

RACING

S DECIDE

SCHEDULED TO PUT PURSES

\$700

At a meet-
atonia Jockey
to continue the
5. It was an-
ill be cut \$700
day.

an ordinary
Track muddy.

Man, 109
Ornamosa;
Whim, 110
Mickle, Bettie
d, 1 1/2 miles—
n, won; Stone
Fourth, 1
ee), 11 to 10
Stagg; time,
Muller, 107
rlandot, Sorrel
1 mile and 70
, 6 to 1, won;
1:47.

BADLY.

Fourth Day's Track.

25.—Weather
ack fast, were
h day of the
eeting today.
aries:

laudmore, 118
Patriot, Joe
1-16 miles—
6 to 1, won;
1:48 2-5. Third,
(Goldstein), 7
rd; time, 1:02.
hase, about 3
son), 3 to 5,
me, 4:08. Al
in time limit.
1-16 miles—
3 to 1, won;
47. Sixth, 1 1/2
(Musgrave), 3
Mllicott; time,

WILL LURE RACERS WITH \$20,000 PRIZES

With A. A. A. Sanction, First
Speedway Automobile Races
Are Now Assured Success.

VAUGHN GETS TEAM SWEATER

Holder of Many Records Visits
Course and Receives First
Official Emblem.

Soldiers of speed who will aim their motor musketry at the automobile records in this city during August are beginning to enlist in the Speedway ranks.

The first driver of note to don the Speedway colors is Guy Vaughn of New York who visited the race course yesterday. He was presented with a "team sweater." These sweaters are to be worn by every driver who is scheduled to compete for race records on the already famous Hoosier circular course.

"You can make 100 miles an hour on this track," remarked Vaughn, who is now associated with the Allen Kingston Company. "The middle West will be host to the kings of motor sport for several years to come, because there is no equal to this track on the earth. With facilities to race both day and night and a track that will permit unlimited speed, only one thing is now needed and that is the car with greater speed than is now on the market."

Vaughn holds the world's record for the 200 to 600 miles and the five-mile record for light cars. He came to Indianapolis to make arrangement for the coming events.

Dons Fir

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Lighting System Succeeds.

The lighting system was tested at the Speedway last night and was pronounced a success. One burner threw a bright glare for twenty feet, and with more than 1,000 of these stationed all around the outer track, it is concluded that racing at night will be a safe possibility. The special reflectors turn night into day, and will add spectacular color to the summer's events.

A change has been decided upon in the detailed construction of the grounds. Pits will be constructed in front of the main grand stand, where supplies may be obtained by the participants in the races. It was first planned to let the drivers stop in front of their individual garages for repairs, but because of the increased interest created by hurried repairs by the contestants in the Crownpoint races, the change is now a certainty.

Indianapolis is endowed with many features that assure a successful summer's speed carnival. The question of entertainment is the one big mountain that confronts all promoters of road races. As at Crownpoint, the visitors were compelled to sleep in garrets of poor hotels, if they did not "roast" in their machines or walk the country roads all night. Another feature that gives the local course weight in the eyes of the sporting judges is the fact that all cars can be kept in view constantly, and the most interesting part of a race, the passing, can be noticed at all times.

Seek \$20,000 Prizes.

Every manufacturer of automobiles in this and foreign countries is being given an opportunity to present race trophies. It is the expectation of the boosters to place a lure of \$20,000 worth of trophies before the participants in the opening events. More than \$8,500 worth of rewards are now assured. The finest trophy ever offered since the history of man for a sporting event is the Wheeler-Schebler trophy, which contains \$5,000 worth of silver. It will soon be placed on exhibition at the Fisher garage.

According to the present indications the Buick and the Stoddard-Dayton companies will send the largest teams, each having nine cars entered, making eighteen men, including drivers and mechanics, to say nothing of the squads of helpers and managers.

Indications are that there will be forty cars entered in the biggest event. The A. A. A. sanction is now assured. All cars will be started at the same second, instead of a minute apart, as the custom has been in other international races.

