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On Motor Row

BY A. S. BLAKELY.

A. H. Smith, Indiana manager for the Ford, asserts that the local branch has been establishing several agencies in the smaller towns around Indianapolis. Five branches have been placed during the last ten days. Mr. Smith said yesterday at the Motor Club luncheon that Secretary Gillbreath of the club would address the Efficiency Club of the Ford organization on May 20.

Donn Herr of the Stutz team of race drivers would like to know who hid a certain large size and ferocious bumble bee in his race car. Reward offered for information leading to the capture of the inhuman biped.

The Ad Men met in regular weekly session yesterday noon and continued their work on the I. A. M. A. tour to the Pacific coast. Those present were J. M. Ward Jr. of the United States Tire Company, Bruce Daniels of the Pathfinder Company, W. McK. White of the Marion Company, W. D. Edenburg of the Henderson Company, Harlow Hyde of the Empire Company and Paul Ritchie of the Marmen Company.

Howard Smith of the local truck tire department asserted yesterday that he would enjoy a fast ride on the Speedway with a regular mustache.

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ested in the car which Burman will drive, and expressed himself as more than satisfied with the practice showing the car is making under the guidance of Bob's master hand.

S. C. Bohannon of the Hartford Suspension Company is a daily visitor at the Speedway. He has the makings of a real railbird stored in his system.

G. M. Dickson, general manager of the National Company, was lured to the Speedway yesterday afternoon, accompanied by J. M. Wall, chief engineer. Reports that the Peugeot cars would be out for practice caused Dickson to leave the factory.

When you can ride home with two such notables as Charley Merz and Happy Johnny Aitken you have cause to be proud, even if you do have to sit on the step of a test car to make room for the rest of the party.

Howdy Wilcox is not going to race alone in his Gray Fox this year. He will be accompanied by a regular mustache, grown for the occasion. It is not a disguise.

Watch out for No. 10 "Speedway Edition" of The Star States. May 22. It will be full of good things for the Speedway bugs.

W. McK. White had as his guest at the Grand Club luncheon yesterday 11 members of the American Lithographic Company. See story.

A signed and sealed envelope in the name of the American Lithographic Company of Chicago, Ill., was received at the Grand Club luncheon yesterday. The envelope was addressed to the American Lithographic Company, New York.

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Howard Smith of the Goodyear truck tire department asserted yesterday that he would enjoy a fast ride at the Speedway but for one reason. "I am afraid," he said, "that some wag would say, 'there goes Halley's comet.'" (Be it understood that Mr. Smith has red hair and his friends call him "Red.")

Pfister's Bill Esterly is very quiet these days. It is whispered that the cause of his silence lies in the fact that he has discovered the origin of the hay line.

If the A. M. C. in public desires to know just what sort of a track the track owners at the Speedway ask the foreign dignitaries who arrived yesterday. They report that it is the best constructed race course they have ever seen.

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Watch out for the "Speedway Edition" of The Star Sunday, May 25. It will be full of good things for the "speed bugs."

W. McK. White had as his guest at the Motor Club luncheon yesterday D. H. Cooke of the American Lithographic Company, New York.

C. S. Rigler has been appointed by the Great Western Automobile Company of Peru, Ind., to take the place of general manager, made vacant by the resignation of E. Mack Morris. The former manager of the Peru concern has moved to Los Angeles on account of the illness of his wife.

Tom Bennett, Bob Burman's mechanic, had the time of his life yesterday talking with cones and Zouarrell. The sportiness could not understand a word of the conversation. At last, French words like a slip language.

C. S. Westbrook of the Oakland branch is reporting the progress of the work.

On Motor Row

BY A. C. BLAKEY

The Motor Club luncheon yesterday noon continued their work on the I. A. M. A. tour to the Pacific coast. Those present were J. M. Ward Jr. of the United States Tire Company, Bruce Daniels of the Pathfinder Company, W. McK. White of the Marlon Company, W. D. Edenburn of the Henderson Company, Harlow Hyde of the Empire Company and Paul Ritchie of the Marmon Company.

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Firestone Bill Esterly is very quiet these days. It is whispered that the cause of his silence lies in the fact that he has discovered the origin of the bay tree.

If the American public desires to know just what sort of a track the brick course at the Speedway is ask the foreign drivers who arrived yesterday. They assert that it is the best constructed race course they have ever seen.

F. M. Keeton, president of the Keeton Motor Company, is in the city watching the work of Speed King Burman at the Speedway. Mr. Keeton is deeply inter-

ested in the progress of the work and will be in the city for some time.

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Tony Jeanette, Bob Burman's mechanic, had the time of his life yesterday talking with Goux and Zuccarelli. The spectators could not understand a word of the conversation. At that, French sounds like a nice language.

G. O. Wildhack of the Oakland branch is expecting the greyhound to return some time this week.

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On Monday

By E. J. [illegible]

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