

200 Special Corrosion to Write "S"

Not only are all the larger newspapers and magazines represented by staff correspondents and special writers, practically every publication of consequence in this country, and a few foreign ones, have photographers

[illegible][illegible][illegible]

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

No.	Case name	Time	Result
1.	Wheat—B. cereus	0-100-10	100
2.	Wheat—B. cereus	0-100-10	100
3.	Wheat—B. cereus	0-100-10	100
4.	Wheat—B. cereus	0-100-10	100
5.	Wheat—B. cereus	0-100-10	100
6.	Wheat—B. cereus	0-100-10	100
7.	Wheat—B. cereus	0-100-10	100
8.	Wheat—B. cereus	0-100-10	100
9.	Wheat—B. cereus	0-100-10	100
10.	Wheat—B. cereus	0-100-10	100
11.	Wheat—B. cereus	0-100-10	100
12.	Wheat—B. cereus	0-100-10	100
13.	Wheat—B. cereus	0-100-10	100
14.	Wheat—B. cereus	0-100-10	100
15.	Wheat—B. cereus	0-100-10	100
16.	Wheat—B. cereus	0-100-10	100
17.	Wheat—B. cereus	0-100-10	100
18.	Wheat—B. cereus	0-100-10	100
19.	Wheat—B. cereus	0-100-10	100
20.	Wheat—B. cereus	0-100-10	100

Cars Qualifying in Race.

No.	Car and Driver.	Time.	Miles per Hour.
5.	Mason—Evans	1:49.75	82
18.	Schacht—Jenkins	1:58.48	76
8.	Stutz—Herr	1:48.67	83 ³⁸
3.	Stutz—Anderson	1:48.92	82 ¹²
2.	Stutz—Merz	1:46.50	84 ¹²
23.	Mercedes—Pilette	1:59.17	75 ¹²
16.	Peugeot—Zuccarelli	1:44.86	86
1.	Nyberg—H. Endicott	1:57.88	76 ¹²
19.	Mercer—Bragg	1:42.86	87 ¹²
22.	Mercer—Wishart	1:49.77	82
12.	Gray Fox—Wilcox	1:50.48	81 ¹²
33.	Case—W. Endicott	1:45.02	85 ¹²
25.	Tulsa—Clark	1:58.57	76
35.	Mason—Haupt	1:51.50	81
6.	Mason—Tower	1:42	88 ¹²
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
29.	Isotta Trucco	1:49.83	82
31.	Case—Disbrow	1:48.75	82 ¹²
15.	Peugeot—Goux	1:44.62	88
17.	Anel—Liesaw	1:55.35	78

BY A. S. BLAKELY.

With fourteen additional cars qualifying the field today is comprised of twenty-three cars, all of which have done a lap in less than two minutes, the time limit 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.

Before making his trial against time Burman had a narrow escape from serious injury. As it was his luck and the sharp eye of Barney Oldfield saved him

cars, and likelihood of the har-
ers winning all have been re-
printed, together with pictu-
drivers and machines, both on
and off.

It is said to be utterly im-
procure hotel accommodations
newspaper men have been fore-
to the rooming houses or st-
garages at the Speedway. Sev-
foreign correspondents tried
method Tuesday night and
proved enough. No provision
kets had been made and the
was anything but pleasant.

A number of race enthusias-
see Governor Radston yester-
and asked that he allow them
sleeping at the Speedway to us
blankets, the property of the
Governor Radston refused the
saying that, because of the nu-
thousands for him to stop the r-
not feel disposed to encourage
way.

As a result of the Govern-
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-
coits were placed in the show-
show windows were screened

his mark, unofficially, missing i-
fifth of a second. Bob was e-
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Nikrent in his Case did 78
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cedes car around in 1:51.40, j-
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The remainder of the cars w-
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Trucco, in an Isotta, did 1:49.83

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the Anel.

The cars which have failed
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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.

Before making his trial against time Burman had a narrow escape from serious injury. As it was his luck and the sharp eye of Barney Oldfield saved him a bad spill. Burman had been driving the track at great speed in practice, but ran out of gasoline and had to pull up at the pit. Oldfield came up to talk to him and while standing by the car noticed that one of the steering knuckles was cracked and hanging only by a thread. Had Burman traveled a lap or two more his car would have been a pile of junk along the side of the track. The break was repaired and Bob qualified in fast time.

