

Autoists Give Circ

MOTOR CAR CIRCUS ENTERTAINS CROWD

Amuses 5,000 Spectators at
Speedway and Proves Skill of
Various Pilots.

TEETER TEST PUZZLES ALL

Creates Interest and Shows Au-
dience How Well Cars Can
Be Controlled.

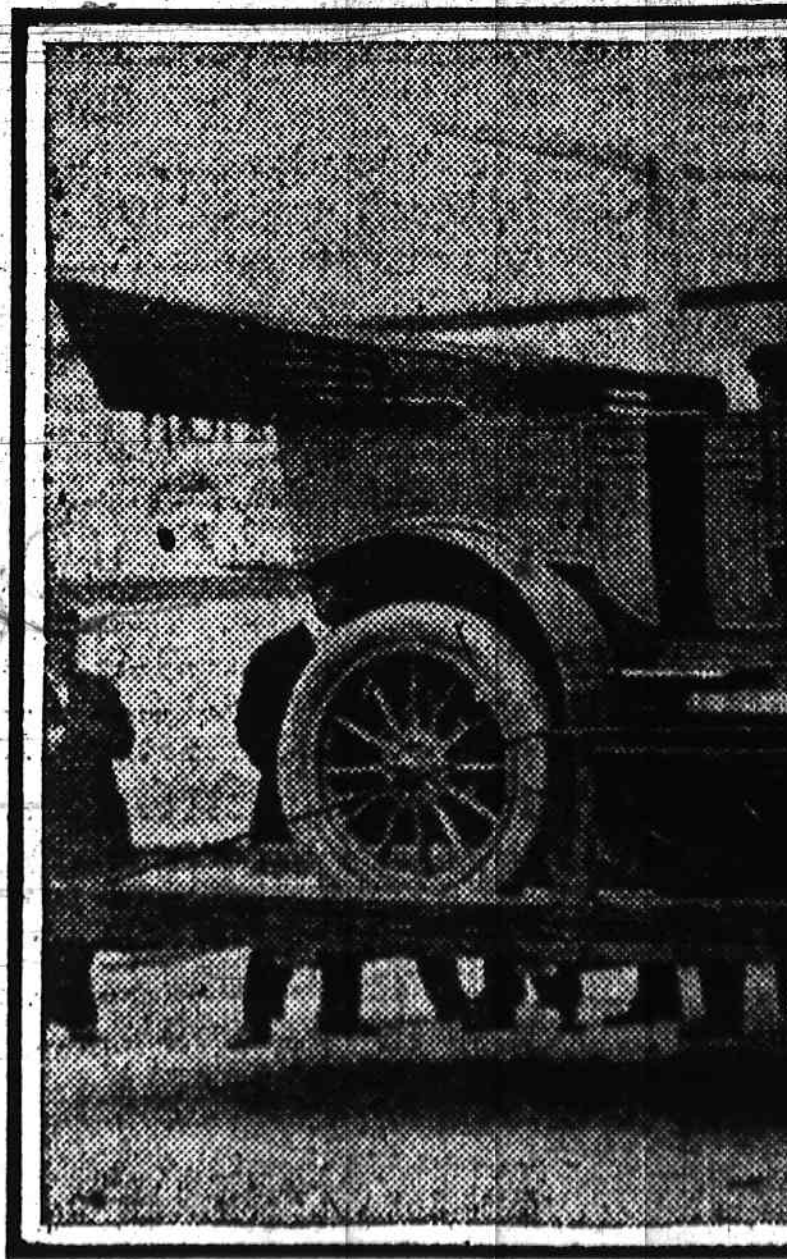
Perhaps the most practical part of the annual automobile show was the program presented to about 5,000 spectators yesterday afternoon at the Speedway, where drivers were pitched in friendly competition to demonstrate their skill and control of the various machines.

The schedule of events was devised both to furnish amusement and to prove the dependability of the modern motor car.

Music was furnished by the Indianapolis Military Band, which was stationed in the main grand stand. The events were conducted opposite this building in plain view of all present.

The following had charge of the program: Lew Wainwright, referee; Charles C. Hanch, John D. Orman, B. C. Dowse and J. A. Allison, judges; George Dickson, clerk of course; J. A. Barclay and

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The performances began on time, Marmon and Empire entries were barred from participation because of being late, it being the desire of the officials to accommodate the public by having no delay.

Bronson Leads All.

Bert Bronson in an Austin, one of the latest members of the local motor car family, carried off the first honors with the total percentage of 480.

