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REMY TROPHY RACE FEATURE FOR TODAY

Prize Event Only Long Distance Contest on the Program at Speedway.

STOCK CARS WILL COMPETE

Marion and Marmon Machines

Entered in Field of Seven for

Fifty-Mile Grind.

By H. G. Deupree.

The only long-distance event on today's program will be the fifty-mile battle in the 231-300 cubic inch class for the rich Remy Grand Brassard and Trophy Cup, the combination award posted by the owners of the Remy Magneto Factory at Anderson, Ind. The Brassard is an arm shield of silver, carrying with it a salary of \$50 a week to the successful pilot and \$75 a week providing the victorious car is equipped with a Remy high tension magneto.

The Remy Grand Trophy is a magnificent silver vase-shaped cup with an intrinsic coin value of more than \$2,500. This piece of exquisite workmanship will be awarded to the firm or individual nominating the winning car. Each of these trophies must be defended again at the July meeting on the Speedway track.

A classy field of stock cars will start for this attractive double prize. Drivers are particularly anxious to corral a Start of Wheeler



READY FOR STATE TOUR

BOOSTERS WILL USE AUTOS

MEMBERS OF TRADE ASSOCIATION, WHO

inating the winning car. Each of these trophies must be defended again at the July meeting on the Speedway track.

A classy field of stock cars will start for this attractive double prize. Drivers particularly anxious to corral a prize of this kind which has a real money value and is worth much more to them than the most expensive cups in the The Brassard is a unique trophy and the firstoof the kind ever for a motor race or any other kind of competition in this country.

Buick Pilots Ruled Out.

Chevrolet and Burman, the Buick pilots, are particularly grieved that the ruling of the contest board robs them of cars and prevents their entrance for the Remy trophy. Both Chevrolet and Burman are enthusiastic users of the Remy magneto and have won all their victories in cars equipped with this fa-

mous Hoosier-made ignition system.

Arrangements for the offering of the Remy Brassard were made at the last minute and the race was substituted for the G & J trophy event originally scheduled and which was postponed until the July meeting. At the next meeting of the Speedway the unique Remy prizes will be hung up for the bigger cars, as it will be open only to machines in the 461-600 cubic inch class.

Last season the Remy Brassard was won by Oldfield in the great Bens car, but Barney was forced to leave a trail of records for twenty-five miles in order to beat De Palma, Zengle and other famous pilots who started in the contest. It proved the most interesting battle on the three-day program.

In the race today the following cars will start: Pope-Hartford, driven by Fox; Jackson, driven by Scheifler; Great West-ern, driven by Kincade; Marion cars driven by Tinkler and Anderson; Warren-Detroit, driven by Miller, and Marmon, driven by Harroun.

Remy Bros., who own the big the largest of the kind in the plant, the largest of the manufacture of automobile ignition systems exclusively, at Anderson, Ind., are enthusiastic supporters of the sport of automobile racing. The success of their magneto upon racing cars has been one thing that has drawn them into the game.

When the big Indianapolis Speedway project was launched the Remy Bros. were among the first automobile men in the state to show their pride in Indiana enterprises and offered the fine trophies which carry their name. Like many other successful men in the motor car and accessory business, the Remys are young men and in a few short years have built fortune through the merit of their patented ignition system.

The factory at Anderson is one of the most completely equipped manufactur

BOOSTERS WILL USE AUTO

MEMBERS OF TRADE ASSOCIATION, WH WILL VISIT SEVERAL TOWNS, WILL BE ESCORTED BY FLEET OF OVERLANDS.

Although automobile interest is large ly centered in the Speedway races to day there are several motorists in th city and over the northern part of th state who are looking forward with er thusiasm to the journey of Overland ca: that will form a feature to the boostin trip of members of the Indianapolis Trad Association tomorrow.

The Trade Association members de part from the city in the morning their private interurban car and th Overland escorts will go overland heade by the pathfinder, Carl G. Fisher.

