

# Speedway Races W

## REMY TROPHY RACE FEATURE FOR TODAY

Prize Event Only Long Distance  
Contest on the Program at  
Speedway.

### STOCK CARS WILL COMPETE

Marion and Marmon Machines  
Entered in Field of Seven for  
Fifty-Mile Grind.

*By H. G. Deupree.*

The only long-distance event on today's program will be the fifty-mile battle in the 231-300 cubic inch class for the rich Remy Grand Brassard and Trophy Cup, the combination award posted by the owners of the Remy Magneto Factory at Anderson, Ind. The Brassard is an arm shield of silver, carrying with it a salary of \$50 a week to the successful pilot and \$75 a week providing the victorious car is equipped with a Remy high tension magneto.

The Remy Grand Trophy is a magnificent silver vase-shaped cup with an intrinsic coin value of more than \$2,500. This piece of exquisite workmanship will be awarded to the firm or individual nominating the winning car. Each of these trophies must be defended again at the July meeting on the Speedway track.

A classy field of stock cars will start for this attractive double prize. Drivers are particularly anxious to corral a prize of this kind which has a real money value and is worth much more to them than the most expensive cups in the

## Start of Wheeler-Scho



## READY FOR STATE TOUR JEFF

### BOOSTERS WILL USE AUTOS SURPR

MEMBERS OF TRADE ASSOCIATION, WHO  
WILL VISIT SEVERAL TOWNS, WILL  
BE ESCORTED BY FLEET OF  
OVERLANDS.

UNDEFK  
THROU  
WOR



This piece of exquisite workmanship will be awarded to the firm or individual nominating the winning car. Each of these trophies must be defended again at the July meeting on the Speedway track.

A classy field of stock cars will start for this attractive double prize. Drivers are particularly anxious to corral a prize of this kind which has a real money value and is worth much more to them than the most expensive cups in the world. The Brassard is a unique trophy and the first of the kind ever offered for a motor race or any other kind of competition in this country.

#### Buick Pilots Ruled Out.

Chevrolet and Burman, the daring Buick pilots, are particularly grieved that the ruling of the contest board robs them of cars and prevents their entrance for the Remy trophy. Both Chevrolet and Burman are enthusiastic users of the Remy magneto and have won all their victories in cars equipped with this famous Hoosier-made ignition system.

Arrangements for the offering of the Remy Brassard were made at the last minute and the race was substituted for the G & J trophy event originally scheduled and which was postponed until the July meeting. At the next meeting of the Speedway the unique Remy prizes will be hung up for the bigger cars, as it will be open only to machines in the 451-600 cubic inch class.

Last season the Remy Brassard was won by Oldfield in the great Benz car, but Barney was forced to leave a trail of records for twenty-five miles in order to beat De Palma, Zengle and other famous pilots who started in the contest. It proved the most interesting battle on the three-day program.

In the race today the following cars will start: Pope-Hartford, driven by Fox; Jackson, driven by Scheffler; Great Western, driven by Kincade; Marlon cars driven by Tinkler and Anderson; Warren-Detroit, driven by Miller, and Marmon, driven by Harroun.

The Remy Bros., who own the big plant, the largest of the kind in the world, devoted to the manufacture of automobile ignition systems exclusively, at Anderson, Ind., are enthusiastic supporters of the sport of automobile racing. The success of their magneto upon racing cars has been one thing that has drawn them into the game.

When the big Indianapolis Speedway project was launched the Remy Bros. were among the first automobile men in the state to show their pride in Indiana enterprises and offered the fine trophies which carry their name. Like many other successful men in the motor car and accessory business, the Remys are young men and in a few short years have built a fortune through the merit of their patented ignition system.

The factory at Anderson is one of the most completely equipped manufacturing institutions in the state. It employs over 1,000 men and the magnetos are shipped in car load lots all over the country.

#### Drives National "Forty."

The National car, which Johnny Aitken brought into third place after a great drive in the 200-mile race for the Wheeler-Schebler Trophy Saturday afternoon, was a regular four-cylinder stock National "forty," instead of a "six-sixty," as was

## BOOSTERS WILL USE AUTOS SURPRISE

MEMBERS OF TRADE ASSOCIATION, WHO WILL VISIT SEVERAL TOWNS, WILL BE ESCORTED BY FLEET OF OVERLANDS.

Although automobile interest is largely centered in the Speedway races today there are several motorists in this city and over the northern part of the state who are looking forward with enthusiasm to the journey of Overland cars that will form a feature to the boosting trip of members of the Indianapolis Trade Association tomorrow.

The Trade Association members depart from the city in the morning in their private interurban car and the Overland escorts will go overland headed by the pathfinder, Carl G. Fisher.

These touring cars will carry the business men to their interurban car, then travel over the roadways to the next town, where a stop will be made, and be waiting to be at the service of the boosters. These machines will be driven by experts from the factory here and are all brand new cars. They will be modestly decorated with Overland pennants such as used during the Speedway races on the three press cars.

#### Agents Prepare Welcome.

The Overland agents in every town along the route from here to South Bend and return have promised to co-operate and will form a reception committee at every stop with extra cars. These cars will add both pleasure and comfort to the trip and will be instrumental in making the crusade a success. Considerable interest has been aroused along the entire route through the Overland agents, who have been the leaders in every town in talking and preparing for the visit of the local business men.

At some of the places to be visited parades will be held, and the Overland cars will come in handy at such times. Several unique and interesting features are being planned by those who will ride in the autos. Will H. Brown, vice president of the Overland Company; Frank L. Moore of the Fisher Automobile Company and several other business men will take advantage of this opportunity to enjoy a motor trip through the state.

#### SAYRE SHOTS OFF TIE.

SPRINGFIELD, Mass., May 29.—Returns from Official Scorer Reginald E. Sayre of New York show that the Smith & Wesson Revolver Club of this city has won the shoot off of the tie for the lead in the United States Revolver Association Indoor League from the Golden Gate Revolver Club of San Francisco.

Today's Events at

UNDEFINED THROUGH

BEN though the Jeff gymnas when t through largest since t treme none of He wor ter and dripping

Amon was Jim promote in acti New Y pressed physica Jeffries weight, me to tion as in Hart "I ha as hush him clo opinion than h Sam B cisco in machin Santa is expe morrow

JO Receive

SAN : Johnson crowd at beach. crowded him last then pu today w Jim Ne time-b parts ex showing him to the time Johnson ing, toss ercises c grew im weights "Oh put Johnson house w viting h ing. Ne disturba ion. The b which f

Remy Brassard



N. Delaware street.  
 Indianapolis Automobile Co.  
 6 W. Maryland street.

**Well** Wilcox & Clemens  
 Auto Co., 19 W. Ohio St.  
**MOTOR CAR CO.**  
 ry, 743-750 E. Wash.

**tric** Duggan & Alkess, Apts.  
 22nd St. Garage  
 ly and Wheel Co., W.  
 ills. 97 either phone.

**STUDEBAKER.**  
 309-15 N. Penn. St.  
 ply Motor Car Co.  
 ry, 29th st. and Canal.  
 Tire Co., 308 North  
 are. Both phones.

**Motor Car Sales Co.,**  
 215 N. Delaware St.

**STUDEBAKER.**  
 309-15 N. Penn. St.

**IN** Ashburn, DeYamblé, Richmond  
 Rider, Lays, 322 N. Del. St.

ling Motor Car Co.,  
 West Market Street.

W. St. Clair St.,  
 Mrs. Work guaranteed.

Indianapolis Rubber Co.  
 and S. Liberty St.

tor Sales Co., 759 E.  
 Washington Street.

reay-Willis Co., 113-  
 West Market street.

ernational Harvester Co. of Amer-  
 ca, 230 South Capital Avenue.

**OFF** \$1750. 10th. St.  
 & Ft. Wayne av.

**stcott** Co-Auto Motor Co.  
 23-25 E. Ave.

utomobile Co., 332-334  
 1/2 Block N. Mass Ave.

Makers of Brass Wind Shields,  
 10th Street and Canal.

or Car Co., 142 West  
 St.

**MOTOR CAR CO.**  
 10th St. and Canal

and Marmon. Factory  
 ranch Mer. and N. Y.

well-Briscoe Ind'pls.  
 Illinois and Vermont.

toFarlan Six Sales Co.  
 16 State Life Bldg.

ernational "Blue Rib" box, 2142  
 Capitol Ave. Shide's Everything

ry-Willis Co., 113-117  
 West Market street.

l. Livery and Garage,  
 North New Jersey.

