

Motor Speedway C

AUTO RACE ENTRIES FILL EVENTS WELL

Management of Speedway Announces Program Showing All Contests Rife With Talent.

FINAL TRYOUTS COME TODAY

Pilots Bring Machines Into Good Shape for Opening of Meeting Tomorrow.

By C. E. Stuart.

It's the eve of battle.

Another day and the big, steel motor-driven creations of man's handiwork will be whirling away from the starter's flag at the Motor Speedway course with a throng of cheering thousands intent on the outcome of the fray. One more day of last preparation and workout and the contest is on at the big speed arena—the focal spot of motordom the next few days.

Pilots who will urge their mounts for the best speed they ever have known announce their readiness; workmen who have toiled long to put the brick course in shape declare it fit for the hardest test, mechanics are giving their machines the last, conditioning touches and motoring fans stand impatient in the wait for the

Puts Marmon "Wasp"



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Moross Completes Program.

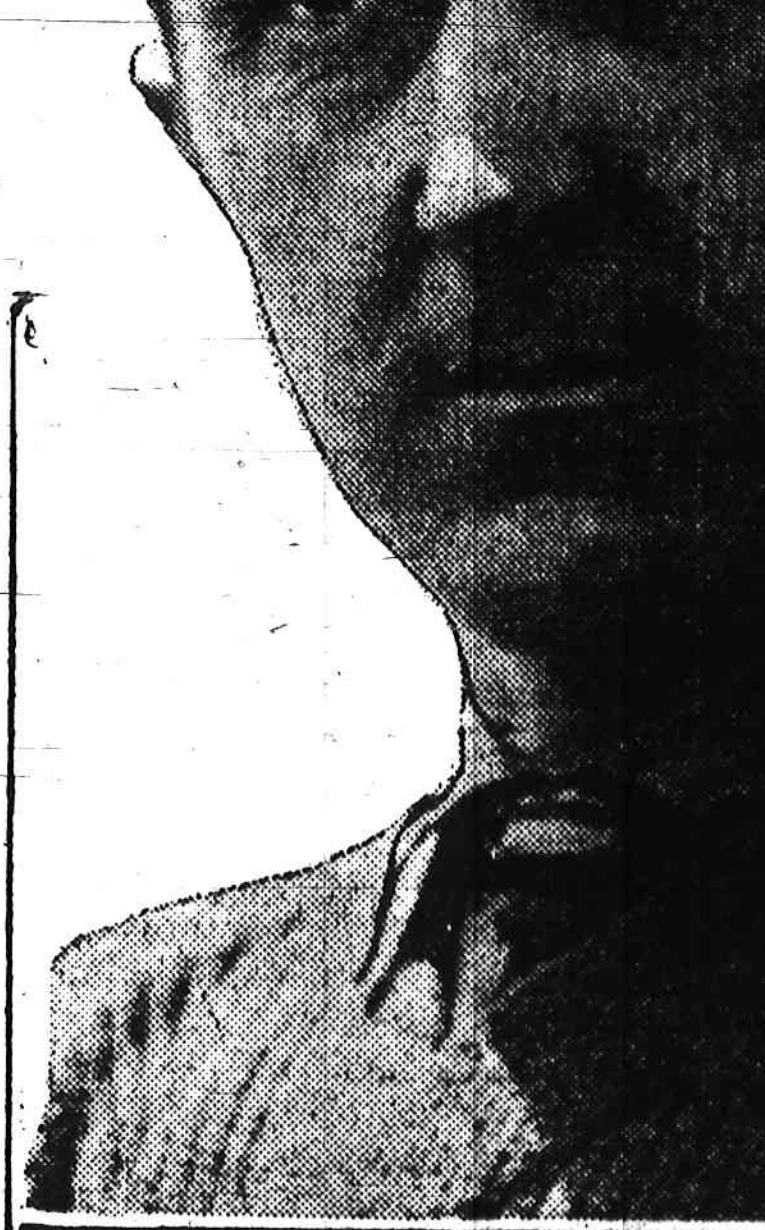
The program for the first two days was completed by E. A. Moross, director of contests, last night. It shows the best arranged entries that ever have been made for any motor meeting in the country and only one event is canceled because of a lack of entries. This is the event for cars of 600 to 750 cubic inches piston displacement, May 28. Few cars of this size are made and the Speedway management hardly hoped to fill the card when it was made.

Ranging from four to twenty-five entries every other race shows a field of starters which will make the contest hot from start to finish.

"It is the best program I ever have seen," said Mr. Moross last night. "The number of cars entered is not as great as in some other meetings, but the entries are distributed so that every event is destined to be a race—and a good one. The Speedway management is well pleased with the results and foresees a race meeting second to none ever held before."

The contest director has just cause to feel enthusiastic, as the program shows many events which are destined to produce speed that will make motor history anew. The arrangement of the program gives little chance for hardship on drivers and the cars are to be given correct treatment so far as the work on the day's card affects them. The program for the first day, Friday, May 27, carries the name of the world's greatest pilots almost without exception. Burman, Chevrolet, Oldfield, Bragg, Aitken, Harroun, Kincaid, Bragg, Endicott and other recent winners are to appear in the opening card.