There were six events and a contestant, to be in the race for the prize, had to take part in every one. Mr. Bronson was one of the three who were able to balance their cars on the tetter, which was considered the best act in the "circus."

Harry Endicott, in a Cole thirty, came second with 360 total; H. W. Marts, in a Maxwell, third, and C. R. Johnson, in a Buick, fourth, with a total of 280.

The tetter event, which came last, created the most interest, being the most unique and hardest test on the motor bill of fare. A large plank tetter was tilted to one end so the driver could mount. The puzzle to solve was how to make it balance, and this required no end of skill and patience and the machines would jump forward and backward, as compelled by the pilot, until the exact center had been found—or missed. Two minutes were allowed every driver. Three were successful in this event, Bert Bronson, in an Austin; O. Overleese, in a Hup-



mobile, and C. R. Johnson, in a Buick. The balloon trick was first. Ten toy balloons were anchored to the track at varying intervals, half being on one side and half on the other side of the course. It was the duty of the drivers to run over and burst as many of the red toy bags as possible. Those on the right to be struck by the right front wheel and those on the left by the left front wheel. A missed balloon inflicted a penalty of ten points.

Not one made a perfect score in this event, but H. W. Marts, in a Maxwell, scored the highest by striking five of the balloons.

The circus ring stunt looked exceedingly simple, but proved a puzzler. A ring two feet in diameter was suspended five feet above the heads of the contestants on a wire across the track. Caps were given every contestant and as they passed under the ring they threw them through the ring and caught them on the other side as their machines kept moving. Six made perfect scores in this event: Frank Willis in a large Packard truck, Bert Bronson in an Austin, C. M. Litterer in an E-M-F, Harry Endicott in a Cole, Miss Katrina Fertig in a Premier and J. W. Moore in a Chase.

The juggling contest created no end of fun. The drivers sent their cars on high gear through a course marked by confetti and around and over obstacles, the driver's companion holding a rubber ball in a spoon. The aim was to make the route without dropping the ball.

One dozen contestants succeeded—Bert Bronson, in an Austin; C. M. Litterer, in an E-M-F; Bert Adams, in a McFarland Six; O. Overleese, in Hupmobile; George Gastineau, in a White; Harry Endicott, in a Cole Thirty; H. W. Marts, in a Maxwell; C. R. Johnson, in a Buick; J. W. Moore, in a Chase; Herbert Herff, in an

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W. McWHITE IN PREMIER.

The hardest test, during the auto show performances yesterday afternoon at the Speedway, was the teeter on which the motorists tried to balance their car.

Oakland; Earl Stone, in a Marmon, and John Aitken, in a National.

The cane rack contest, while not as difficult from the driving standpoint, was still a good test of being able to judge distance, speed and control of the cars. Tall wooden pins were erected along the edge of the track nearest the grand stand and the companion of the pilot received five rings which, as he passed, he tried to throw over the pins.

No one made a perfect score in this trial. Harry Endicott in a Cole-thirty made a score of ninety, which was later tied by Walter Johnson in a Premier.

The potato race was amusing and instructive as to the manner in which to handle a car. It was productive of a field of three perfect scores—Bert Bronson in an Austin, O. Overleese in a Hupmobile and C. R. Johnson in a Buick.

Ten baskets were distributed along the course. The companion of every driver was handed a sack of ten potatoes, and as the car went past the baskets he tried to drop a potato in every one, but the trouble was that if his potato landed in the receptacle it almost always bounced out again.

Miss Katrina Fertig, who drove a Premier in every event, was the only woman pilot to contest.

COMMITTEE CONSIDERS PROTEST.

Receives Complaint of Contestant in Floral Auto Parade on Prize.

E. R. Vincent, chairman of the floral parade committee, last night announced that

the committee will permit Edward Sourbier to retain the second prize after considering the complaint registered by Mrs. Edward Rosenberg. Mrs. Rosenberg wrote the committee and protested the decision upon the following grounds:

"Mr. Sourbier is a dealer and belongs to your trade association.

"If he is an owner, all other dealers are owners.

"His car carried a large placard on the step giving the name 'Marion.' This placard alone made it a trade car.

"The expense and the decorations of his automobile were put in the parade more for the advertisement than for the love of the sport.

"I am not protesting the decision of the judges in regard to decorations, but am protesting on account of Mr. Sourbier being out of his class.

"I am told that my basket of blackeyed daisies was considered along with his, and I believe that if he was set in his own class, the honor of the second prize would be mine.

"MRS. ED ROSENBERG.

"2687 College avenue."

Mr. Vincent said that Mr. Sourbier had entered the car as his personal property and that he had paid for the expensive decorations out of his own pocket.