**45** Moon Motor Car Co.  
 54 Kentucky Avenue

Motor Vehicle Co.,  
 22d St. & L. E. & W.

**G CO., Indianapolis**  
 to Race Casino. Phone 19

Automobile Company,  
 North Delaware St.

Avenue and Drovers,  
 Dept. 15th and Big 4

**Knickerbocker Auto Co.,**  
 330-36 E. Market St.

**AUTO CO. FACTORY.**  
 Ward and Division Streets.

**R-SMITH AUTO CO.**  
 Pennsylvania street.

Motor Car Sales Co.,  
 215 N. Delaware St.

Plating Company,  
 West South Street

Motor Car Co., Inc.,  
 225 S. Shelby street.

Commercial Trucks, Van  
 Hardware & Iron Co.

Auto Co., 224 South  
 Pennsylvania street.

in-Motor Car Company  
 East Market street.

Electric, Frank P. Fox & Co.  
 27-33 N. Capital Ave.

**LETTIS & DIAMOND CO.,**  
 Capitol, Phone North 1305

Auto-Engine from East  
 321 W. 28th Street

pls. Co., Frank Staley,  
 Mgr., 309-15 N. Penn.

**CO., INDIANAPOLIS**  
**AR OILS.**

reay-Willis Co., 113-  
 7 W. Market street.

etrics — The Waverley  
 129 South East street.

**R CAR CO., General**  
 (Moo, 742 E. Wash. St.

Hearsey-Willis Co.,  
 13-117 West Market St

Garage,  
 22 N. Capitol Avenue.

the world, the largest of the kind in  
 plant, devoted to the manufacture of au-  
 tomobile ignition systems, exclusively, at  
 Anderson, Ind., are enthusiastic support-  
 ers of the sport of automobile racing.  
 The success of their magneto upon racing  
 cars has been one thing that has drawn  
 them into the game.

When the big Indianapolis Speedway  
 project was launched the Remy Bros.  
 were among the first automobile men in  
 the state to show their pride in Indian-  
 enterprises and offered the fine trophies  
 which carry their name. Like many other  
 successful men in the motor car and ac-  
 cessory business, the Remy's are young  
 men and in a few short years have built  
 a fortune through the merit of their  
 patented ignition system.

The factory at Anderson is one of the  
 most completely equipped manufacturing  
 institutions in the state. It employs over  
 2,000 men and the magnetos are shipped  
 in car load lots all over the country.

### Drives National "Forty."

The National car, which Johnny Aitken  
 brought into third place after a great  
 drive in the 200-mile race for the Wheeler-  
 Schebler Trophy Saturday afternoon, was  
 a regular four-cylinder stock National  
 "forty." Instead of a "six-sixty," as was  
 reported. The error occurred owing to the  
 fact that the program gave the car as a  
 "sixty."

The National Company had entered the  
 "sixty" in this event and the number al-  
 lotted was 7. Friday night the National  
 officials asked permission from the A. A.  
 A. and track officials to change the entry  
 and place a regular stock National "forty."  
 In the big struggle. The request was  
 granted and the National "forty," which  
 ran under the number of 9 on Friday  
 was quickly pained with a big 7.

The program had gone to press and it  
 was too late to change the announcement  
 from the way it appeared finally in the  
 official list of events. The big six-cylinder  
 "sixty" National was resting peacefully  
 by the National pits, however, when  
 Wagner sent the squadron of motor cars  
 away for the Wheeler-Schebler and  
 Johnny Aitken had the same stock Na-  
 tional four-cylinder "forty," with which  
 he won so many events and created so  
 many new records on Friday.

The National "forty," which really be-  
 longs to the 301-450 class, went out of its  
 class to compete in the open event, which  
 permitted everything up to 600 cubic  
 inches to compete. Only the three Na-  
 tional stock "forties" will start in the  
 A. A. A. championship events today.

### LOUISVILLE TOURISTS ARRIVE.

Forty Automobiles Bring Kentuckians to  
 Speedway Races.

Forty automobiles, carrying more than  
 one hundred passengers, arrived from  
 Louisville yesterday with a party of tour-  
 ists who will witness the races at the  
 Speedway today. The tour was conducted  
 by the Louisville Automobile Dealers' As-  
 sociation. Carl Reimers was pacemaker  
 for the tourists, who left Louisville at 8  
 o'clock yesterday morning. Rain at Mem-  
 phis delayed the cars and six cars were  
 lost on the way, but the tourists all ar-  
 rived here safely before evening. Capt.  
 T. C. Hudson, aeronaut, is a member of  
 the party. The tourists will return to  
 Louisville Tuesday morning.

### DILLON READY FOR BATTLE.

Will Meet Howard Morrow in Bout at  
 Anderson Tonight.

The Memorial day boxing show for Ander-  
 son tonight will bring together two of the  
 best welterweights in the country, Jack Dil-  
 lon of this city and Howard Morrow of Ben-  
 ton Harbor, Mich. The boxers who will par-  
 ticipate in the eight and six-round minor  
 bouts to the main event are Jimmy Watts  
 vs. Young Jack Connors, eight rounds; Tom-  
 my Dillon vs. Portville Kid Brown, eight  
 rounds; Nate Farbs vs. Young Hanson, eight  
 rounds; Young Oliver vs. Kid Romer, six  
 rounds; Tommy Moore vs. Young Christian,  
 six rounds.

### ZBYSZKO DEFEATS OLSON.

Indianapolis Wrestler Appears in Good  
 Form at St. Louis.

ST. LOUIS, Mo., May 29.—Stanislaus  
 Zbyszko, the Polish wrestler, who is  
 matched with Frank Gotch for Wednesday  
 at Chicago, won from Charley Olson of In-  
 dianapolis in two straight falls here tonight.  
 Zbyszko required twenty-eight minutes for  
 the first fall and sixteen for the second. Of  
 the two Olson appeared in the better form,  
 but his antagonist had the advantage of him  
 in weight and compelled him to do most of  
 the heavy work.

the crusade a success. Considerable in-  
 terest has been aroused along the entire  
 route through the Overland agents, who  
 have been the leaders in every town in  
 talking and preparing for the visit of the  
 local business men.

At some of the places to be visited par-  
 ades will be held, and the Overland cars  
 will come in handy at such times. Several  
 unique and interesting features are be-  
 ing planned by those who will ride in the  
 autos. Will H. Brown, vice president of  
 the Overland Company; Frank L. Moore  
 of the Fisher Automobile Company and  
 several other business men will take ad-  
 vantage of this opportunity to enjoy a  
 motor trip through the state.

### SAYRE SHOTS OFF TIE.

SPRINGFIELD, Mass., May 29.—Returns  
 from Official Scorer Reginald E. Sayre of  
 New York show that the Smith & Wesson  
 Revolver Club of this city has won the  
 shoot off of the tie for the lead in the  
 United States Revolver Association Indoor  
 League from the Golden Gate Revolver  
 Club of San Francisco.

## Today's Events at Motor Speedway

Races will start at 1 o'clock.

Barney Oldfield will make trials  
 against time for the kilometer, half  
 mile and mile world's records.

Event No. 1—Stock chassis cars,  
 Class B, Division 1—160 cubic inches  
 piston displacement and under. Mini-  
 mum weight, 1,100. Distance, five  
 miles.

Event No. 2—Stock chassis cars,  
 Class B, Division 2—181 to 230 cubic  
 inches piston displacement. Minimum  
 weight, 1,400 pounds. Distance, ten  
 miles.

Event No. 3—Stock chassis cars,  
 Class B, Division 3—231 to 300 cubic  
 inches piston displacement. Minimum  
 weight, 1,700 pounds. Distance, five  
 miles.

Event No. 4—Stock chassis cars,  
 Class B, Division 3—231 to 300 cubic  
 inches piston displacement. Minimum  
 weight, 1,700 pounds. Distance ten  
 miles.

Event No. 5—Stock chassis cars,  
 Class B, Division 4—301 to 450 cubic  
 inches piston displacement. Minimum  
 weight 2,000 pounds. Distance five  
 miles.

Event No. 6—Stock chassis cars,  
 Class B, Division 4—301 to 450 cubic  
 inches piston displacement. Minimum  
 weight 2,000 pounds. Distance ten  
 miles.

Event No. 7—Stock chassis cars,  
 Class B, Division 5—451 to 600 cubic  
 inches piston displacement. Minimum  
 weight 2,300 pounds. Distance five  
 miles.