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 eighty-one and one-half miles an hour.

Wild Bill Endicott then came out in his Case "Tornado," and after a bad start, came through the next lap at a speed of

way. As a result of the Governor's refusal and the lack of accommodations the Cole Motor Car Company has turned its main showroom at Capitol avenue and Vermont street, into a temporary barracks. The cars were all moved out and fifty cots were placed in the showroom. The show windows were screened with large

his mark, unofficially, missing it only one-fifth of a second. Bob was expected to make faster time, but after repairing his steering knuckle decided not to try for extreme speed.

Nikrent in his Case did 78 miles an hour, and Ralph Mulford shot his Mercedes car around in 1:51.40, just a little better than 80 miles an hour. Burman was the last to qualify in the afternoon. 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 before darkness put an end to the day's work. Guyot came out in his English Sunbeam and did the course in 1:51.40, a speed of eighty-one miles an hour. Trucco, in an Isotta, did 1:49.83, or eighty-two miles an hour, and Goux, in his French Peugeot, did 1:44.62, or at an eighty-six-mile clip. Louis Disbrow qualified the third Case with 82½ miles an hour, and Billy Liesaw did 1:55.35 in the Anel.

The cars which have failed to show up for time trials are Knipper's Henderson, DePalma's Mercer, Pennebaker's Knight and two Isotta cars which will be driven by Grant and Tetzlaff. These cars will be called to the tape today by Starter Root. It is almost an assured fact that every remaining car will qualify. Every car in the list has shown better speed than 75 miles an hour and that is all it takes to qualify.

DELTA IS OUT.

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

He was a spectator at the elimination trials, however, driving to the track in the Marmon "Wasp," the car with which Ray Harroun captured the first annual classic. He was not smiling

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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 85½ 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 Masons. Haupt circled the track in 1:51.50, and then Tower, in No. 6, gave the fans a lap in 1:42, traveling at the speed of 88½ miles an hour, the fastest qualifying time of any of the eighteen cars. Burman was the only driver who approached

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

F. E. Edwards, technical expert of the A. A. A., was kept busy throughout the

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day measuring the cars and weighing them in. At dark he had not finished his work and declared that it was one of the most strenuous days he had ever spent on any track. All the cars weighed were over the mark. No car can enter unless it tips the scales at 1,600 pounds, and as yet every car has been far overweight. Howdy Wilcox's Grey Fox weighed 2,800 pounds, just 800 more than was expected of it when the car was planned.

OFFICIALS ARE BUSY.

Starter Root and Referee Pardington had their hands full getting the cars to the wire for the elimination trials and were disappointed by the fact that it was impossible to finish the trials. The start of the trials today will be early, and it is expected that the majority of the cars will have qualified by noon.

Referee Pardington read the rules to the drivers, mechanics, pit attendants and race team managers last night at the Claypool and impressed each ruling distinctly. He will be in complete charge at the track during the race and his rulings on various occurrences will carry the official sanction of the A. A. A.

The only car which was expected to make the trial against time and did not show up was DePalma's Mercer. Just before the trials were called Ralph took his big car out and the engine died on the back stretch. A touring car was sent out and pulled the "Hard Luck King" to his garage. Ralph said that the trouble was not serious and that he would be ready to qualify bright and early this morning and also in the shape for the starter's gun on the following day.

All the celebrities of motor fame were at the track during the day. Barney Oldfield looked over all the cars and then expressed an opinion. He picks the Sunbeam as his first choice and then falls back on the sturdy Stutz entries. Ray Harroun also was at the track and he seems to think that Bob Burman is 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 the ruling favorite. His practice showing has given him the honor.

Johnny Aitken's dinner party to the French drivers at Broad Ripple last night was a howling success. Even though the conversation had to be carried on by an interpreter everybody seemed to understand each other and all expressed themselves as having had one of the most pleasant as well as one of the most unique experiences in their "whole" lives.

LOSE SIXTY HEAD OF HOGS.

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