

ADDITIONAL

INDIANAPOLIS CARS GAIN FAME IN WEEK'S EVENTS

NATIONAL, MARMON AND PREMIER
ATTRACT ATTENTION

AT NEW YORK AND PITTSBURG

[By Correspondent.]

The last week has added a notable string of victories to the belts of Indianapolis manufacturers of motor cars. The National and American have pulled victories out of the New York carnival races, while the Marmon and Premier have shown up with clean scores in the big three-day reliability run out of Pittsburgh.

While the contests were in different fields probably the most notable of the victories was that of the National company, which cleaned up all the six-cylinder events at New York with its "Big Six" stock car and made a handsome showing with its "Little Four," selling at \$2,700, against much higher-priced cars.

In the hill climb at Ft. George on Monday the National "Big Six," driven by John Aitken, won the six-cylinder event, defeating the Stearns. In the free-for-all it defeated all the American cars entered and the French Renault, being beaten only by the Bens and Panhard special racing cars of 120 horsepower each. The "Little Four" won second place in the \$4,000 class and third in the \$2,000 class.

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Prominent in

National Motor Vehicle Company,
Marmon, Premier Automobile,
Stearns. Fort George Hill Climb,

Charley Merz, Johnny Aitken,
Renault.

New York Motor Trade Association,
Jamaica New York Time Trials.

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In the \$4,000 class for four-cylinder cars the American won both the mile and two-mile events.

Newby Tells of Carnival.

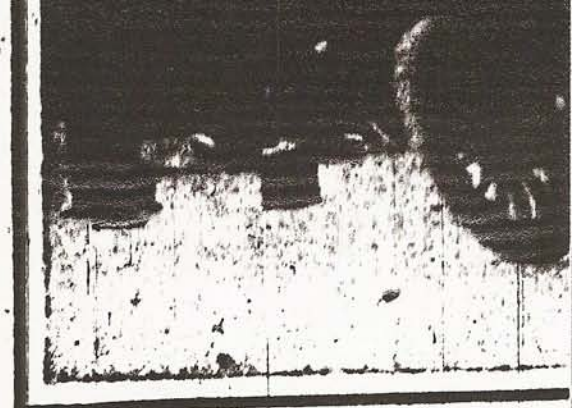
Arthur C. Newby, secretary of the National Motor Vehicle Company, returned yesterday from New York, where he witnessed the races. "The carnival week of the New York Motor Trade Association," said he, "has come to be recognized as the opening of the motoring season throughout the country and attracts enthusiasts from all over the country. I was pleased with our victories, of course, not merely because they demonstrated the superiority of the national all-ball-bearing construction, but because every event that brings Indianapolis to the front as a center of automobile manufacturing is helpful. As a matter of fact, some of the best cars in the world are made right here in Indianapolis. The Indianapolis manufacturers have not gone in so much for quantity, but when it comes to quality, to the selection of the best materials and design and to their extreme care in workmanship that insures the best construction, the Indianapolis factories take the highest rank.

"While in New York I was pilled with inquiries about the new speedway. It is the general expectation that the Indianapolis speedway will equal, if not exceed, the famous Brooklands course in England, and we hope to see the fastest time of the world made on it. As soon as it is finished, we shall undertake the greatest fast endurance trial the world has known, when we put a National stock car on to do 1,000 miles a day for ten days of continuous running."

Detroit Council Gives Cup.

A remarkable official action has been taken by the authorities of Detroit with regard to the 1909 touring contest for the Glidden and Hower trophies. This action is the appropriation of money from the city's fund for a trophy presented in the name of the city.

When it was decided that the tour should start from Detroit the manufacturers of that city pledged fifteen entries, and the Board of Commerce wanted to donate a prize for the winner in the toy tonneau class. Mayor Breitmeyer requested that the business men defer action for a while, and they did so.



Premier car, second day out of this week. Ray McNamara, of I

The National "Big Six" winner, trials, Jamaica, Long Island, this Merz, driver.

stars of the automobile races, the principal feature of the spring festival. The driving was spectacularly thrilling, but no accidents marred the sport. Summaries:

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Five miles, \$2,500 and under, stock Lewis Strang, first; Bone, second; D third; Ruth, fourth.

Ten miles, free-for-all—Chevrolet, Bone, second; De Witt, third; Ruth, Time, 10:21 1-6.

Hope M. C. A. will Relent

It is still hoped in many quarters the Manufacturers' Contest Association will not interfere with the ocean-to-contest. Strength is lent to this by the change of rules announced yesterday which follows the recommendation by the M. C. A.