Big Races Well Filled.



RAY HARROUN

Ray Harroun, the Bedouin of the motor t
jacket Marmons into shape for the Speedway

drop to the earth, except that the fly wheels on the cars struck the top. The carpenters are now busy repairing the structures with the aim of raising the top-most parts in order to give the cars a little more clearance.

Caleb Bragg, Oldfield's vanquisher at Los Angeles, already is on the scene, and expects his Flat here today. He saw the Speedway course in company with Carl G. Fisher yesterday, and believes it will be a record making institution.

CURTISS DOUBTS POSSIBLE FLIGHT TO NEW YORK TODAY

Finds Route to Gotham Presents Many
Difficulties—Must Land for

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Big Races Well Filled.

Every event on the Friday program is well filled and the five-mile free-for-all handicap carries twenty-six entrants, while the 100-mile Prest-O-Lite Trophy race has thirteen of the strongest contenders of the meeting.

The Speedway has garnered in almost all of the best motor talent in the world, and the strife which the big trophies are to bring out will be strong every inch of the way.

In the tryouts yesterday the following drivers circled the course in less than 1 minute and 55 seconds: Harroun in Marmon Yellow Jacket, Aitken in National, Merz in National, Chevrolet in Buick, Burman in Buick, Fox in Pope-Hartford, Lytle in American and many of the smaller cars pushed up good time records in the trials. The Jackson, Cutting and E-M-F teams were working and Dawson in a Marmon "thirty-two" worked along with Harroun.

The Marion team of Gill Anderson and Ray Tinkler worked their little cars well, and Harry Stutz, team manager, was pleased with the showing. Tinkler replaces Charles Stutz on the Marion team and will drive in his place at this week's meeting. Stutz has left the racing game temporarily.

Many Spectators Present.

The main grand stand was about half filled with spectators at yesterday's tryouts and a large crowd is expected out at the Speedway today.

In the final tests the pilots will let their cars out a little farther to see just what the machines will deliver under stress. Many of the motors were stiff in the start, but they are about ready for the big test and their capacity in speed may be demanded today to satisfy the drivers of the pace they may expect to reach if necessary.

SPEEDWAY SHORT STORIES.

F. E. Edwards and Berne Nadall, two members of the A. A. A. technical committee assigned to measure the cars in the Speedway races, along with the technical chairman, David Becroft of Chicago, worked late last night and ended a long afternoon by inspecting the Buick squadron. They looked over the Marion cars earlier in the day, and today will inspect many of the machines quartered at the track. The cars not inspected will be torn apart this morning and after inspection will be put in trim for racing.

In a telegram to Dr. Wadsworth Warren, team manager of the Buick Company, three officials of the General Motors Company announced their intention of coming here Friday morning to remain during the race meet. They are W. C. Durant, chairman of the executive committee of the General Motors, William H.

Difficulties—Must Land for Fuel.

ALBANY, N. Y., May 25.—Glenn H. Curtiss was strongly of the opinion tonight that he will not attempt tomorrow morning to earn the \$10,000 offered by the New York World for an aeroplane flight from Albany to New York. It was after 8 o'clock when Curtiss arrived here tonight from New York and Poughkeepsie and it was raining hard. His machine had been brought on and mechanics had been working to assemble it all day, but Curtiss felt that he ought to inspect it by daylight.

Further inspection today of the route on which Curtiss must travel only served to accentuate its extraordinary difficulties. Curtiss must positively descend to replenish his gasoline. The entire weight he carries in air-tight pontoons makes it impossible for him to carry engine fuel enough for a through trip.—When he will start must always depend primarily on the weather and the winds. Curtiss would make no positive statements tonight, but it seems possible that he may not get away tomorrow.

JOPLIN, Mo., May 25.—Charles F. Willard, the aviator, today announced his intention of competing for the New York World's prize for an endurance flight down the Hudson if Glenn H. Curtiss fails in his flight for the prize.

MOORE PROVES DRISCOLL'S MASTER AT PHILADELPHIA

Forces Fighting in Six-Round Bout With English Featherweight Champion.

PHILADELPHIA, Pa., May 25.—Pal Moore of this city had the better of the six-round fight with Jem Driscoll, the English featherweight champion, at the National Athletic Club tonight. The result was somewhat of a surprise and Moore was cheered for his splendid showing. He made Driscoll miss many of his punches and at the same time landed two blows to Driscoll's one.

The Englishman seemed to have lost his former speed and was very tired at the finish. Driscoll had the better of the first round, but after that Moore improved. The fight was fast and both mixed things up lively.

In the third Driscoll complained of rough work and Moore was warned. Moore took the warning but did not let up in his aggressiveness, fighting the Englishman all around the ring.

PLEAD ABSENCE OF CLEWS.

Detectives Say Robbers Leave No Tracks—Hyland Urges Prompt Action.

Superintendent of Police Hyland yesterday issued strict orders to the police to exercise more vigilance in watching for suspicious characters.