These touring cars will carry the bus ness men to their interurban car, the travel over the roadways to the ne town, where a stop will be made, and h waiting to be at the service of th boosters. These machines will be drive by experts from the factory here an are all brand new cars. They will be modestly decorated with Overland pen nants such as used during the Speed way races on the three press cars.

Agenta Prepare Welcome.

The Overland The Overland agents in every towalong the route from here to South Bendand return have promised to co-operat and will form a reception committee a every stop with extra cars. These car will add both pleasure and comfort to th trip and will be instrumental in making the crusade a success. Considerable in terest has been aroused along the entir route through the Overland agents, wh have been the leaders in every town in talking and preparing for the visit of th local business men.

At some of the places to be visited par ades will be held, and the Overland car will come in handy at such times. Severa unique and interesting features are be ing planned by those who will ride in the autos. Will H. Brown, vice president of the Overland Company; Frank L. Moore of the Fisher Automobile Company and several other business men will take advantage of this opportunity to enjoy motor trip through the state.

SAYRE SHOOTS OFF TIE.

ODDING THE NATION

cessory business, the Remys are young men and in a few short years have built a fortune through the merit of their patented ignition system.

The factory at Anderson is one of the most completely equipped manufacturing institutions in the state. It employs over 1,000 men and the magnetos are shipped in car load lots all over the country.

Drives National "Forty."

The National car, which Johnny Aitken brought into third place after a great drive in the 200-mile race for the Wheeler-Schebler Trophy Saturday afternoon, was a regular four-cylinder stock National "forty," instead of a "six-sixty," as was reported. The error occurred owing to the fact that the program gave the car as a "sixty."

The National Company had entered the "sixty" in this event and the number allotted was 7. Friday night the National officials asked permission from the A. A. A. and track officials to change the entry and place a regular stock National "forty" in the hig struggle. The request was granted and the National "forty," which can under the number of 9 on Friday was quickly painted with a big 7.

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SPRINGEIELD, Mass., May 29.—Returns from Official Scorer Reginald E. Sayre of New York show that the Smith & Wesson Revolver Club of this city has won the shoot off of the tie for the lead in the United States Revolver Association Indoor League from the Golden Gate Revolver Club of San Francisco.

Today's Events at

Motor Speedway

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Races will start at 1 o'clock.

Barney Oldfield will make trials against time for the kilometer, half mile and mile world's records.

Event No. 1—Stock chassis cars, Class B, Division 1—160 cubic inches piston displacement and under. Minimum weight, 1,100. Distance, five miles.

Event No. 2—Stock chassis cars, Class B, Division 2—161 to 230 cubic inches piston displacement. Minimum weight, 1,400 pounds. Distance, ten miles.

Event No. 3—Stock chassis cars, Class B. Division 3—231 to 300 cubic inches piston displacement. Minimum weight, 1,700 pounds. Distance, five

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The National "forty," which really belongs to the 301-450 class, went out of its class to compete in the open event, which permitted everything up to 600 cubic inches to compete. Only the three National stock "fortles" will start in the A. A. A. championship events today.

LOUISVILLE TOURISTS ARRIVE.

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Event No. 5—Stock chassis cars, Class B, Division 4—301 to 450 cubic inches pisten displacement. Minimum weight 2,000 pounds. Distance five miles.

Event No. 6—Block chacels care, Class E. Division 6—Bil to 440 cubic leches picton displacement, Minispen rengist LISS powher. Distance ten

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DILLON READY FOR BATTLE.

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Event No. 2—Atrick charms core. Clare B. Division & 21 to \$10 substitution of the placement. Minimum weight, 1,700 pounds. Distance, eventies.

Class B, Division 3-231 to 300 cubic inches pieton displacement. Minimum weight, 1,700 pounds. Distance ten miles.

Event No. 5—Stock chassis care, Class B, Division 4—301 to 450 cubic inches piston displacement. Minimum weight 2,000 pounds. Distance five miles.

Event No. 6—Stock chassis cars, Class B, Division 4—301 to 450 cubic inches piston displacement. Minimum weight 2,000 pounds. Distance ten miles.