Invitations are being sent to all the



GUY VAUGHN

Guy Vaughn of New York is the first automobile racer to wear the Indianapolis Motor Speedway "team sweater." Vaughn was in this city yesterday making plans for the coming races, and was given his "official garb," not because he has immediate use for the heavy garment to

fact also that Dr. Ford keyed his drivers up to the top notch of enthusiasm, pleading with them to sleep in the cars if necessary, but to keep going and loaf a lot after victory had been won, was something that the rival machines seemed to lack.

Although the announcement of the new Ramblers for 1910 will not be made for some time, Hearshey-Willis, local representatives, say the spare wheel will remain one of the big features for next season. The Rambler maker originated this idea in connection with the new 1909 models, and, like all marked improvements, it attracted universal attention.

The Rambler people expected that perhaps five out of ten buyers would specify this handy equipment as a method of overcoming tire trouble, which it seems to do quite effectively.

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Invitations are being sent to all the merchants of this city asking them to decorate during the three days' events—Aug. 19, 20 and 21.

Clarkson Succeeds Chalfant.

At a meeting of the board of managers of the Association of Licensed Automobile Manufacturers held yesterday at New York the business was principally of a routine character. Coker F. Clarkson was elected as assistant general manager of the association, to fill out the term of E. P. Chalfant, who recently resigned as general manager.

Ford Reoffers Challenge.

Harry Ford, president of the company bearing his name and nominator of the Ford cars in the New York-Seattle transcontinental race which his No. 2 won after a trip of 22 days 55 minutes, yesterday reissued his challenge to race any car, of any size or price, back across the continent.

As no taker accepted his challenge on June 1 he will request B. W. Scott, driver of the victorious car, and Frank Kulick, pilot of car No. 1, to return to New York in the cars under their own power.

"Both drivers will proceed to San Francisco," said Cecil Gibson, the local Ford representative, yesterday, "thereby getting a much better route than they had to Seattle. If relays of drivers were to be used on the Ford cars they would beat the Frisco-New York record of 15 days 12 minutes, made by a relay of four drivers, I am sure."

Team Work a Big Factor.

There was little doubt among many of the victory of the Ford enterprise after the smallest machines in the race assumed the lead at Toledo and maintained it almost all the time. The company's organization, getting out the agents all along the route to help the drivers find the road, in itself was a big factor. The

fact also that Dr. Ford keyed his drivers up to the top notch of enthusiasm, pleading with them to sleep in the cars if necessary, but to keep going and loaf a lot after victory had been won, was something that the rival machines seemed to lack.

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"We have been gratified to find," said the local men, "that ninety-nine out of one hundred buyers have demanded this modern convenience."

DRIVERS SEEK BED.

SEATTLE, Wash., June 25.—Ford car No. 2 in the New York-to-Seattle automobile race, arrived this morning after a difficult trip through Snoqualmie Pass.

The exhausted crew did not take the car to the exposition grounds, but put it in a garage and went to bed in a downtown hotel.

FAMOUS JAY EYE SEE DEAD.

First Horse to Trot in 2:10 Dies at Wisconsin Farm.

RACINE, Wis., Jan. 25.—Jay Eye See, the first horse in the world to trot a mile in 2:10, and probably the most noted race horse in his day, died today at the Bull farm near Racine after having been pastured on a pension for the last fourteen years. The horse left the track in 1895 and has never gone in a race since.

He was an unlikely looking gelding when he was brought from Lexington by Jerome I. Case of Racine, whose initials form the name of the horse. His trainer, however, had faith and finally brought the gelding down to the mark never before reached.

KELLY BESTS FRANK KLAUS.

Spectators' Decision Goes to Italian Middleweight at Pittsburg.

PITTSBURG, Pa., June 25.—Popular opinion tonight awarded a decision to Hugo Kelly of Chicago at the end of his six-round bout with Frank Klaus of Pittsburg. The mill was fast. Both men drew blood in the early rounds.