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World's Greatest Auto Drivers Enter Speedway TRACK FIT TO SMASH

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Speedway Management Prepares to Handle Great Crowd at Three Days' Meet, Opening Friday.

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MEMORIAL DAY EVENTS

By ROY BUCKLEY.

Almost every driver of prominence in the United States and several foreign drivers will be entered in the events at the Speedway, May 27, 28 and 30. Of the foreigners, who are dangerous competitors for honors, Chevrolet is perhaps the best known, unless DePalma, the driver of the Fiat car is considered. Sixty five drivers are expected for the meet.

Chevrolet drove in many races at the Speedway last season and made a great hit with the spectators by his daring skill. De Palma, also, is well remembered as the driver who almost beat Barney Oldfield out of the gold-plated Overland auto given for the fastest mile record on the local track.

Of the American drivers, Hearne in a Benz, Bragg in a Fiat, Harroun in a Marmon, Aitken and Kincaid in Nationals, Herbert Lytle in an American, Anderson, Stutz and Straug in Marions, Malsinger in an Empire, Fox in a Pope-Hartford, and Endicott in a Cole, must be considered in picking the winners of the races to be held at the first meeting at the Speedway, May 27, 28 and 30. Of these cars, all but the Fiat and Pope-Hartford are Indianapolis cars.

The entry list for the races is rapidly filling up. Up to Saturday morning E. A. Moross, director of contests, had received more than 50 entries, and he expects the list will reach 65. Griener, the amateur

Speedway promoters. Huge blocks of carbide from Niagara Falls are hitched as drags behind test cars, furnished by local factories, and pulled around the track.

This will make the track as smooth as glass, say the promoters, and no more tire trouble and accompanying accidents will occur. Around the highest parts of the banks on the turns there has been erected a concrete wall three feet high. This will prevent the flying speeders from going over the embankments in case of accident to a steering gear, or for any other cause.

The seating capacity, according to E. A. Moross, director of contests, is about 45,000, and the grounds will accommodate 200,000 spectators by admitting them to the aviation field, which is in the center of the huge ellipse.

The track measures two and one-half miles in length, and the ground is so level that spectators in any of the stands may watch the racers at any point of progress on the track. In the center of

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Of the famous drivers of the auto racing game, Oldfield is the only one who is holding out for a bonus. Barney recently wrote the Speedway management asking a bonus, but his letter was ignored and dare-devil Barney will probably be only a spectator at the Speedway meeting. Oldfield is receiving his mail at the Claypool hotel, showing that he will at least be in Indianapolis when the races begin.

The pits and numbers will be assigned to the drivers next Wednesday, May 25, when entries will close.

The Buick company have entered ten cars and three drivers. Two cars have been entered in class 100, four in class 10 B; two in class A, and **two in class 100.** They will be piloted **by Chevrolet, Burman and Dewart.**

In the history of the motor car racing there have never been such extensive preparations for holding a meet as those which are being formulated by the Indianapolis Motor Speedway management for the meet which opens Friday.

The track which was so satisfactory last year's has been entirely reworked with new **LANCASH** tires.

This will make the track as smooth as any racing on this continent, and the new tires will be a great help in the racing.

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The track which was so unsatisfactory
last season has been entirely resurfaced
with over 3,500,000 brick.

This will make the track as smooth as
very wearing on tires, owing to the cement
filler between the brick protruding and
tearing up the treads, but this has
been done away with, according to the

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Now is the time to

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