

AUTOMOBILE AND SPORTING

BUMBAUGH GOES UP IN NEW BALLOON LUZERNE

INDIANAPOLIS AERONAUT INTRODUCES PARACHUTE IDEA.

FLIGHT FROM THE SPEEDWAY

Balloons are all that the world will be interested in the flight of the Luzerne, a new balloon that was sent up at the speedway yesterday afternoon. It was an innovation in the world of the aerostatic, but it is doubtful if a practical exhibition will ever be planned. What the Luzerne will do in case of accident probably will never be known unless an accident occurs, notwithstanding that the balloonists of the balloon claim they have solved the problem of safe flight.

The balloon was made by Captain H. L. Bumbaugh, an Indianapolis balloon maker, and an amount of long experience, on the order of 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Balloon Has an Appendix.

The idea was that of Bumbaugh, who is one of the most experienced aeronauts in the world. The balloon is a large tin-colored gas bag constructed with a strip of heavy cloth about the outside of the bag midway between the top and the bottom, which is called the appendix. The netting, usually loose all over the balloon, is fastened securely to the strip of cloth. The theory is that if the balloon should be deflated suddenly the appendix of the balloon will act as a parachute because of the netting holding it securely at the widest part. In any event the idea "looks good."

Bumbaugh has made hundreds of ascensions. He began his career as a parachute jumper and for more than twenty years he has been engaged in an ascension. His long experience resulted in his being recognized as one of the authorities of the world on ballooning, and while it is doubtful if the Luzerne is ever used for a practical demonstration of the parachute idea, it is probable the balloonists all over the world will consider the idea when building balloons.

In Air Two Hours.

The Luzerne made its maiden trip about 5 o'clock. Captain Bumbaugh accompanied Dr. Custer. The balloon was inflated at the speedway and it went up at the close of the races. There was little wind and the balloon floated away lazily to the south. After being in the air about two hours the aeronauts came down to earth and back to Indianapolis.

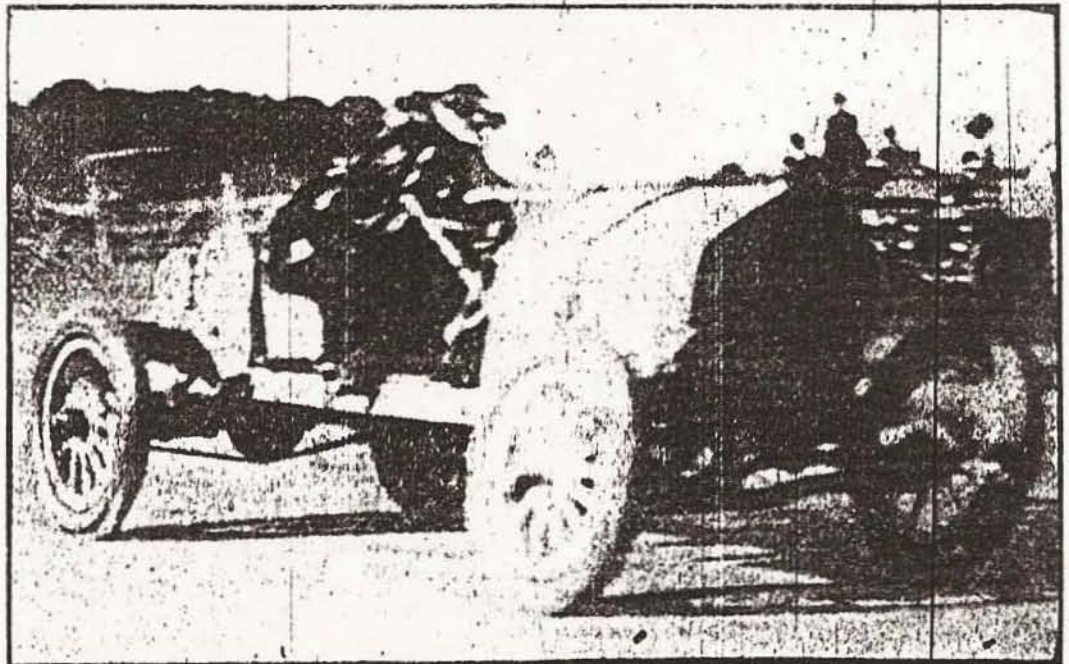
AEROPLANES ARE READY FOR INDIANAPOLIS MEET

WRIGHT MACHINES SHIPPED FROM MONTGOMERY.