In a telegram to Dr. Wadsworth Warren, team manager of the Buick Company, three officials of the General Motors Company announced their intention of coming here Friday morning to remain during the race meet. They are W. C. Durant, chairman of the executive committee of the General Motors; William H. Little, factory manager for the Buick, and Dr. E. R. Campbell, director of the General Motors Company.

George Dewitt, for a time a member of the Buick racing team, left that organization last Saturday and will not race here. Dewitt and the Buick management failed to agree on some details of the work and the pilot is in the East seeking to land another place.

J. F. Gelnow of Detroit will pilot the fast little Hupmobile in the Speedway races. Eddie Hearne of Chicago, who entered a Benz, also is nominated pilot for a Hup. Gelnow has been sent on from the factory to do the steering wheel work, and Hearne drives his own. The racing car is at the Hearsey-Willis garage, and the pilot is on the ground ready for the contests.

Ben Kirscher will drive his powerful Darracq in the races. Kirscher is one of the Oldfield squad, and was entered by Barney yesterday in a long distance call to E. A. Moross, director of contests. Oldfield and his big Benz and Kirscher with the Darracq probably will reach Indianapolis this morning from Chicago. Oldfield will spend the afternoon working out his Knox, entered by the Conduitt Automobile Company as a privately owned car.

The Overland wind wagon, which is to be used in the aviation meet next month at the Speedway, was given its initial test yesterday afternoon. The unique creation attracted considerable attention as it ran around the track driven by a large wooden propeller. Part time should not be made because of the vibration caused by the means of connecting the drive shaft with the wooden wheel to the rear. It is now planned to require the conventional propeller with a shaft gear. One of the rearrangements will be started at the factory today.

Large "Blind" instruments, which are to be used in the testing of the Speedway with wind, were completed yesterday. The instruments are of the type used in the testing of the airplane at the factory. They will be used in the testing of the wind wagon at the factory today.

Detectives Say Robbers Leave No Tracks —Hyland Urges Prompt Action.

Superintendent of Police Hyland yesterday issued strict orders to the police to exercise more vigilance in watching for suspicious characters. Similar orders were given to Captain Holtz of the detective department to read to his men. Superintendent Hyland said he had been in conference with Captain Holtz relative to the many recent robberies and he expected the men to do something. The detectives are puzzled because of an absence of clues. They are inclined to think the work is that of amateurs, although this is mere surmise. Instructions have been issued that the bonds of men arrested on charges of loitering be raised to \$500. Six men were locked up during the day in default of this bond.

STATE NEWS BRIEFS

CRAWFORDSVILLE — Burglars entered the home of Thomas Harwood, a stock buyer, and stole \$55 in money and a gold watch from his trousers.

FT. WAYNE — For the tenth time James B. Harper has been re-elected sovereign prince of Darius Council, Princes of Jerusalem, Scottish Rite, of this city.

CONNEERSVILLE — Miss Pearl Herin, 19 years old, and Jack Delacy, who met only three weeks ago, secretly went to Indianapolis Tuesday and were married.

COLUMBUS — Mrs. Sarah Gant, 85 years old, fell from a back porch at her home in Newbern Wednesday and her right arm was broken in two places and the elbow dislocated.

SHELBYVILLE — The Baptist Young People's Union rally and the Sunday school convention of the Flatrock Association has closed at Waldron. The next yearly session will be held at Greensburg.

SHELBYVILLE — The present term of the Adventist Academy at Boggsstown will end Monday, May 10. The academy has an enrollment of seventy-two pupils, twelve of whom are high school students.

MADISON — Miss Lory Dried, a wealthy and popular society girl of Madison, and Dr. Fred Smith, D.D., of Madison were married here Wednesday. The Rev. C. A. Richard of the First M. E. Church officiated.

GREENSBURG — The summer Indian meeting of the Ladies of the Methodist Church was held here Wednesday. The meeting was held in the evening and was very successful.

GREENSBURG — The Greenburg High School will be closed for the summer vacation. The school will be closed from June 1st to September 1st. The school will be closed for the summer vacation.

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Large "plank mountains," which are to be features in the hazard race at the Speedway this week, were completed yesterday and two Overland test cars were urged over their summits. The testers, called motor cowboys, had little difficulty in driving their machines up over the steep inclines and then down with a sudden

Descent. They maintain a speed of 15 miles an hour. The testers were urged over the summit of the first mountain, which was 15 feet high, and then down with a sudden descent. They maintain a speed of 15 miles an hour. The testers were urged over the summit of the first mountain, which was 15 feet high, and then down with a sudden descent.

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MARION—Miss Lucy Breed, a wealthy and popular society girl of Marion, and Dr. Frederick L. Bunch of Muncie were married here Wednesday, the Rev. C. A. Rowand of the First M. E. Church officiating.

GOSHEN—The northern Indiana district meeting of the Ladies of the Maccabees was held here Wednesday with an attendance of more than 300. The next meeting will be held in South Bend in October.

SHELBYVILLE—While Mrs. Sarah Johns was at the home of a neighbor thieves entered her residence and stole \$4.75 in cash and two one-hundred-dollar certificates of deposit on the First National Bank.

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