Event No. 7.—Stock chassis cars, Class B, Division 5—451 to 600 cubic inches piston displacement: Minimum weight 2,300 pounds. Distance five miles.

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Event No. 8-Stock chassis cars, Class B. Division 4-301 to 440 cubic inches ploton displacement. Minimum weight \$460 pounds. Distance ten

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Event No. 8—Stock chassis cars, Class B, Division 5—461 to 600 cubic inches platen displacement. Minimum weight, 2,300 De. Distance, ten miles.

Event No. 10—Core, Class D, free-fer all open race. Open to all care

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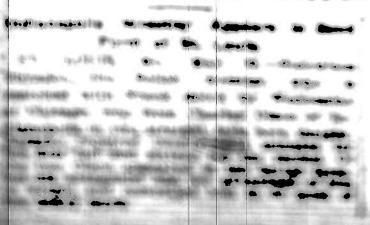
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Will Meet Howard Morrow in Bout at Anderson Tonight.

The Memorial day boxing show for Anderson tonight will bring together two of the best wellerweights in the country. Jack Dilbert who will parand old round, minor

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Event No. 7.—Stock chassis cars, Class B, Division 5—451 to 600 cubic inches piston displacement: Minimum weight 2,300 pounds. Distance five miles.

Event No. 8—Stock chassis cars, Class B, Division 5—451 to 600 cubic inches piston displacement. Minimum weight, 2,300 lbs. Distance, ten miles.

Event No. 10—Cars, Class D, freefor-all open race......Open to all cars entered at this meet. Distance, five miles.

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Event No. 19—Clark, Cideo D. freeter at tendings. Spen to all care accorded at this mode, Distance fore

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DILLON READY FOR BATTLE.

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The Memorial day boxing show for Anderson tonight will bring together two of the best welterweights in the country, Jack Dillon of this city and Howard Morrow of Benson Harbor, Mich. The boxers who will participate in the eight and six-round minor bouts to the main event are Jimmy Watts vs. Young Jack Conners, eight rounds; Tommy Dillon vs. Fortville Kid Brown, eight rounds; Nate Farbs vs. Young Hanson, eight rounds; Young Oliver vs. Kid Romer, six rounds; Tommy Moore vs. Young Christian, six rounds.

ZBYSZKO DEFEATS - OLSON.

Indianapolis Wrestler Appears in Good Form at St. Louis

ST. LOUIS, Mo., May 19.—Stanislaus byrasko, the Polish wrestler, who is toked with Frank their for Wednesday Character from The Polish the Polish for Wednesday Character from The Polish for the Polish

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Class B, Division 5-461 to 600 cubic inches pietori displacement. Minimum weight, 2,300 ibs. Distance, ten miles.

Event No. 10—Cars, Class D, freefor-all open race. Open to all cars entered at this meet. Distance, five miles.

Event No. 11—Cars, Class D, freefor-all open race. Open to all cars entered at this meet. Distance, ten miles.

Event No. 12—Cars, Class D, freefor-all handicap. Open to all cars entered at this meet. Distance five miles.

Event No. 13—Fifty miles, Remy Grand Brassard and Grand Trophy Cup, stock chassis, 231 to 300 cubic inches, minimum weight 1,700.

Event No. 14—Stock cars, Class E, for the John A. Wilson trophy; valued at \$150; donated by John A. Wilson of Franklin, Pt. to be awarded to

full mile in one minute or less under regular fourling conditions and sarry-

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ZBYSZKO DEFEATS - OLSON.

Wrestier Appears in Good Indianapolis Form at St. Louis.

ST. LOUIS. Mo., May 29.—Stanislaus Polish wrestler, Zbyszko, the who matched with Frank Gotch for Wednesday at Chicago, won from Charley Olson of Indianapolis in two straight falls here tonight. Zbyszko required twenty-eight minutes for the first fall and sixteen for the second. Of the two Olson appeared in the better form, but his antagonist had the advantage of him in weight and compelled him to do most of the heavy work.

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