Stutz-Merz                               | .4;46.50 | - 84)2              |
| <b>2</b> 3°. | Mercedes-Pilette                         |          | 7512                |
| 16.          | Peugeot-Zuccarelli                       | 1:14.86  | 86                  |
| 1.           | Nyberg-II. Endicott.                     | 1:57.88  | 76                  |
| 19.          | Mercer-Bragg                             | 1:42.86  | 8742                |
| 22.          | Mercer-Wishart                           | 1:49.77  | 82                  |
| 12.          | Gray Fox-Wildox                          | 1:50.48  | 812                 |
| 33.          | Case-W. Endicott                         | 1:45.02  | 8512                |
| -25.         | Tulsa-Clark                              | 1:58.57  | -76                 |
| 33.          | Mason-Haupt                              | 1:51.50  | 81                  |
| 6.           | Mason-Tower                              | 1:42     | 8812                |
| 32.          | Case-Nikrent                             | 1:54.08  | - 78                |
| 26.          | Mercedes-Mulford                         | 1:51.40  | 81                  |
| 4:-          | Keeton-Burman                            | 1;46.96  | 83                  |
| 9.           | Sunbeam-Guyot                            | 1:51,40  | = 81 = <del>-</del> |
| 29.          | Isotta Trucco                            | 1:49.83  | 82                  |
| 31.          | Case-Disbrow                             | 1:48.75  |                     |
| 13.          | Peugeot-Gonx                             | 1:44.62  | 86                  |
| 17.          | Anel-Llesaw                              | 1:55.35  | 78                  |
|              | n 100 G                                  |          |                     |

#### BY A. S. BLAKELY.

With fourteen additional cars qualifying the field tod ate is comprised of twentythree cars, all of which have done a lap in less than two minutes, the time lmit placed by the Speedway officials for qualification to compete in the race. Six of the racers qualified in the morning and the other eight in the afternoon. Jack Tower in a Mason made the best time so far in the trials when he negotiated a lap in 1:42. During the afternoon Burman qualified with an official time of 1:46.96, or at a speed of eighty-three miles an hour.

It is believed, however, that the Speed King did the lap in faster time, as five watches in the press stand and several on the outside caught him in 1.42 1-5 and 1.42 2-5. This latter time would have given him a speed of eighty-eight miles an hour and placed him second in the standing of the cars in the trials.

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cars, and likelihood of the har ers winning all have been reprinted, together with pictur drivers and machines, both or apd off:

It is said to be atterly improvue hotel accommodations newspaper men have been for to the rooming houses or slgarages at the Speedway. Sev foreign correspondents tried method Tuesday night<sup>+</sup> and proved enough. No provision kets had been made and the owas anything but pleasan).

A number of mee enthusias see Governor Rulston yesterda and asked that he allow the m sleeping at the Speedway to us blankets, the property of the Governor Ralston refused, the saying that, because of the muthions for Lim to stop the ranot feel disposed to encourage way.

As a result of the Governe and the lack of accommodation Motor Car Company has turne showroom at Capitol avenue mont street, into a temporary The cars were all moved ou cots were placed in the shown show windows were screened

his mark, unofficially, missing i ffffth of a second. Bob-was e make faster time, but after re steering knuckle decided not extreme speed.

Nikrent in his Case did 78 hour, and Ralph Mulford sho cedes car around in 1:51.40, j better than 80 miles an hour was the last to qualify in the The remainder of the cars wi pelled to go against time today

After 5 o'clock, when the p over and the majority of the had gone home, five more ca before darkness put an end to Guyot came out in 1 work Sunbeam and did the course i speed of eighty-one miles Trucco, in an Isotta, did 1:49.83 two miles an hour, and Ge French Peugeot, did 1:44.62. eighty-six-mile clip. Louis qualified the third Case with an hour, and Billy Liesaw di the Anel.

The cars which have failed for time\_trials are Knipper's DePalma's Mercer, Pennebak and two Isotta cars which wi by Grant and Tetzlaff\_\_\_\_\_\_ will be called to the tape today Root. It is almost an assure every remaining car will qua car in the list has shown i than 75 miles an hour and the takes to qualify;

| WAR ALCONCE IN STRALLED C |             | into the day |
|---------------------------|-------------|--------------|
| 12. Gray Fox-Wilcox.      | 1:30.48     | 811/2        |
| 33. Case-W. Endicott.     | 1:45.02     | 851/2        |
| 25. Tulsa-Clark           |             | 76           |
| 35. Mason-Haupt           | 1 : 51.50   | 81           |
| 6. Mason-Tower            | 1:42        | _8812        |
| 32. Case-Nikrent          | 1;54.08     | .78          |
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#### GRAY FOX QUALIFIES.