RECORDS MADE IN SOUTH

MONTGOMERY, Ala., May 28.—W. H. Perkins, in charge of the practice camp of the Wright brothers' flying machines, received orders yesterday to pack up and to Dayton at once. The machines

Car at Full Speed Winning 100-Mile Speedway Race



RINGADE IN NATIONAL.

PREMIER CARS MADE READY FOR GLIDDEN

M'NAMARA AND BALLINGER ARE NAMED AS PILOTS.

OBSERVERS ARE SELECTED

Active preparation is now being made at the factory of the Premier Motor Manufacturing Company for the approaching tour for the Glidden trophy, officially known as the 1910 national reliability contest of the American Automobile Association. The event of this season is giving evidence of being the greatest of the series in the amount of national interest in it, and of the route which will be traversed. Two cars have been entered to represent the Premier, and, as in the 1909 event, they will bear the numbers one and two.

It is customary with the Premier company to use absolutely stock cars in all such contests, and this rule has been adhered to this season more stringently than ever. Two chassis were chosen as they were ready to leave the assembly floor during the last week and given over to the men who will handle them in the great run of over 2,500 miles in thirteen states. Even when the entries were made and the regulation blanks filled out it was impossible to give the numbers of the motors and chassis to be used, for they had not been picked out until a few days ago. They will be given the usual road tests which every Premier must undergo satisfactorily before being shipped to the various agents.

A change has been made necessary in the complement of the crews by the decision of Vice-President George A. Weddley that he will be unable to leave the factory at such an important part of the year. Ray F. McNamara will drive the six-cylinder car, No. 1, as already announced, and the four-cylinder touring car will be handled by Charles L. Ballinger. Mr. Ballinger is foreman of the first assembly department and head tester.

The Glidden party from the Premier plant will be under the personal direction of the president, Harold O. Smith, and

Summary of Speedway Races on Opening Day

First event, one-mile time trial. Lytle, in American, won. Kinade, in National, 40.2. Aiken, in National, 40.3. Briggs, in Fiat, 40.7. Second, in National, 40.8. Kinade, in National, 40.9. Aiken, in National, 41.0. Briggs, in Fiat, 41.1. Third race, five miles, 101 to 250 cubic inches—Buck of Reynolds, won. Cole (Endicott), second. Filstrom (Columbia) (Prayer), third. Time, 4:07.7. Fourth race, ten miles, Class B, Division 2, 251 to 300 cubic inches—Marmon (Harrington), won. Marmon (Harrington), second. Pope (Harrington) (Ford), third. Time, 8:16.5. Fifth race, five miles, Class B, Division 4, 301 to 350 cubic inches—Marmon (Harrington), won. Marmon (Harrington), second. Marmon (Harrington), third. Time, 4:08.7. Sixth race, ten miles, Class B, Division 5, 351 to 400 cubic inches—National (Aiken), won. National (Kinade), second. National (Willcox), third. Time, 8:23.4. Seventh race, five miles (free-for-all) handicap, Class B, National (Kinade), won. National (Kinade), second. National (Kinade), third. Time (actual), 3:44.3. Time (handicap), 3:44.3. Eighth race, five miles, amateur—National (Kinade), won. National (Kinade), second. National (Kinade), third. Time, 4:09.1. Ninth race, five miles, free-for-all open race—Buck (Harrington), won. Fiat (Bragg), second. Marmon (Harrington), third. Time, 3:41.4. Tenth race, one hundred miles, Class B, Division 4, 301 to 350 cubic inches—National (Kinade), won. National (Kinade), second. Jackson (Lytle), third. Time, 1:23:42.12.

LEWIS UNABLE TO SWAP PUNCHES WITH KETCHEL

GOES DOWN FOR COUNT IN SECOND ROUND.

BOXER MAKES BIG MISTAKE

NEW YORK, May 28.—Willie Lewis made the mistake of his fighting career early in the second round of his bout with Stanley Ketchel at the National Sporting Club, last night. He kicked him

PILOTS LOOK FORWARD TO REMY BRASSARD RACE

WINNER WILL ALSO RECEIVE GRAND TROPHY CUP.