ENTERTAINS ALL EMPLOYEES.

Will H. Brown, Vice President of Overland, Gives Theater Party.

Last night's enjoyment at the Colonial Theater by the employes of the Overland Automobile Company is one that will not soon be forgotten.

Will H. Brown, vice president, treated all of the men who are employed by this hustling concern to an evening of pleasure and fun at the Colonial, where special features were introduced for the benefit of the Overland crowd.

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GIVE CIRCUS AN APPROPRIATE WAY

CIRCUS CROWD

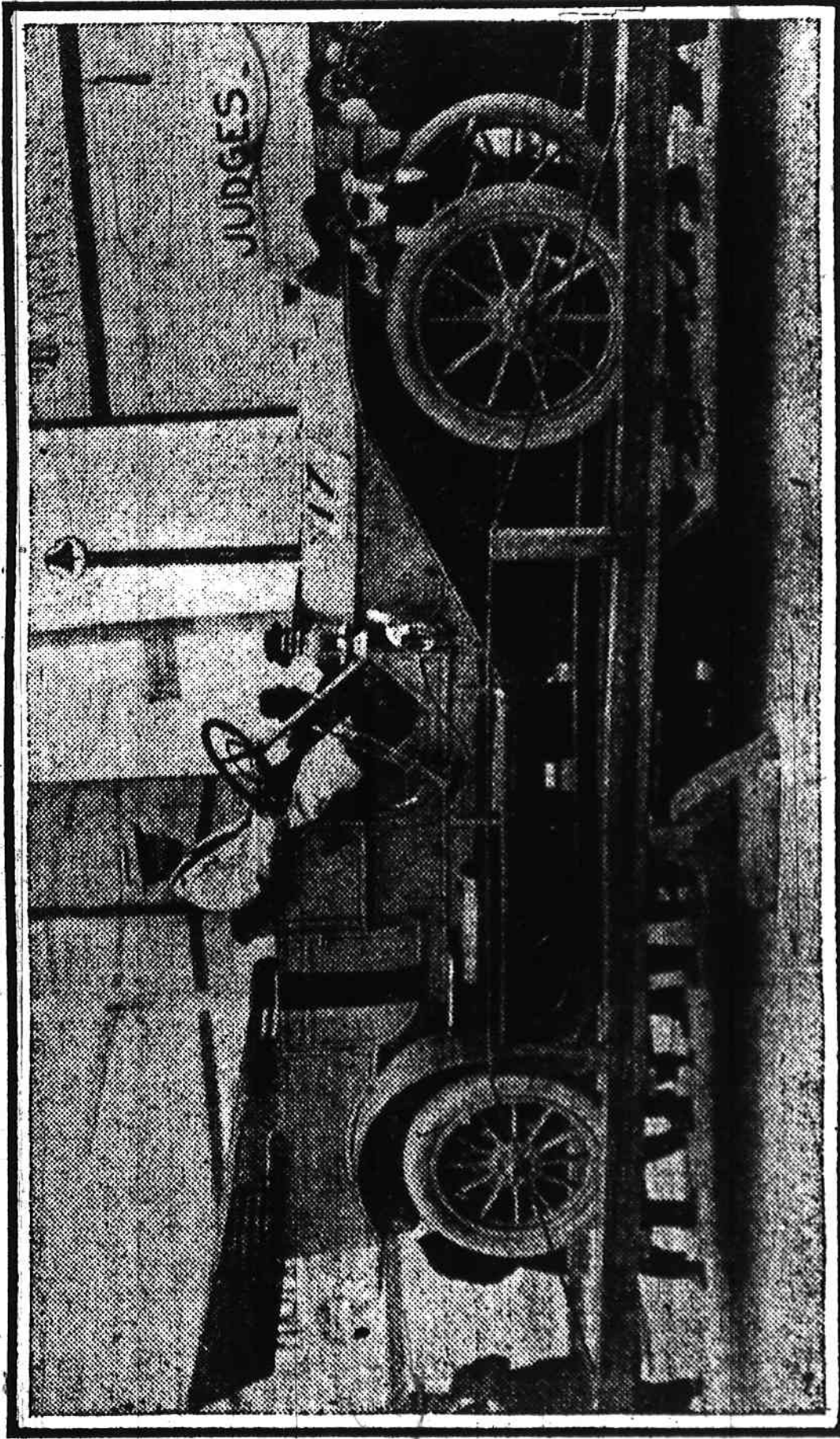
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Auto Show Contestant on Speedway Teeter.



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