The new rule does not permit change of any vital part of the mechanism and will insure that drivers take their cars for the reason that should have to make a replacement, they no longer be eligible for the prize. In the old rule it was necessary to a frame intact to Seattle, but the new ruling not only the frame but axles, cylinders, crankcase, transmission and steering gear must also be in arrival at Seattle, although small such as valves, plugs and nuts and also electrical apparatus, can be changed at will.

All Cars on Equal Basis.

This rule puts the manufacturer of high-priced cars on an equality with the manufacturer of cheaper manufacture, the contention being that the cheaper car might change parts on a strenuous run of that kind, while the expensive car would not. On the other hand if the cheap car gets through without breaking an important part, so much more honor is due it. The regulation of the contest

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Appropriation a Surprise.

The reason for the mayor's request became apparent when Chairman Frank B. Hower received the other day a notification that instead of the toy tonneau trophy being given by the merchants the city of Detroit had appropriated \$250 for the purchase of the prize for the winner in this class. Contrary to the usual procedure the matter of appropriation was not referred to any committee but was unanimously voted by the Council. A committee headed by the mayor was appointed to purchase the trophy which will be known as the "Detroit cup."

Entries for the Glidden tour close on May 15 this year, which is unusually early, but the inducement of the contest is much greater than ever before, and Chairman Hower has now in hand quite a lot of paid up entries of cars of all sizes, with many more that are most positively pledged, like those of the Detroit makers and which surely will be entered.

Although a few still favor touring rules that permit a lot of cars being tied at the finish with perfect scores and do not deem such a finish farcical, there are more manufacturers welcoming the conditions of a true contest, in which the rules make it certain that a winner will be evolved.

Strang and Chevrolet Star.

Over a dust laden track at Nashville, Tenn. yesterday, Lewis Strang and Louis Chevrolet, of the Buick team, were the

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TOWNSHIP SCHOOL C TRIAL BEGINS MO

PATRONS SEEK THE ERE
Lewis Strang, Louis Chevrolet. DING

OLD STRUCTURE CONDE

(Special to The Indianapolis Ne
LEBANON, Ind., May 1.—V
known as the Marion township
case is set for trial in the Boone
Court next Monday. George Goo
plaintiff, and Charles C. Howard,
of Marion township, the defend
end sought by the plaintiff is t
solidation of three or four sch
tricts in the north part of Mario
shin and the erection of a grade

WHAT Other Women
—are—
DOING

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The regulation of the contest as far West as St. Louis also met with favor. It enforces rest periods every day on the drivers and at the same time gives them as hard a schedule as a heavily loaded car can make. The scheduled speed is at all times less than twenty miles an hour, which should have a good effect on the legislative situation.

Keeping up the idea of an ocular demonstration of the worth of a car instead of placing the onus of penalizing it in the hands of a committee, the new rule also contains a provision whereby the car arriving at an overnight control late will not be allowed to leave until twelve hours have elapsed. The schedule is so hard that there is no doubt that the cars will check out of St. Louis, the last

control point, at different times, although, of course, it is hoped that they will be able to keep together.

MERRIAM SECOND IN SWIM.

Indianapolis Swimmer Allowed to Compete at Chicago.

CHICAGO, May 1.—H. G. Handy, the star Illinois Athletic Club swimmer, won the 440-yard Central A. A. U. championship, the event race over which considerable controversy arose regarding the eligibility of certain entries, and which officials of the A. A. U. ordered reswam at the Chicago Athletic Association pool last night. Handy's time was 5:51 2-5.

W. S. Merriam, of Indianapolis, representing the C. A. A., finished second, and H. A. Frizelle, of the I. A. C., third. Handy never was in danger of defeat, although Frizelle gave the winner a hard race for the first quarter.

In the preliminary game for the National A. U. A. water polo championship, the Missouri Athletic Club team defeated the I. A. C., 4 to 1.

The mile championship and the 160-yard open relay events were to be decided today at the I. A. C. Handy, Weber, Chilville Ferguson and Merriam are entered in the mile event. The relay race will be a struggle between the I. A. C. and C. A. A. teams.

MOTORCYCLISTS PLAN RUN.

Indian Riders Expect to Make Trip to Greenfield To-Morrow.

G. H. Westing & Company expect sixty-five or seventy riders of Indian motorcycles to participate in the run to Greenfield and return to-morrow. The run will be via Brookville, Palestine and Fountaintown. Good roads are reported.

Press Team Cancels Game.

The Press team will not play at Portland as previously announced, the game being postponed on account of cold weather. All members of the Press team are requested to report at Capital City Park Sunday morning for practice. The Press team would like to hear from the White Sox, Gold Medals, A. B. C.'s, Merits, T. T.'s, Newcastle, Lebanon or any strong semi-professional teams in the city or State. Address Manager Paul S. Hawkins, of The News pressroom. The Press team would like to arrange a game for May 9.