FEATURE EVENT ON MONDAY

Among the interested spectators and enthusiastic supporters of the speedway, who were on hand to witness yesterday's thrilling flights, were Frank and P. B. Remy, of Anderson, owners of the Remy magneto factory and donors of the magnificent Remy Brassard and grand trophy cup, both of which prizes will be raced for in the feature event of the program on Monday afternoon. The cup is a beautiful silver creation of vase shape and with an intricate coil, value of \$2,500, while the Brassard is a silver arm shield, bearing to the winner a salary of \$50 a week until the next meeting at the speedway. The Remys will raise the remuneration to \$75 a week should the victorious car be equipped with a Remy magneto.

The Remy trophy cup goes to the manufacturer entering the car, while the shield and salary are the rewards of the driver himself. Naturally this event makes a strong appeal to the pilot, and as a result every one who holds a wheel in the high-speed events is anxious to get into the struggle for the double Remy prize. The Remy Brassard race will be open to stock chassis cars in the medium power class of from 251 to 350 cubic-inch piston displacement class. It will be over a fifty-mile course and is one of the best filled events on the program. The Brassard is the first event of its kind ever run in the motor racing game. The salary feature for the driver made the event one of momentous interest last season. It is doubly attractive this year on account of the magnificent trophy offered for the maker who enters the car.

The Remy brothers started the manufacture of magnetos for automobile ignition in the very early days of the industry and their plant from an insignificant structure has grown to one of the largest of its kind in the world. Having achieved success in the game they have ever been in the front when it came to supporting the sport and in

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INDIANAPOLIS AERONAUT INTRO-
DUCES PARACHUTE IDEA.

FLIGHT FROM THE SPEEDWAY

Balloonists all over the world will be interested in the flight of the Luzerne, a new balloon that was sent up at the speedway yesterday afternoon. It was an innovation in the world of the aeronauts, but it is doubtful if a practical exhibition will ever be planned. What the Luzerne will do in case of accident probably will never be known unless an accident occurs, notwithstanding that the builders of the balloon claim they have solved the problem of safe flights.

The balloon was made by Captain G. L. Bumbaugh, an Indianapolis balloon maker, and an aeronaut of long experience, on the order of Dr. L. E. Custer, of Dayton, O. Bumbaugh claims the Luzerne can burst in the air and the passengers alight in safety. The Luzerne appears to be like any ordinary gas balloon, but there is a difference. The balloon is so constructed that according to the calculations of the makers it would become a parachute in case the gas in the bag should escape suddenly. However, it is doubtful if the owner will ever demonstrate the feasibility of the plan.

Balloon Has an Appendix.

The ideas were those of Bumbaugh, who is one of the most experienced aeronauts in the world. The balloon is a large tan-colored gas bag, constructed with a strip of heavy cloth about the outside of the bag midway between the top and the bottom, which is called the appendix. The netting, usually loose all over the balloon, is fastened securely to the strip

leaves the track and come in that direction. Kincade, by a rare demonstration of nerve, kept his car straight, however, and brought it to a standstill one hundred yards south of the stands. He then hurriedly backed it to the National repair pit, where it was equipped with a new tire.

Lawson in his Marmon looked like a winner in the eighty-fifth mile, when he was compelled to stop for repairs. Atiken in his National made a fine start, but experienced all kinds of trouble and finally was forced to quit in the sixty-fifth mile. Harroun, who led with his Marmon from the tenth till after the thirtieth mile had been run, also made a good early showing, but was later set back by engine trouble.

Lynch in a Jackson finished third, and Dawson and Harroun, in Marmons, fourth and fifth. Seven cars started. Fox, in a Pope-Hartford, being the other entrant. A front wheel of this car broke in the fifteenth mile on the northeast turn of the course and the machine went into the ditch. It was incapacitated and declared out of the race, but Fox was not injured.

Chevrolet Breaks Record.

Louis Chevrolet, in a Buick, clipped thirty seconds off the previous world's five-mile record for cars of 161-230 inches piston displacement when he won the fifth race. Six cars started and Chevrolet's time was 4:41.7. The previous record was 5:13.4.

Kincade, in a National, won the third race on the card, a five-mile event for cars of 301-450 cubic inches piston displacement and clipped forty seconds off the previous world's record for that class. This race was one of the most spectacular of the day, and it reflected great credit on Kincade, Dawson and Harroun. Marmons entered the stretch leading Kincade by fifty yards, and it looked as if one of the Marmons would surely win. Kincade made a furious drive, however, and passed both the leaders, who apparently were caught napping.