Event No. 8—Stock chassis cars,  
 Class B, Division 5—451 to 600 cubic  
 inches piston displacement. Minimum  
 weight, 2,300 lbs. Distance, ten miles.

Event No. 10—Cars, Class D, free-  
 for-all open race. Open to all cars  
 entered at this meet. Distance, five  
 miles.

Event No. 11—Cars, Class D, free-  
 for-all open race. Open to all cars  
 entered at this meet. Distance, ten  
 miles.

Event No. 12—Cars, Class D, free-  
 for-all handicap. Open to all cars  
 entered at this meet. Distance five  
 miles.

Event No. 13—Fifty miles, Remy  
 Grand Brassard and Grand Trophy  
 Cup, stock chassis, 231 to 300 cubic  
 inches, minimum weight 1,700.

Event No. 14—Stock cars, Class E,  
 for the John A. Wilson trophy; valued  
 at \$150; donated by John A. Wil-  
 son of Franklin, Pa., to be awarded to  
 stock touring car that first makes a  
 full mile in one minute or less under  
 regular touring conditions and carry-  
 ing four passengers.

## JOHNSON DRAWS CROWD

Receives Applause of Frisco Fig  
 at Training Quarters.

SAN FRANCISCO, Cal., May 29.—  
 Johnson this afternoon drew the  
 crowd since he commenced his boxing  
 beach. The pavilion in which he was  
 crowded with 1,500 spectators who  
 him lustily as he went through his  
 then put on the gloves. Among the  
 today were Eddie Graney, the  
 Jim Neil, father of Frankie Neil  
 perts—bantamweight champion—  
 perts expressed themselves as pleas-  
 ed showing made by the negro, and  
 him to be in tip-top condition, so  
 the time he has to get ready for J.

Johnson opened the program wit-  
 ting tossing the medicine ball and  
 circles on the mat. One of the en-  
 grew impatient as Johnson was han-  
 dling weights and shouted to the color  
 "Oh put on the gloves. Quit your  
 Johnson grinned back and won  
 house when he replied to the intru-  
 viting him to come up and do a  
 ling. Needless to say there was a  
 disturbance from that quarter of  
 lon.

The boxing consisted of eight r-  
 which five were with George Co-  
 three with Marty Cutler. Cotton  
 champion a good workout, but re-  
 a bleeding mouth. Cutler had an  
 covered from the knockout of the  
 fore, but he was far more cautious  
 not attempt to mix things with  
 About three-quarters of an hour a-  
 up in the gymnasium, and the cr-  
 a cheer as the champion finally le-  
 dressing room. He will box again  
 and then take a layoff from gymn-  
 exercise for several days.

## BRONSON WILL START

Goes to Shelbyville to Officiate i  
 cycle Meets.

Ray Bronson, the local boxer, w  
 fame in the motorcycle game as  
 the ring tomorrow when he will  
 in the motorcycle races at Shelby  
 Bronson will leave today for the  
 the races and from there will go  
 son to witness the Dillon-Morr-  
 which he says will be the best of  
 son. Several fast local boys will p  
 in the races and a large crowd is l

## SOUTHERN LEAGUE.

MEMPHIS, Tenn.—Birmingham  
 Memphis 5-9-5. Batteries—Lower a  
 Allen and McGraw.

## Indianapolis



BILL



N. Delaware street.  
napolis Automobile Co.  
6 W. Maryland street.

**Well** Wilcox & Clemens  
Auto Co., 19 W. Ohio St.  
MOTOR CAR CO.  
ry, 743-750 E. Wash.

**tric** Duggan & Alkess, Apts.  
22nd St. Garage  
ly and Wheel Co., W.  
ils. 97 either phone.

**STUDEBAKER**  
309-15 N. Penn. St.  
pire Motor Car Co.  
ry, 29th st. and Canal.

**Tire Co.**, 308 North  
are. Both phones.  
Motor Car Sales Co.,  
215 N. Delaware St.

**STUDEBAKER**  
309-15 N. Penn. St.  
Ashburn, DeYamblé, Richmond  
Rider, Lays, 322 N. Del. St.

ling Motor Car Co.,  
West Market Street.  
W. St. Clair St.,  
Mrs. Work guaranteed.

Indianapolis Rubber Co.  
and S. Liberty St.  
tor Sales Co., 759 E.  
Washington Street.

reay-Willis Co., 113-  
West Market street.  
ernational Harvester Co. of Amer-  
ca, 230 South Capital Avenue.

**OFF** \$1750. 10th. St.  
& Ft. Wayne av.  
**stcott** Co-Auto Motor Co.,  
23-25 E. Ave.

utomobile Co., 332-334  
1/2 Block N. Mass Ave.  
Makers of Brass Wind Shields,  
10th Street and Canal.

or Car Co., 142 West  
t.  
MOTOR CAR CO.  
10th St. and Canal

& Marmon. Factory  
canch Mer. and N. Y.  
well-Briscoe Ind'pls.  
Illinois and Vermont.

toFarlan Six Sales Co.  
16 State Life Bldg.  
ernational "Blue Rib" box, 2142  
Capital Ave. Shide's Everything

ry-Willis Co., 113-117  
est Market street.  
l. Livery and Garage,  
North New Jersey.

**45** Moon Motor Car Co.  
54 Kentucky Avenue  
Motor Vehicle Co.,  
22d St. & L. E. & W.

**G CO., Indianapolis**  
to Race Casino. Phone 19  
Automobile Company,  
North Delaware St.

Avenue and Drovers,  
Dept. 15th and Big 4  
**Knickerbocker Auto Co.**  
330-36 E. Market St.

**AUTO CO. FACTORY**  
Hard and D'v'ion Streets.  
**R-SMITH AUTO CO.**  
Pennsylvania street.

Motor Car Sales Co.,  
215 N. Delaware St.  
Plating Company,  
West South Street

Motor Car Co., Inc.  
-225 S. Shelby street.  
mercial Trucks, Van  
Hardware & Iron Co.

r Auto Co., 224 South  
sylvania street.  
in-Motor Car Company  
East Market street.

Electric, Frank P. Fox & Co  
27-33 N. Capital Ave.  
**LETTIS & DIAMOND CO.**  
l. Capitol, Phone North 1305

urts-Engine from Seat  
321 W. 28th Street  
pls. Co., Frank Staley,  
l. Mgr., 309-15 N. Penn

**CO., INDIANAPOLIS**  
**AR OILS.**  
rarsey-Willis Co., 113-  
7 W. Market street.

ctrics — The Waverley  
129 South East street.  
**R CAR CO., General**  
(Moo, 742 E. Wash. St.

Hearsey-Willis Co.  
13-117 West Market St  
Garage,  
22 N. Capitol Avenue.

plant, the largest of the kind in the  
world, devoted to the manufacture of au-  
tomobile ignition systems, exclusively, at  
Anderson, Ind., are enthusiastic support-  
ers of the sport of automobile racing.  
The success of their magneto upon racing  
cars has been one thing that has drawn  
them into the game.

When the big Indianapolis Speedway  
project was launched the Remy Bros.  
were among the first automobile men in  
the state to show their pride in Indiana  
enterprises and offered the fine trophies  
which carry their name. Like many other  
successful men in the motor car and ac-  
cessory business, the Remy's are young  
men and in a few short years have built  
a fortune through the merit of their  
patented ignition system.

The factory at Anderson is one of the  
most completely equipped manufacturing  
institutions in the state. It employs over  
21,000 men and the magnetos are shipped  
in car load lots all over the country.

### Drives National "Forty."

The National car, which Johnny Aitken  
brought into third place after a great  
drive in the 200-mile race for the Wheeler-  
Schaebler Trophy Saturday afternoon, was  
a regular four-cylinder stock National  
"forty." Instead of a "six-sixty," as was  
reported. The error occurred owing to the  
fact that the program gave the car as a  
"sixty."

The National Company had entered the  
"sixty" in this event and the number al-  
located was 7. Friday night the National  
officials asked permission from the A. A.  
A. and track officials to change the entry  
and place a regular stock National "forty."  
In the big struggle. The request was  
granted and the National "forty," which  
ran under the number of 9 on Friday  
was quickly pained with a big 7.

The program had gone to press and it  
was too late to change the announcement  
from the way it appeared finally in the  
official list of events. The big six-cylinder  
"sixty" National was resting peacefully  
by the National pits, however, when  
Wagner sent the squadron of motor cars  
away for the Wheeler-Schaebler and  
Johnny Aitken had the same stock Na-  
tional four-cylinder "forty," with which  
he won so many events and created so  
many new records on Friday.