Spencer Wishart was the first car out in the morning and turned his lap at the rate of eighty-two miles an hour. Howdy Wilcox had the Gray Fox out for a trial and had no trouble in qualifying. He breezed under the wire traveling eightyone and one-half miles an hour.

Wild Bill Endicott then came out in his Case "Tornado," and after a bad start,

Ye As a result of the Governor's refusal W and the lack of accommodations the Cole M Motor Car Company has turned its main PE showroom at Capitol avenue and Ver-St mont street, into a temporary barracks. Yo The cars were all moved out and fifty The Ye cots were placed in the showroom. show windows were screened with large St his mark, unofficially, missing it only once fifth of a second. Bob was expected to make faster time, but after repairing his da the W.C steering knuckle decided not to try for me extreme speed. on Nikrent in his Case did 78 miles an OV. hour, and Ralph Mulford shot his Mer-11 ve cedes car around in 1:51.40, just a little He better than <del>80</del> miles an hour. Burman was the last to qualify in the afternoon. po of The-remainder of the cars will be compelled to go against time today. After 5 o'clock, when the practice was over and the majority of the big crowd had gone home, five more cars qualified -ha before darkness put an end to the day's th work. Guyot came out in his English Sunbeam and did the course in 1:51.40, a We ini speed of eighty-one miles an hour. Trucco, in an Isotta, did 1:49.83, or eighty--ofis. two miles an hour, and Goux, in his French Peugeot, did 1:44.62, or at an wi eighty-six-mile clip. Louis Disbrow qualified the third Case with 82½ miles an hour, and Billy Liesaw did 1:55.35 in dr ra C1the Anel. th The cars which have failed to show up at for time trials are Knipper's Henderson. in DePalma's Mercer, Pennebaker's Knight of and two Isotta cars which will be dirven Grant and Tetzlaff by These m cars will be called to the tape today by Starter sh Root. It is almost an assured fact that be every remaining car will qualify. Every hi car in the list has shown better speed th than 75 miles an hour and that is all it se takes to qualify. th W

V.c

DELTAL IS OUT.

ea The only car on the entry list which is fo not expected to make the required speed is the Delta, entered by Delling. This car met with an accident in transit to the de at Speedway, and the discovery was not Q made until Dawson had put it around the th track several times at great speed, One. of the crank shaft bearings was broken Si ba and it was impossible to start the car. Mr. Delling said the impossible for the car lieved it would the impossible for the car to be repaired in time to start in the qualification trials. Dawson had sent the H 80 cl la SO car at a 100-mile clip on the stretches th and seemed pleased with the car, but after he the breakdown said that he would not be at the wheel.

F He was a spectator at the elimination W trials, however, driving to the track in CC the Marmon "Wasp," the car with which in Ray Harroun -captured the first annual st

| 10. | Peugeot-Gour  | <br>1144.0%  | 00 |
|-----|---|--------------|----|
| 17. | Anel-Llesaw.  | <br>.1:55.35 | 78 |
| 1.1 | And the second se |              |    |

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Wild Bill Endicott then came out in his Case "Tornado," and after a bad start, flew. through the next lap at a speed of 85% miles an hour, negotiating the track in 1:45.02. He was followed by George Clark in the Tulsa, and George put the dark horse" over in 1:58 57, or 76 miles an hour.

Then came Haupt and Tower in the two Haupt circled the track in Masons. 1:51,50, and then Tower, in No. 6, gave the fans a lap in 1:42, traveling at the speed of 8814 miles an hour the fastest qualify-the cars. ing time of any of the eighteen cars. Bur-

Sections

steering knuckle declued not to 1110 on extreme speed.

Nikrent in his Case did 78 nilles an OV 11 hour, and Ralph Mulford shot his Mer-VO cedes car around in 1:51.40, just a little H better than <del>80</del> miles an hour. Burman was the last to qualify in the afternoon. po The remainder of the cars will be comof pelled to go against time today.