Buick cars were started in only two heats, and they were winners in both. Burman won the free-for-all open contest after a great race with Bragg in his Flat. The latter led until the last mile, when Burman went to the front. It was said that Bragg was forced to slow down the result of a broken spark plug. Chevrolet won with the other Buick.

Only two cars, both Nationals, started the sixth race for amateurs, at five miles and Greiner won from Toukey in 9:03. Bragg, in his Flat, drove on the track to start in that race, but was compelled to withdraw because he had not properly registered.

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Greiner, in a National, won the free-for-all five-mile handicap from fourteen cars. He started from scratch, as did also Touzey, in a scratch National and Reed, in a scratch Stoddard-Dayton, were second and third. The scratch cars started two minutes behind the first car to get away.

The inauguration of the 1910 automobile racing season in Indianapolis yesterday was universally pronounced an unqualified success. The crowd of ten-thousand spectators was pleased with the entertainment. That the new brick course is up to the expectations of the builders from a speed standpoint was proved when several world's records were shattered. More records are expected to go by the boards before the meeting draws to a close.

The drivers, owners of the cars and speedway officials were pleased with the opening. It was up to the expectations of the most optimistic and record crowds were predicted for today and Monday.

Caucus Will Not Resume Consideration Until Next Wednesday.

WASHINGTON, May 23.—The Republican house caucus on the postal savings bank bill adjourned at 11 o'clock last night until next Wednesday night without having completed the bill. Shortly after the caucus convened it was decided to pass over without action Section 9 of the bill relating to the disposition of the postal savings deposits. This section has been the stumbling block in the way of a caucus agreement, but it is expected that Wednesday it will be taken up and disposed of. The matter of disagreement was on the question of what per cent. of the postal deposits should remain in the local banks.

All of the sections of the bill were read and accepted with slight amendments. The question of taxation of deposits caused considerable disagreement, and long debates, as did the matter of the issuance of the United States bonds in small denominations. It was finally decided that the bonds should be issued in denominations of \$20 up to \$100. About a hundred members were present.

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First event, one-mile time trials—Lytle, in American, 46.06; Kincaide, in National "60," 46.5; Altken, in National "70," 44.3; Bragg, in Flat "90," 39.5; Harroun, in Marmon "0," 41.06; Kerschner, in Darracq "100," 43.4.

Second race—Canceled.

Third race, five miles, 161 to 230 cubic inches—Buick (Chevrolet), won; Cole (Endicott), second; Firestone-Columbus (Frayer), third. Time, 4:41.77.

Fourth race, ten miles, Class B, Division 3, 231 to 300 cubic inches—Marmon (Harroun), won; Marmon (Dawson), second; Pope-Hartford (Fox), third. Time, 8:16.8.

Fifth race, five miles, Class B, Division 4, 301 to 450—National (Kincaide), won; Marmon (Dawson), second; Marmon (Harroun), third. Time, 4:05.76.

Sixth race, ten miles, Class B, Division 5, 451 to 600 cubic inches—National (Altken), won; National (Kincaide), second; National (Wilcox), third. Time, 8:25.94.

Seventh race, five miles (free-for-all handicap, Class D)—National (Greiner), won; National (Tousey), second; Stoddard-Dayton (Reed), third. Time (actual), 5:44.9. Time (handicap), 3:44.9.

Eighth race, five miles, amateur—National (Greiner), won; National (Tousey), second. Time, 4:09.3.

Ninth race, five miles, free-for-all open race—Buick (Burman), won; Flat (Bragg), second; Marmon (Harroun), third. Time, 3:37.24.

Tenth race, one hundred miles, Class B, Division 4, 301 to 450 cubic inches—National (Kincaide), won; National (Merz), second; Jackson (Lynch), third. Time, 1:23:43.12.

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Among the interested spectators and enthusiastic supporters of the speedway, who were on hand to witness yesterday's thrilling flights, were Frank and P. B. Remy, of Anderson, owners of the Remy magneto factory and donors of the magnificent Remy Brassard and grand trophy cup, both of which prizes will be raced for in the feature event of the program on Monday afternoon. The cup is a beautiful silver creation of vase shape and with an intrinsic coin value of \$2,500, while the Brassard is a silver arm shield, bearing to the winner a salary of \$50 a week until the next meeting at the speedway. The Remy's will raise the remuneration to \$75 a week should the victorious car be equipped with a Remy magneto.