The National "forty," which really be-  
longs to the 301-450 class, went out of its  
class to compete in the open event, which  
permitted everything up to 600 cubic  
inches to compete. Only the three Na-  
tional stock "forties" will start in the  
A. A. A. championship events today.

### LOUISVILLE TOURISTS ARRIVE.

Forty Automobiles Bring Kentuckians to  
Speedway Races.

Forty automobiles, carrying more than  
one hundred passengers, arrived from  
Louisville yesterday with a party of tour-  
ists who will witness the races at the  
Speedway today. The tour was conducted  
by the Louisville Automobile Dealers' As-  
sociation. Carl Reimers was pacemaker  
for the tourists, who left Louisville at 8  
o'clock yesterday morning. Rain at Mem-  
phis delayed the cars and six cars were  
lost on the way, but the tourists all ar-  
rived here safely before evening. Capt.  
T. C. Hudson, aeronaut, is a member of  
the party. The tourists will return to  
Louisville Tuesday morning.

### DILLON READY FOR BATTLE.

Will Meet Howard Morrow in Bout at  
Anderson Tonight.

The Memorial day boxing show for Ander-  
son tonight will bring together two of the  
best welterweights in the country, Jack Dil-  
lon of this city and Howard Morrow of Ben-  
ton Harbor, Mich. The boxers who will par-  
ticipate in the eight and six-round minor  
bouts to the main event are Jimmy Watts  
vs. Young Jack Connors, eight rounds; Tom-  
my Dillon vs. Portville Kid Brown, eight  
rounds; Nate Farbs vs. Young Hanson, eight  
rounds; Young Oliver vs. Kid Romer, six  
rounds; Tommy Moore vs. Young Christian,  
six rounds.

### ZBYSZKO DEFEATS OLSON.

Indianapolis Wrestler Appears in Good  
Form at St. Louis.

ST. LOUIS, Mo., May 29.—Stanislaus  
Zbyszko, the Polish wrestler, who is  
matched with Frank Gotch for Wednesday  
at Chicago, won from Charley Olson of In-  
dianapolis in two straight falls here tonight.  
Zbyszko required twenty-eight minutes for  
the first fall and sixteen for the second. Of  
the two Olson appeared in the better form,  
but his antagonist had the advantage of him  
in weight and compelled him to do most of  
the heavy work.

the crusade a success. Considerable in-  
terest has been aroused along the entire  
route through the Overland agents, who  
have been the leaders in every town in  
talking and preparing for the visit of the  
local business men.

At some of the places to be visited par-  
ades will be held, and the Overland cars  
will come in handy at such times. Several  
unique and interesting features are be-  
ing planned by those who will ride in the  
autos. Will H. Brown, vice president of  
the Overland Company; Frank L. Moore  
of the Fisher Automobile Company and  
several other business men will take ad-  
vantage of this opportunity to enjoy a  
motor trip through the state.

### SAYRE SHOTS OFF TIE.

SPRINGFIELD, Mass., May 29.—Returns  
from Official Scorer Reginald E. Sayre of  
New York show that the Smith & Wesson  
Revolver Club of this city has won the  
shoot off of the tie for the lead in the  
United States Revolver Association Indoor  
League from the Golden Gate Revolver  
Club of San Francisco.

## Today's Events at Motor Speedway

Races will start at 1 o'clock.  
Barney Oldfield will make trials  
against time for the kilometer, half  
mile and mile world's records.

Event No. 1—Stock chassis cars,  
Class B, Division 1—160 cubic inches  
piston displacement and under. Mini-  
mum weight, 1,100. Distance, five  
miles.

Event No. 2—Stock chassis cars,  
Class B, Division 2—181 to 230 cubic  
inches piston displacement. Minimum  
weight, 1,400 pounds. Distance, ten  
miles.

Event No. 3—Stock chassis cars,  
Class B, Division 3—231 to 300 cubic  
inches piston displacement. Minimum  
weight, 1,700 pounds. Distance, five  
miles.

Event No. 4—Stock chassis cars,  
Class B, Division 4—301 to 450 cubic  
inches piston displacement. Minimum  
weight 2,000 pounds. Distance five  
miles.

Event No. 5—Stock chassis cars,  
Class B, Division 5—451 to 600 cubic  
inches piston displacement. Minimum  
weight 2,300 pounds. Distance five  
miles.

Event No. 6—Stock chassis cars,  
Class B, Division 6—301 to 450 cubic  
inches piston displacement. Minimum  
weight 2,000 pounds. Distance ten  
miles.

Event No. 7—Stock chassis cars,  
Class B, Division 7—451 to 600 cubic  
inches piston displacement. Minimum  
weight 2,300 pounds. Distance five  
miles.

Event No. 8—Stock chassis cars,  
Class B, Division 8—451 to 600 cubic  
inches piston displacement. Minimum  
weight, 2,300 lbs. Distance, ten miles.

Event No. 9—Cars, Class D, free-  
for-all open race. Open to all cars  
entered at this meet. Distance, five  
miles.

Event No. 10—Cars, Class D, free-  
for-all open race. Open to all cars  
entered at this meet. Distance, ten  
miles.

Event No. 11—Cars, Class D, free-  
for-all open race. Open to all cars  
entered at this meet. Distance, five  
miles.

Event No. 12—Cars, Class D, free-  
for-all handicap. Open to all cars  
entered at this meet. Distance five  
miles.

Event No. 13—Fifty miles, Remy  
Grand Brassard and Grand Trophy  
Cup, stock chassis, 231 to 300 cubic  
inches, minimum weight 1,700.

Event No. 14—Stock cars, Class E,  
for the John A. Wilson trophy; valued  
at \$150; donated by John A. Wil-  
son of Franklin, Pa., to be awarded to  
stock touring car that first makes a  
full mile in one minute or less under  
regular touring conditions and carry-  
ing four passengers.

## JOHNSON DRAWS CROWD

Receives Applause of Frisco Fig  
at Training Quarters.

SAN FRANCISCO, Cal., May 29.—  
Johnson this afternoon drew the  
crowd since he commenced his boxing  
beach. The pavilion in which he was  
crowded with 1,500 spectators who  
him lustily as he went through his  
then put on the gloves. Among the  
today were Eddie Graney, the  
Jim Neil, father of Frankie Neil  
perts—bantamweight champion—  
peris expressed themselves as pleas-  
showing made by the negro, and  
him to be in tip-top condition, so  
the time he has to get ready for J.

Johnson opened the program wit-  
ling tossing the medicine ball and  
circles on the mat. One of the en-  
grew impatient as Johnson was han-  
weights and shouted to the color  
"Oh put on the gloves. Quit your  
Johnson grinned back and won  
house when he replied to the intru-  
viting him to come up and do a  
ling. Needless to say there was a  
disturbance from that quarter of  
lon.

The boxing consisted of eight r-  
which five were with George Co-  
three with Marty Cutler. Cotton  
champion a good workout, but re-  
a bleeding mouth. Cutler had an  
covered from the knockout of the  
fore, but he was far more cautious  
not attempt to mix things with  
About three-quarters of an hour a  
up in the gymnasium, and the cr-  
a cheer as the champion finally le-  
dressing room. He will box again  
and then take a layoff from gymn-  
ercise for several days.

## BRONSON WILL START

Goes to Shelbyville to Officiate I  
cycle Meets.

Ray Bronson, the local boxer, who  
fame in the motorcycle game as a  
the ring tomorrow when he will  
in the motorcycle races at Shelby  
Bronson will leave today for the  
the races and from there will go  
son to witness the Dillon-Morr-  
which he says will be the best of  
son. Several fast local boys will  
in the races and a large crowd is

## SOUTHERN LEAGUE.

MEMPHIS, Tenn.—Birmingham  
Memphis 5-9-5. Batteries—Lower a  
Allen and McGraw.