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He was a spectator at the elimination W trials, however, driving to the track in ec the Marmon "Wasp," the car with which in Ray Harroun -captured the first annual st Joe was not smiling and was se classic. more silent than usual. There is no pl doubt but that he wanted to drive, and ex although he made no statement, it is thought that he believed the Deltal speedy enough to have a chance at the money. His friends hate to admit that he will not H be seen in the race, and many believe that at the last minute he may break in on the 411 track as an emergency driver for one of 10 ea

F. E. Edwards, technical expert of the W man was the only driver who approached A. A. A., was kept busy throughout the fic

show windows were screened with large Star. 3 his mark, unofficially, missing it only one-fifth of a second. Bob was expected to make faster time, but after repairing his day measuring the cars and weighing them in. At dark he had not finished his 2 214 work and declared that it was one of the 6 3 most strenuous days he had ever spent steering knuckle decided not to try for on any track. All the ears weighed were 8 extreme speed. over the mark. No car can enter unless Nikrent in his Case did 78 milles an it tips the scales at 1,600 pounds, and as hour, and Ralph Mulford shot his Meryet every car has been far overweight. cedes car around in 1:51.40, just a little Howdy Wilcox's Grey Fox weighed 2,800 pounds, just 800 more than was expected better than 80 miles an hour. Burman ying was the last to qualify in the afternoon. of it when the car was planned. nty-The remainder of the cars will be compelled to go against time today. ip in OFFICIALS ARE BUSY. After 5 o'clock, when the practice was lmit Starter Root and Referee Pardington over and the majority of the big crowd had their hands full getting the cars to ualihad gone home, five more cars qualified the wire for the elimination trials and before darkness-put an end to the day's f the were disappointed by the fact that it was work. Guyot came out in his English the Sunbeam and did the course in 1:51.40, a impossible to finish the trials. The start speed of eighty-one miles an hour. of the trials today will be early, and it oweris expected that the majority of the cars Trucco, in an Isotta, did 1 49.83, or eightyar in will have qualified by noon. Referee Pardington read the rules to the two miles an hour, and Goux, in his French Peugeot, did 1:44.62, or at an 1:42. drivers, mechanicians, pit attendants and race team managers last night at the ified elip. Disbrow eighty-six-mile Louis qualified the third Case with 82½ miles an hour, and Billy Liesaw did 1:55.35 in at a Claypool and impressed each ruling dis-tinctly. He will be in complete charge at the track during the race and his rulthe Anel. peed The cars which have failed to show up five ings on various occurrences will carry the for time trials are Knipper's Henderson, veral official sanction of the A. A. A. DePalma's Mercer, Pennebaker's Knight and "The only car which was expected to and two Isotta cars which will be dirven have make the trial against time and did not Grant and Tetzlaff These cars by. miles show up was DePalma's Mercer, Just will be called to the tape today by Starter the before the trials were called Rulph took Root. It is almost an assured fact-that his big car out and the engine died on every remaining car, will qualify. \_Every time the back stretch. A touring car was sent out and pulled the "Hard Luck King" to his garage. Ralph said that car in the list has shown better speed serithan 75 miles an hour and that is all it l the takes to qualify. him the trouble was not serious and that he iving would be ready to qualify bright and DELTAL IS OUT. but early this morning and also in tine shape II up The only car on the entry list which is for the starter's gun on the following lk to not expected to make the required speed is the Delta, entered by Delling. This car met with an accident in transit to the day. no-All the celebrities of motor fame were ckels at the track during the day. Barney Oldfield looked over all the cars and then expressed an opinion. He picks the by\_a Speedway, and the discovery was not p or made until Dawson had put it around the i pile track several times at great speed. One Sunbeam as his first choice and then falls of the crank shaft bearings was broken back on the sturdy Stutz entries. Ray The Harroun also was at the track and he seems to think that Bob Burman is the ed in and it was impossible to start the car. Mr. Delling said in might that he be-lieved it would in the sible for the car to be repaired in time to start in the qualification trials. Dawson had sent the choice of the field. The various odds layers around the city seem to think the same way, and for a single entry Bob is r out cur at a 100-mile clip on the stretches the ruling favorite. His practice showing t-the and seemed pleased with the car, but after owdy has given him the honor. the breakdown said that he would not be Johnny Altken's dinner party to the trial at the wheel. French drivers at Broad Ripple last night He He was a spectator at the elimination was a howling success. Even though the ghtyconversation had to be carried on by an trials, however, driving to the track in the Marmon "Wasp," the car with which interpreter everybody seemed to undern his stand each other and all expressed them-Ray Harroun captured the first annual start, selves as having had one of the most pleasant as well as one of the most unique classic. Joe was not smiling and was ed of track

more silent than usual. There is no doubt but that he wanted to drive, and experiences in their "whole" lives. although he made no statement, it is thought that he believed the Deltal speedy enough to have a chance at the money. His friends hate to admit that he will not in be seen in the race, and many believe that

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LOSE SIXTY HEAD OF HOGS.

LAWRENCEBURG. Ind., May 28.---Hartmann Bros., who own a stock farm-