The Remy trophy cup goes to the manufacturer entering the car, while the shield and salary are the rewards of the driver himself. Naturally this event makes a strong appeal to the pilot, and as a result every man who holds a wheel in the high-speed events is anxious to get into the struggle for the double Remy prizes.

The Remy Brassard race will be open to stock chassis cars in the medium power class of from 231 to 300 cubic-inch piston displacement class. It will be over a fifty-mile course and is one of the best filled events on the program. The Brassard is the first event of its kind ever run in the motor racing game. The salary feature for the driver made the event one of momentous interest last season. It is doubly attractive this year on account of the magnificent trophy offered for the maker who enters the craft.

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The Remy brothers started the manufacture of magnetos for automobile ignition in the very early days of the industry and their plant from an insignificant structure has grown to one of the largest of its kind in the world. Having achieved success in the game they have ever been to the front when it came to supporting anything that furthered the sport and industry. Loyal to Indiana enterprises they were among the first to offer prizes for the speedway meeting and last season the Brassard brought Oldfield, Zengle, De Palma and other stars into the competition.

The Brassard event which will be for 231-200 cars and over a fifty-mile distance Monday will be offered for the 301-450 class in a century run during the July speedway meeting. The trophies will be awarded to the winners Monday evening, and the first salary payment made next Saturday.

WILL CLIMBS AT WORCESTER

Many Entries Are Received for Events on June 4.

WORCESTER, Mass., May 28.—As the season has been for some seasons, there

which is practically an open event.

Bronson Referee at Flight.

[Special to The Indianapolis News]

PERU, Ind., May 28.—The Converse Athletic Association billed a sparring contest between Young Oliver and Kid Rush, of Anderson, and Young Brown, of Mier, and Young Hyde, of Marion, but the police stopped the second scrap in the second round. Ray Bronson, of Indianapolis, was the referee.

SPORT

SPECIAL AUTOMOBILE TRACK FOR NEW YORK

NEW BOARD COURSE MAY BE
CONSTRUCTED NEXT YEAR.

MOTOR IS POPULAR IN EAST

NEW YORK, May 28.—There is every probability as a result of the success of the initial twenty-four-hour race at Brighton Beach, when more than thirty thousand persons were admitted to the enclosure between the start and the finish of the contest, that New York will have within a year, and perhaps by next fall, a motordrome of one mile or more in circumference. Automobile racing is enjoying its second lease of popularity in the east, if, indeed, its hold on the public has ever lessened since the early Vanderbilt races. And, as has been demonstrated at the Beach circuit, cars of stock type, or approximately so, furnish all the excitement that the enthusiast desire, provided the racers are at all times in full view of the stands.

Only the great special racing machines have proved thoroughly popular in eastern road races. Any contest engaging specially constructed machines has served to draw tremendous crowds from the metropolis. On the other hand, the last Vanderbilt cup race, the only renewal of the classic in which the conditions specified strictly stock cars, failed to attract nearly as large a crowd as the earlier affairs of the kind.

The proposition to construct a motordrome in the vicinity of New York is by

AUTO MAKERS STIRRED BY REFEREE'S DECISION

PARDINGTON'S RULINGS AT
SPEEDWAY STARTS COMMENT.

MANY PROTESTS ARE MADE

The action of referee A. R. Pardington and the technical committee in barring the Buick Model 16 A, 16 B and the Jackson 20, Cutting 50, Westcott American speedster, Fuller and Empire cars from the stock car events has created a profound sensation among automobile manufacturers and it is expected to mark an epoch in the history of automobile racing. The A. A. A. asserts that the time has come to draw the line between stock and racing cars if the sport is to be preserved.

When the technical committee's report on the above-named cars was received and they were placed under the ban the entrants immediately filed a protest. W. C. Durant, president of the Buick Motor Company, was vehement in his protest. He asserted that the Buick cars were of the regular stock kind and that fifty are now in the course of construction at the factory. An A. A. A. rule is to the effect that twenty-five cars shall be made before one of that class can be designated as a stock car.

Buicks Threaten to Withdraw.

When the Buick people could not get their cars reinstated yesterday they threatened to withdraw all their entries, and because they were slow in coming on the track it was necessary to rearrange the program. Referee Pardington threatened to penalize the Buick company by disbarment for a year if it refused to start entered cars where they were eligible. Two Buicks were later

NEAR ACCIDENTS THRILL SPECTATORS

Big Crowd at Motor Speedway
Does Not Lack Excitement
on Opening Day.