## Indianapolis



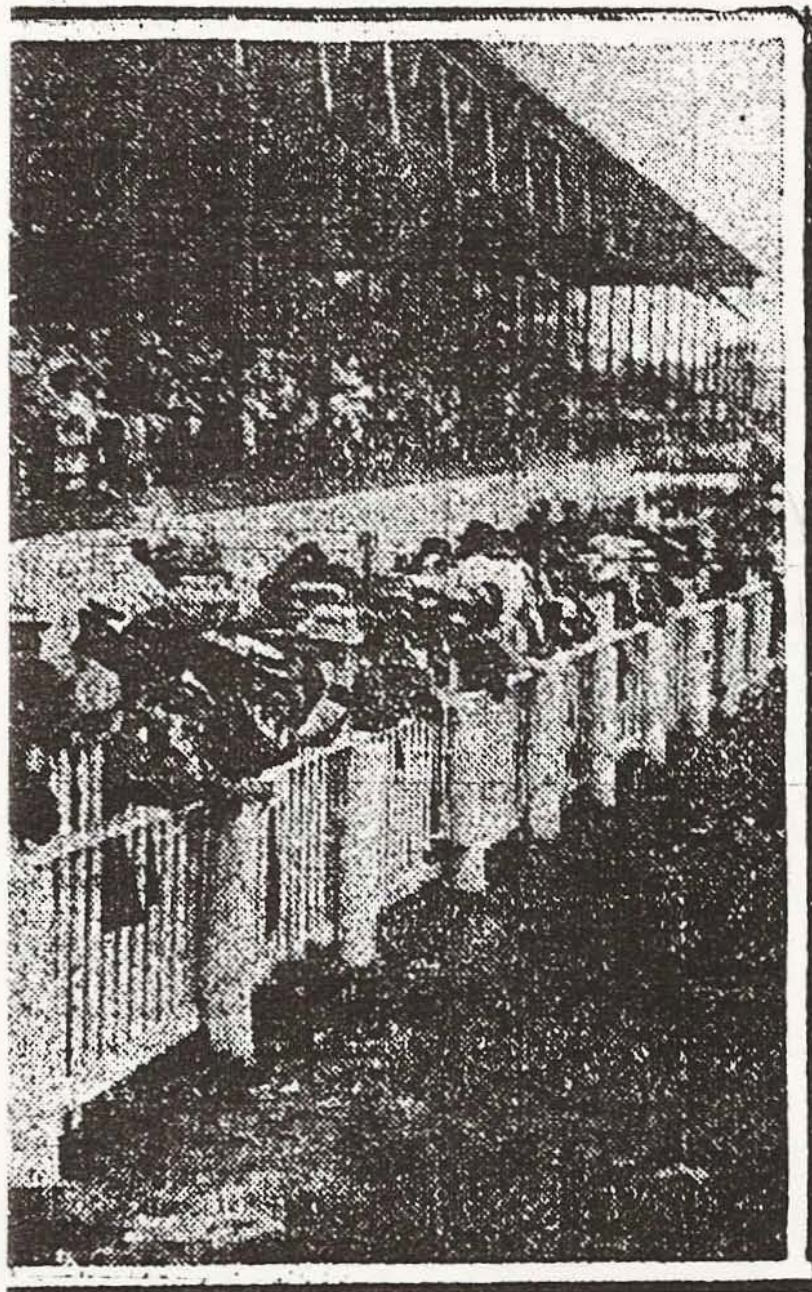
BILL



Indianapolis Star, May 30, 1910

PRICE TWO CENTS.

at Witnessed Auto Races.



THE GRAND STAND.

## CROWD AND AUTOS SET NEW RECORDS

More Than 50,000 People Witness Making of New Motor Marks.

### HARROUN WINS REMY RACE

Daring Pilot Sends Marmon to Front After Escaping Injury in Accident.

### Figure Story of Speedway Crowds

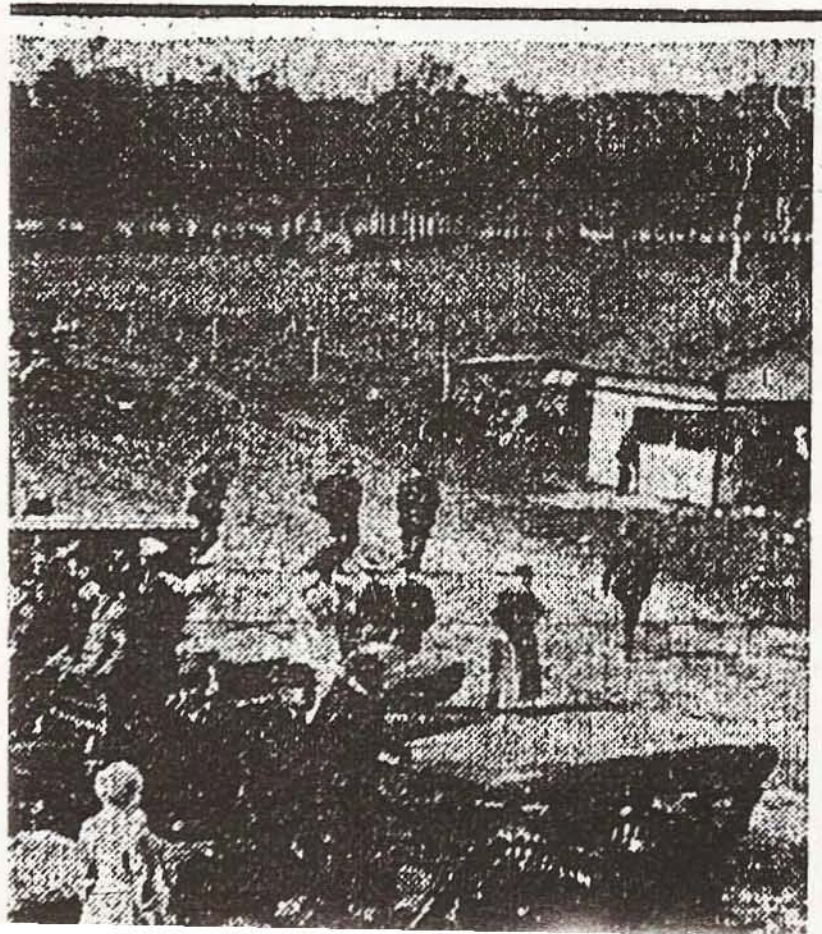
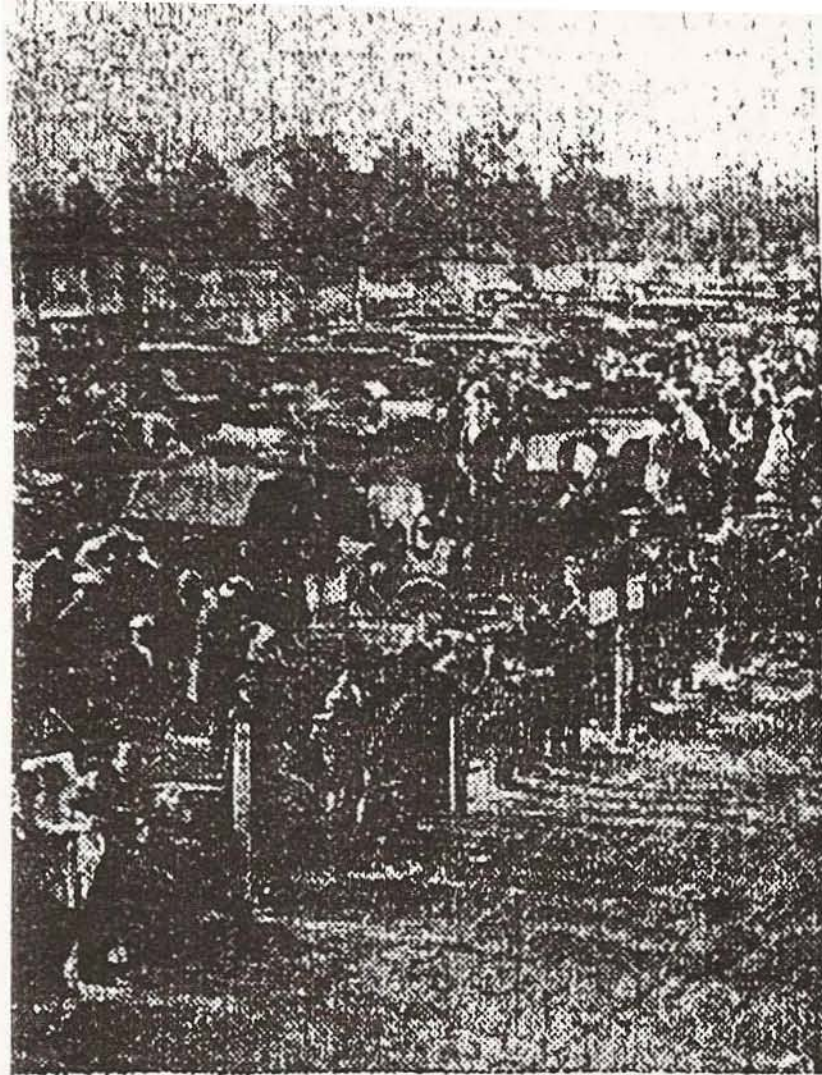
Attendance Monday (estimated), 50,000 to.....	60,000
Attendance Friday.....	15,000
Attendance Saturday.....	25,000
Total for meeting.....	100,000
Autos parked Monday (estimated) .....	2,500
Passengers brought in autos...	10,000
Big Four Passengers.....	19,000
Electric line passengers.....	2,000
Other means of travel.....	20,000
Records made and broken.....	28

New mile record by Oldfield proves track fastest of kind in world.

