

# DEFIANCE OF DEATH DRAWS BIG CROWD

Twenty-Two Thousand Frenzied Spectators Urge Dare-Devils to World's Auto Records.

WOMEN AGAIN VIE WITH MEN

Hunger for More Speed Causes Enthusiasts to Shout Encouragement to Racers.

The enthusiasm and excitement of the crowd at Thursday's races at the Motor Speedway was mild in comparison with that of yesterday's crowd. The heedless manner in which the drivers of the demons of speed hurled defiance at death and sped around the track moved the crowd to a state of excitement bordering on frenzy, and time and again it cheered and applauded the machines as they whizzed by. Yesterday's crowd numbered 22,000 persons. Sixteen thousand had seen the races the day before, and hundreds, yea thousands, were back again yesterday to witness the thrilling events.

The people seemed to regard the fatalities of the 250-mile race on Thursday, in which the Knox driver, Bourque, and his mechanic, Holcomb, went to their death, as merely an incident of the races. The killing of the two men, it seemed, only served to increase the excitement. The crowd was expectant of a repetition of the accidents and every time a racer appeared to be in trouble the people in

*Gives Free*



various automobile companies on the turn held 400 people and the bleachers just beyond, with a capacity of 4,500, filled. Three thousand, four hundred sixty people passed through the gateways in automobiles alone, and at 6 o'clock it was conservatively estimated that there were 2,000 automobiles on the grounds.

The steam road's special trains made fifty-six trips to and from the Terminal Station, between 9 a. m. and 7 p. m., and carried approximately 9,000 persons.

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More field glasses were in evidence yesterday in the grand stand and attention was riveted to the cars as they made the turns or sped along the stretches. The crowd would not have been startled if any one of the cars had crashed at any time into the fence or turned turtle on the track.

There were more women in the crowd than on Thursday and they appeared to be the most interested of the spectators.

### Greater Thrillers Than Day Before.

The 100-mile race and the fifty-mile race eclipsed all the other events as thrillers. As the various drivers whizzed by in their thundering machines time after time, the people in the grand stand came to feel a sort of acquaintanceship with them and interest in the favorites was quickened and intensified with each succeeding lap. Thousands of persons, a large portion of them being women, kept score of the movements of the racers and watched the time, realizing that world's records were being smashed before their very eyes.

The crowds were not only interested in every movement of the drivers, but they soon came to realize that the mechanics who accompanied the drivers and showed their teeth at death were about as important factors in a long race as the drivers themselves. The people watched these attendants work with the machinery while the cars were thundering along at full speed; saw them pumping oil into the machinery; saw them slip from their seats and test that gauge and this one, or fasten a nut that appeared to be working loose; saw them regulate the supply of gasoline and do all the other things that

various automobile companies on the near turn held 400 people and the bleachers, just beyond, with a capacity of 4,500, were filled. Three thousand, four hundred and sixty people passed through the main gateways in automobiles alone, and at 8 o'clock it was conservatively estimated that there were 2,000 automobiles on the grounds.

The steam road's special trains made fifty-six trips to and from the Union Station, between 9 a. m. and 7 p. m., and carried approximately 9,000 persons.

Two thousand and three hundred tickets for the Speedway were sold at the Terminal Station over the Ben Hur line. In addition over 8,000 persons paid cash fare. The Ben Hur line operated cars every fifteen minutes, beginning at 9:30 and ending at 7:45.

Many of the visitors to the races yesterday—probably the most of them—were from the urban towns and the rural districts. All roads leading to Indianapolis yesterday forenoon resounded with the "Honk! Honk!" of automobile horns. The interurban lines brought several thousand people into the Traction Terminal Station during the day. The Big Four and the Ben-Hur special trains and cars had about all they could handle. When the races were over at 5:40 a long line of cars and special railroad trains were in waiting to transport the people to the city. All the roads leading to the Speedway have been oiled and are in the pink of condition for automobile traffic.