POPE-HARTFORD ILL-FATED

Car Eventually Wrecked After Early
Narrow Escape—Oldfield and Kin-
cade Have Close Call.

There were several near-accidents in the Indianapolis motor speedway race yesterday and the big crowd did not lack real thrills. Several times it was brought to its feet when one of the thundering cars threatened to become unmanageable.

The most unfortunate driver and car entered in the afternoon's events were Fox and his Pope-Hartford. This daring driver apparently was pursued by an evil fate all day and at the finish he was glad that he got through as well as he did. His car was eventually wrecked in the fifteenth mile of the Prest-o-Lite trophy race when one of the front wheels gave way on the northeast turn of the course and the machine was precipitated into a ditch beside the track. Fox was driving at full speed at the time and that he escaped without injury is regarded as miraculous.

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The makers of all the barred cars are loud in their protests, and they assert that they will be reinstated as soon as thorough investigation has been made.

The action of referee Pardington in putting a ban on such a large number of cars probably will receive the sanction of many manufacturers, who have long alleged that stock car specifications have been violated. The action seriously affected the speedway race meeting, as it caused the withdrawal of cars in thirteen events, in which they were expected to take an important part.

All the cars were eligible to the Wheeler-Schebler cup race this afternoon, which is practically an open event.

Bronson Referee at Fight.

[Special to The Indianapolis News.]

PERU, Ind., May 28.—The Converse Athletic Association billed a sparring contest between Young Oliver and Kid Rush, of Anderson, and Young Brown, of Mier, and Young Hyde, of Marion, but the police stopped the second scrap in the second round. Ray Bronson, of Indianapolis, was the referee.

SPORT

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Narrow Escape—Oldfield and Kincade Have Close Call.

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The most unfortunate driver and car entered in the afternoon's events were Fox and his Pope-Hartford. This daring driver apparently was pursued by an evil fate all day, and at the finish he was glad that he got through as well as he did. His car was eventually wrecked in the fifteenth mile of the Prest-o-Lite trophy race when one of the front wheels gave way on the northeast turn of the course and the machine was precipitated into a ditch beside the track. Fox was driving at full speed at the time and that he escaped without injury is regarded as miraculous.

Earlier in the afternoon just before the start of the first event he was sending the ill-fated Pope-Hartford along at a tremendous clip, in front of the judges stand and in full view of the early spectators in the grand stand the brake was applied, apparently with too much force, as the big car skidded completely around and faced the other way. The hair of the witnesses experienced the bristly feeling at that time.

Oldfield Has Close Call.

Barney Oldfield had one of the snuggest narrow escapes of his long racing career early in the afternoon when practicing with his big Knox car. While running at the rate of eighty miles an hour on the back stretch the steering knuckle broke and for a moment he lost complete control of the machine. It started up the bank as if it would jump the track, but Oldfield used all his strength and managed to get it straightened again. He then applied the brake and brought the machine to a standstill. The speed king congratulated himself over his narrow escape.

"One can never tell when an accident is going to occur," said Barney, "when he is hurtling along close to one hundred miles an hour. Everything depends on the machinery, and if the smallest part gives way there is liable to be trouble."

Kincade Scares Spectators.

When one of the rear tires on Kincade's National, that won the one-hundred-mile Prest-o-Lite feature event yesterday, gave way in front of the stand in the sixtieth mile the car swerved badly and gave the spectators a bad scare. For a moment it looked as if the machine was heading toward the judges stand and several spectators there started to run.

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ROAD COURSE MAY BE

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"Take the wheel, Don!" cried Kincade to Herr, his mechanic, as the big car began to careen because of the plucky driver's inability to hold it steady with one hand.

Quick as a flash Herr leaned over, grasped the wheel and the three serviceable hands of the two men straightened the car.

At one time all three Nationals in the Prest-O-Lite race were in front of the National repair pit at the same time, being equipped with new tires. Apparently the greatest danger in racing on the newly constructed brick speedway is in the tires. The track is perfectly smooth, and as long as the tires remain whole, according to drivers, there is little danger. There was considerable tire trouble yesterday, however, and the drivers are now on the alert and frequent changes of tires will be made. The tires will be carefully examined whenever the cars are stopped at the repair pits.

CLEAN SCORE FOR COLUMBIA

Car Does Good Work in All-Connecticut Endurance Run.

Only one car, the Columbia forty-five-horse power stock roadster, driven by [unclear] with perfect road and

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