By C. E. Stuart.

Fitting indeed was the automobile racing climax at the Motor Speedway yesterday when more than 50,000 persons witnessed the making and breaking of ten records of the national track division with Ray Harroun in a Marmon "thirty-two," Barney Oldfield in a Knox "sixty" and the 300-horse-power Benz-Louis Chevrolet





RAY HARROUN in a Marmon thirty-two, Barney Oldfield in a Knox "sixty" and his 200-horse-power Benz, Louis Chevrolet in a Buick Model "ten" and Johnny Aitken in a National, the makers of more motor racing history than ever has been crowded into one day before. Harroun captured the feature event of the day, the Remy Grand Brassard, and set a new fifty-mile record for cars of the 231-300 cubic inch class, making the distance in forty-one minutes, forty-two and thirty-three one hundredths seconds.

Harroun's performance won a thunderous ovation from the largest throng that ever attended a speedway race meeting anywhere, and Barney Oldfield elicited another demonstration when in two trials he broke the national track records for one kilometer (.621 mile) and one mile. The new kilometer record is 21.45 seconds, while the old one was 23.7 seconds, set by Oldfield at Los Angeles motordrome. The new mile mark is 35.06 seconds, which supplants Oldfield's former mark of 36 seconds flat, made at Cheyenne, Wyo., and his record of 36.22 seconds made at Los Angeles.

#### Outshines Turf Classic Crowds.

Even Louisville with its great Kentucky Derby day never has drawn such a crowd as that which watched the dashing cars at the Speedway yesterday afternoon. No classics of the turf or track have created more enthusiasm than did the flying steel steeds as they sped on their way yesterday. Bleachers and stands were filled to the rails, the auto parkway was covered with machines and thousands stood at the track side behind the protecting wall and fence and gazed at the deeds of noted pilots as they sent their mounts around the big course in quest of the coveted prizes offered.

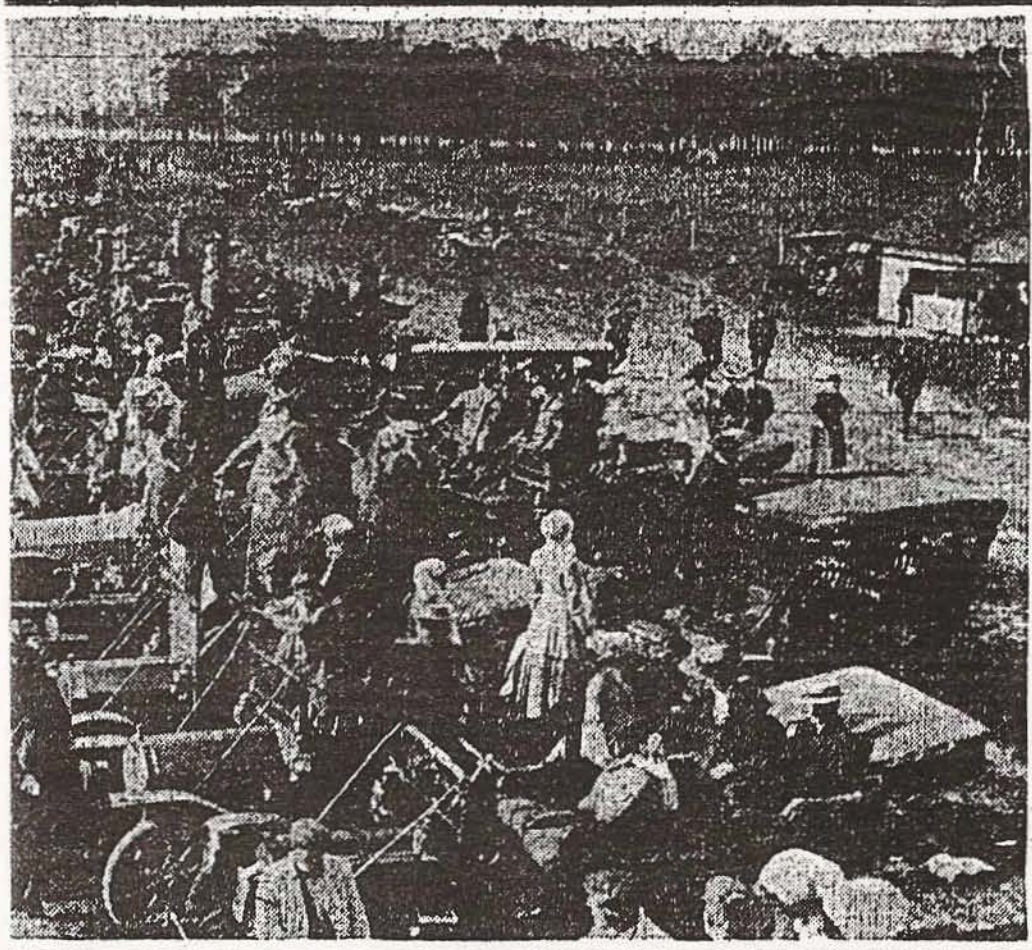
Standing in their automobiles, seated on every available place the big Speedway plant affords, grouped together in the track inclosures with ropes as limit lines and squads of armed militiamen standing near by to see that none of the more imprudent should venture too near the bricked way over which the speedmakers were tearing, spectators paid the best testimonial to the popularity of motor racing as a sport that ever has been recorded in this country. Intense in their attention, their eyes riveted to the fast moving group of men and mechanical bodies as they sped round and round the paved course, the spectators gave vent to their enthusiasm in resounding cheers that deadened even the sound of the humming, barking motors as they made their onslaught on time.

#### Fans Follow Championships.

The national championship races for stock cars of the various classes proved a magnet for motor fans, and long trains of hurrying machines swept across the country from all directions into Indianapolis all day yesterday. From Louisville and Cincinnati, St. Louis, Chicago, and even from Detroit, they came and the smaller cities of Indiana poured caravans of automobiles carrying loads of dusty tourists into the metropolis.

From early morning till late at night the roads leading to the Speedway were packed with motor vehicles and pedestrians.





SOME OF THE THOUSANDS OF AUTOMOBILES PARKED ON THE GROUNDS.

Even Louisville with its great Kentucky Derby day never has drawn such a crowd as that which watched the dashing cars at the Speedway yesterday afternoon. No classics of the turf or track have created more enthusiasm than did the flying steel steeds as they sped on their way yesterday. Bleachers and stands were filled to the rails, the auto parkway was covered with machines and thousands stood at the track side behind the protecting wall and fence and gazed at the deeds of noted pilots as they sent their mounts around the big course in quest of the coveted prizes offered.

Standing in their automobiles, seated on every available place the big Speedway plant affords, grouped together in the track inclosures with ropes as limit lines and squads of armed militiamen standing near by to see that none of the more imprudent should venture too near the bricked way over which the speedmakers were touring, spectators paid the best testimonial to the popularity of motor racing as a sport that ever has been recorded in this country. Intense in their attention, their eyes riveted to the fast moving group of men and mechanical bodies as they sped round and round the paved course, the spectators gave vent to their enthusiasm in resounding cheers that drowned even the sound of the humming, barking motors as they made their onslaught on time.

#### Fans Follow Championships

The national championship races for stock cars of the various classes proved a magnet for motor fans, and long trains of hurrying machines swept across the country from all directions into Indianapolis all day yesterday. From Louisville and Cincinnati, St. Louis, Chicago, and even from Detroit, they came and the smaller cities of Indiana poured caravans of automobiles carrying loads of dusty tourists into the metropolis.