### Track Oiling Watched With Interest.

The people who arrived at the track early so they might seize upon good seats for the day amused themselves watching workmen oil the course. Large tanks of oil, each drawn by four horses were used. The oil laid the dust which had troubled the drivers so much the day before. Workmen had repaired the track at points where holes were cut by the racers on Thursday and every precaution was taken to prevent a recurrence of such accidents as that of the day before.

An announcement from the track that overcharging for refreshments in the grand stand was prohibited and the request that the people not pay more than 6 cents for drinks brought cheers from the people there.

Right at 12 o'clock when Christie, the dare-devil driver, started on an exhibition trip around the track in his big Demon, a machine of his own make, the crowd rose en masse. The grand stand, as on Thursday, resounded with shouts of "Sit down!" "Sit down!" The exhaust from Christie's car cracked like the roar of cannon as he sped down the stretch. The exhibition brought forcibly to the attention of the crowd the practically unlimited energy stored up in that giant annihilator of space, the racing automobile. Barney Old-

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seats and test that gauge and this one, or fasten a nut that appeared to be working loose; saw them regulate the supply of gasoline and do all the other things that serve to keep the car on its "feet" and up to the limit of its speed and endurance. The people marveled at the gameness of the men. The drivers sat bracing themselves with the aid of the steering gear, but the mechanics, unbraced and compelled to take risks that might at any time result in their being hurled from the machines, slid about the sputtering, throbbing, on-rushing machines with a dexterity common only to experts.

### Crowds Await Opening of Gates.

A large crowd of people was in waiting when the gates to the grounds were opened at 9 o'clock. By 10:30 5,000 people were on hand and at 12 o'clock the crowd was estimated at 16,000. By 2:30 every seat in the grand stand, which, with the boxes, seats 9,500 persons, and every bit of standing room was taken. The overflow from the grand stand poured into the paddock in front, and by 2:30 approximately 1,000 people occupied that space, lining the outside fence of the track six and eight deep. The private boxes of the

brought forcibly to the attention of the crowd the practically unlimited energy stored up in that giant annihilator of space, the racing automobile. Barney Oldfield was greeted with thunderous cheers when he appeared upon the track in his great Benz machine to attempt to reduce the world's record for the mile. There were cheers when Oldfield finished his trip around the track and prolonged cheering when it was announced that he had gone the mile in 48 1-5 seconds.

The fifty-mile race tuned the crowd to a high pitch of enthusiasm for the 100-mile event. When it was announced that the length of the latter race would be reduced to fifty miles a ripple of disappointment spread through the grand stand. But when it was announced later that it had been decided to make the full 100 miles, the people cheered.

### Crowd Eager for Speed.

Such was the evident hunger in the grand stand for speed that drivers of cars in the wake of the leaders were rebuked in a jovial way by bursts of cheering as they drove by. All efforts to keep the people from rising to their feet every time a car went by were abandoned, and the upshot of it was that practically all the people in the grand stand, notwithstanding that they were provided with excellent seats, stood throughout the greater part of the afternoon. In the boxes were some of the elect of society in the principal cities of Indiana and her neighboring states.

To those people who were compelled to sit in the sun the Overland Automobile Company distributed, free of charge, Japanese parasols.

The management at the Speedway expects fully 30,000 or more people today because of the Saturday half holiday. The transportation facilities, it is expected, will be taxed to the utmost, and there will be a scramble for good points about the course from which to view the races, and for seats in the grand stand, boxes and bleachers perhaps never before witnessed at any series of automobile races in the country.

### GREAT CROWD IS ORDERLY.

No Arrests Made by Police or Soldiers at the Speedway.

The second day's racing passed without arrests by police or soldiers. The vast crowd was orderly in every way and the police and soldiers reported very little trouble.

Patrolman A. J. Bruce caught a negro and a white man, unknown to him, annoying women in the grand stand and ejected them from the grounds. Patrolmen H. E. Gill and T. T. Bledsoe, on duty at the bridge above the grand stand, had considerable trouble trying to keep the bridge clear. Because of the excellent

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