From early morning till late at night the roads leading to the Speedway were packed with moving vehicles and pedestrians and the trains which hurried back and forth every twenty minutes were filled with a mass of humanity that taxed their carrying capacity. Every possible means of locomotion was mustered into service, and as early as 9 o'clock in the morning the crowds were beginning to reach the race course. From that time until 2 o'clock in the afternoon the gates were clogged with a steady stream of ticket holders.

At night, after the big race meeting had passed into history and the final curtain had been rung down on the speed arena, the sea of humans flowed back to the city in streams that taxed all highways and ways of travel.

#### Great Crowd Handled Safely.

Systematic detail worked down to a fine point proved the salvation of the Speedway management yesterday, for the throng was handled without difficulty, and the one or two cases of exhaustion induced by overexcitement were the only ones that were reported.

The Speedway Guard which policed the big tract of ground did its work well and every spectator was held in bonds of safety throughout the meet. Guards appeared everywhere, and at points at which danger seemed the greatest squads with ready weapons used their persuasive powers to prevent man from rushing forth into the danger zone.

The records which have been made at the Speedway this time show the possibilities of the great course and prove the track to be the fastest of its type in America. Oldfield's performance in reducing the speedway records of the United States taken as a sign that the brick way will be a scene of other successful attempts in future days for Oldfield himself believes he could lap another second off the mark he made yesterday after he had driven over the track a few more times.

Sensational finishes marked several of the races and the throng rose to its feet to get a better look at the sharp speed tilts which came at the finishes. Not an accident marred the afternoon and the injury of Herbert Lytle Saturday stands as the lone bit of human toll paid to the speed king. Lytle's left leg, which was broken just above the knee, is mending well and the injured pilot will be in shape again before many weeks have passed.

#### Harroun Hero of the Day.

Ray Harroun proved the all-day feature man on the course yesterday, for he not only won the big event of the program and figured in other winnings, but furnished the excitement of the forenoon. While working out his fast Marmon Wasp Harroun went through an experience that astounded those who saw him, and in a dash into the wall tore up the yellow car, but escaped unscathed. A front tire blew out and left the speeding machine's pilot at the mercy of uncertain traveling. Unable to hold the machine in its course.

CONTINUED ON PAGE 6, COLUMN 4

## POKER GAME

### “OY” FIGURES

SQUIZE PASSES WITHOUT EXCITING ALARM, AND ON PLAYERS.

it looked like a bunch his arm Patrolman Princeton Hotel on last night and at a venter started for the five point was Room

marked to the clerk, the desk. as hotel clerks do laundry men. Shu-up. He reached the shed toward the third, who eyed him close the laundry into a tion and said: are's forty-five? war not locked. Shu-stuck his laundry in then he smiled and the floor, and eleven out two round tables looked inquiringly at the game's pinched," joy. Master Harry Frank-Barmfuhrer, White, followed hard on the and the bustling of sounded the alarm as

they ran up the stairways. But the alarm was too late. Disguised by a bundle of laundry, Shubert had the case well in hand, and the others of the raiding party were only in time for the "round up."

Charles Frady, alias Calvin, was slated at Police Station as the keeper of the poker game. James Garretty of the Princeton Hotel Company was among those arrested. The remaining men arrested were local gamblers and visitors in the city at the auto races. There was a scramble for aliases in the turnkey's office, and the slate shows but one "William Smith" and no "John Does."

Two round tables and several hundred chips were confiscated by the police. The game is the biggest raided by the police in two months.

## CALLED TO FUNERAL; DIES.

Indianapolis Woman Suffers Fatal Attack After Assisting in Burial Plans.

A dispatch from Cedarville, O., last night announced the death of Mrs. Ebenezzer Cooper of Indianapolis, who had gone to Cedarville to attend the funeral of her granddaughter, Mrs. Margaret G. Harbison. Mrs. Cooper assisted in making the arrangements for Mrs. Harbison's funeral and after going to bed suffered an attack of heart disease. A double funeral service will be held.

## BLIZZARD SEIZES MICHIGAN.

Heavy Snow Falls On Lake Superior and Boats Seek Harbors.

CALUMET, Mich., May 26.—Lake Superior and the surrounding country are in the grip of a fierce blizzard with high northerly winds and a heavy snow. All boats are seeking ports of refuge. A heavy sea is running all along the southern coast.

## HONOR CURTISS BY WIRE

### FRIENDS SEND GREETINGS

AVIATOR, WHO MAKES RECORD AEROPLANE FLIGHT, RECEIVES MESSAGES BY BUSHTEL AND WILL BE GUEST AT AVIATION DINNER.

NEW YORK, May 26.—Messages of congratulations are pouring in on Glenn H. Curtiss by the bushel. Since making the 110,000 flight from Albany to New York yesterday he has remained quietly at his hotel and has made no plans other than for an early return to his home in Hammondsport, N. Y.

Among those who wired their congratulations to Curtiss today are the Dayton (O.) International Aeroplane Club, Jerome H. Joyce, president of the Aero Club of Baltimore; Charles J. Bell, president of the club of Washington, and George M. Meyers, president of the Aeronautical Association of Kansas City.

#### Finds Leaky Tank.

Curtiss had his machine carefully examined today, and a leak was discovered in the lubricating oil tank. This caused no mishap yesterday, but it was a source of unknown danger.

The depletion of his supply of lubricating oil is given by the aviator as his reason for stopping at the upper end of Manhattan yesterday before continuing the flight to Governors Island. The flight was resumed after he had replenished the supply.



# WINNING BRASSARD RACE AND MAKING NEW RECORD FOR FIFTY MILES.

In a Cutting,

drivers bunched and fought hard for the lead.

## Eleventh Race.

-mille event, in a Knox, with his fast and it rather far in the same second; and Merz, in a was swift, some others, the victor.

Before the eleventh event the announcers called forth that Miss Blanche Scott, who is driving from New York to San Francisco in an Overland car, was on the grounds and at request would drive out on the track and say "howdy" to the throng of Hoosiers. The plucky young woman pilot did so in her pure white Overland machine and was greeted by a thunderous burst of applause. The race that followed this introduction of the only woman who has ever attempted to cross the continent alone in an automobile without any assistance from men mechanics was a ten-mile race, won by Aitken in his National; time, 7:57.1. He led in the first, third and last laps. Merz led in the second lap and finished third. Kincaid was second in the first lap, third in the second lap, third in the third lap and second in the last lap. Dawson, in a Marmon, came fourth, and Ellis, in a Jackson, last.

## Twelfth Race.

In the ninth lap event for Empire was just to finish. Dayton won. Jack is. com-mo-bile Com-newcomer in a drove in the s A. Allison,

The twelfth race was another ten-mile event and was won by Bragg in his Fiat in time of 7:20.6. This was another instance where the cars remained in the same position throughout the entire race. They finished as follows: Kirschner in Darracq second, Aitken in National third, and Greiner in National last.

## Thirteenth Race.

ice and at the of miles there around the "beating it" little, and all and split forth The women in back on cere- as the men to the race and colt, who was it lap, finished other extreme Aitken in his place in the t. Tousey, in

Before the last event on the program Oldfield was given another chance to drive his Benz for a new American track mile record, and he succeeded by making the distance in time of 35.63. He won a warm spot in the hearts of every devotee of the Speedway when he added this record to its already long list.

Nine started in the fifty-mile race for the Remy grand brassard, the last event on the card. Harroun, in a Marmon, won, time of 42:31.33. Dawson, in Marmon, came second, and Fox, in Pope-Hartford, third. Following is the order of the cars according to their number at every ten miles:

en-mile event in 6, with pl- to 600 cubic was uniform in of cars was s Knox, won: National, was onal, third, and The National

	10	20	30	40	50
	mi	mi	mi	mi	mi
3 Pope-Hartford, Fox.....	32	33	33	33	33
16 Jackson, Scheffler.....	3	3	3	24	34
26 Marmon, Anderson.....	34	24	34	3	3
28 Warren-Detroit, Miller.....	25	15	25	25	25
29 Great Western, Kincaid.....	29	29	25	25	25
33 Marmon, Harroun.....	20	25	25	20	..
34 Marmon, Dawson.....	16	26	20	28	..
20 Cutting, Clarke.....	20	20	..	3	..
21 Cutting, Birze.....	..	..	..	..	..
Time—10 miles, 3:55.76; 20 miles, 17:30.9					
30 miles, 28:11; 40 miles, 34:25.47; 50 miles, 42:31.33.					

That this race meet, the first of the many posted for this season, was a grand success is the universal verdict of all concerned, from spectators, drivers and officials.

## NEW FAITH CONFESSION OF NEW HAVEN CHURCH

It Will Be Submitted to Voting Members of Congregation for Approval.

NEW HAVEN, Conn., May 30.—The new declaration of faith for the Center Church (Congregational) which recently dropped the apostles' creed, has been completed and will be submitted by the Rev. O. E. Maurer, the pastor, and the deacons to the voting members of the church, and also to the Davenport Church, which is about to merge with the Center Church. The covenant reads: "In the presence of God and men, I heartily confess Jesus Christ as master and Lord, and solemnly consecrate myself as His disciple to the service of the Father Almighty whom He has revealed. And trusting to God's spirit to confirm and strengthen me in all goodness, I will strive to do His holy will, and to walk with my fellow men, everywhere, in love and peace of our Lord Jesus Christ."

The pastor then adds: "And you do now cordially join yourself in this church of Christ, and you promise with God's help to walk with it in the ordinances of the gospel, and to pray and labor for its increase, purity

## Crowd and Autos Set New Records

CONCLUDED FROM PAGE ONE.

Harroun stuck gamely to it and finally brought it to a stop after it had straddled the retaining wall at the back stretch for a distance of 110 feet, and plunged through the cement barrier, tearing out a four-foot section.

After this harrowing experience the Speedway Bedouin won the fifty-mile race for the Remy Brassard without showing any trace of nervousness.

During the afternoon Harroun was called to the wire and the big Wheeler-Schebler trophy was presented to him as the result of winning the 200-mile race Saturday. F. H. Wheeler made the presentation talk and presented Harroun with a check for \$1,000 as the cash award for the victory. In addition to this big cash award Harroun also will receive \$50 a week from the Remy Company as long as he defends the Remy Grand Brassard which he won yesterday.

Caleb Bragg, the Cincinnati amateur, took the measure of Ben Kerscher in two hard-fought motor battles of the free-for-all class yesterday. Kerscher's Vanderbilt cup-winning Darracq went hard after the machine of the young sportsman, but the Italian Fiat was just a little too good for the veteran racing car and Bragg captured the two big car races. These events furnished the crowd with more of the spectacular, and in another race when the Darracq shed a tire on the southwest turn and the rubber circle went bounding over the retaining wall of the track Kerscher was the center of attraction. He took the green traveler around the course on the rim and stopped at the pits safely.

The championships were for the most part races that brought out good contests from gun to wire. In the 161 to 230 cubic inch class Chevrolet and Burman came home one-two, and the Swiss pilot cut the class record in his performance. Burman, in the start of the ten-mile free-for-all, threw in his high speed just as the starter's gun cracked, and the sudden action sheared a pin in the gear case, putting the big Buick "100" out of the running until new parts can be fitted in it.

Following the end of the race meeting the Speedway was a scene of hurrying workers pulling up stakes and moving out of the race course buildings. Machines were driven to town and put aboard trains. Supplies were packed and carted to the freight house and a few hours after the last stirring scene of speed conflict had been enacted, quiet reigned at the Speedway.

## Buick Cars Go Early.

The Buick team shipped its cars last night. Four cars were sent to an Eastern hill climb where Bob Burman will contest, and the others were sent to Flint, Mich., to the factory where they will be put in shape for another speed carnival. Chevrolet and Burman will go to the factory at once and then both are to ride on Eastern courses. Chevrolet will go to Wilkesbarre, Pa., to participate in a hill climb.

Dr. Wadsworth Warren, team manager for the Buick's, left last night for Detroit where he will arrange details for the other conquests upon which his tribe of speed makers will be sent.

Other cars were made ready for shipment last night and before another sun sets the story of the battle of cylinders will be but an echo to resound in the quiet after the stress. Airships are to be the next feature and the aviation meet for the Speedway is nearly arranged. This meeting will last five days in the middle of June.

The Speedway officials are well pleased with the results of this first great meeting on the new course and feel gratified that the public has been so liberal in its patronage.

## IT COVERS THE LAND.

Louisville Courier-Journal.  
"We shall never see that great American novel. It can't be written."  
"Why not?"  
"We have too many dialects."

## New Records Made at Monday's Races

### MARION "THIRTY-TWO."

(231 to 300 Cubic Inch Class.)

Five Miles—Dawson. Time, 4:04.13. Lowering mark of 4:48 set by Strang in Buick at Atlanta last fall by 43.87 seconds.

Twenty-Five Miles—Harroun. Time, 21:48.9. Lowering mark of 23:20.1 made by Strang in Buick at Atlanta by 2 minutes 31.2 seconds.

Thirty Miles—Harroun. Time, 26:06.11. Lowering mark of 26:54.43 made by Harroun in Marmon at Atlanta by 48.32 seconds.

Forty Miles—Harroun. Time, 34:28.4. Lowering mark of 35:49.32 made by Harroun in Marmon at Atlanta by 23.92 seconds.

Fifty Miles—Harroun. Time, 42:03.33. Lowering mark of 44:48.98 made by Harroun in Marmon at Atlanta by 2 minutes 17.65 seconds. Average miles per hour, 71.33.

### BUICK "TEN."

(161 to 230 Cubic Inch Class.)

Ten Miles—Burman. Time, 9:03.6. Lowering mark of 9:40.46 made by Matson in Chalmers at Atlanta by 45.86 seconds.

### NATIONAL "FORTY."

(301 to 450 Cubic Inch Class.)

Ten Miles—Aitken. Time, 7:57.1. Lowering previous mark of 8:08.03 made by Aitken in National on Saturday, which in turn had lowered mark set by Aitken in National on Friday, by 10.93 seconds.

### BENZ.

(200 Horse Power.)

Free-for-all American Speedway records.

One Kilometer (1,093.61 yards)—Barney Oldfield. Time, 21:45. Lowering previous mark of 23:51 made at Los Angeles by Oldfield in same Benz by 2.06 seconds. Average miles per hour, 105.

One Mile—Barney Oldfield. Time, 35.6. Lowering mark of 36:22 made by Oldfield in same Benz at Los Angeles by 12 second. Average miles per hour, 101.1.

### KNOX "SIXTY."

(451 to 600 Cubic Inch Class.)

Five Miles—Barney Oldfield. Time, 4:01.3. Lowering previous mark of 4:03.44 made by Oldfield in Knox on Saturday by 2.14 seconds.

## WOMEN IN VOTE QUARREL.

Mrs. May Arkwright Hutton Resents Mrs. Whitney's Action.

SPOKANE, Wash., May 30.—Resenting the action of Margaret F. G. Whitney and the Massachusetts association opposed to the further extension of the franchise to woman, in circulating letters in this state, Mrs. May Arkwright Hutton, president of the Washington Political Equality League, who has just returned to Spokane from Lynn and other cities in Massachusetts, said: "I am not surprised that women there do not want the ballot. The majority of them I met do not know there is any other place on earth except Boston." She said the Massachusetts association tried the same tactics with pamphlets a year ago, when the suffragists were making a campaign at Olympia for an amendment to the state law. Mrs. Hutton's attack on the women of Massachusetts, charging them with being narrow-minded, has drawn sharp criticism from members of the New England colony in Spokane and a campaign is under way to interest former residents of New England in other parts of Washington to make a solid front against the votes for women organization.

## FOR

Comprise summer can arrange enjoy it evening

Mariborough Josiah W. The Pennha Wm. R. I. Seaside Ho F. P. Coe

Atla cille and

## Summary at M

Ten Miles, Free National (Kincaid), third. Tim One Mile, Tou to Beat One Min Ten Miles, Cha 250 Cubic Incl won; Buick (Bu troit (Miller), th to 300 Cubic, I won; Marmon (Anderson), thir Five Miles, I won; Darracq (Aitken), third. Kilometer Rec won. Time, 21:4. Ten Miles, Cha 300 Cubic Inche Marmon (Dawson), third. Tim Five Miles, Cha 450 Cubic Inch National (Kincaid), third. T Five Miles, F dard-Dayton (Re tional (Harvey), third. Time, 3:3 Ten Miles, Chi to 600 Cubic In National (Mers) cado), third. Th Ten Miles, C 301 to 450 Cubi won; National (Mers), third. T Ten Miles, won; Darracq (Aitken), third. Mile Record breaking Americ Fifty Miles, fo cars of 231-300 (roun) won; M Pope-Hartford (I

## FIRST GYRO

New York Mai ch NEW YORK Beach, a New. structed the fir with a gyroc bility. At his Beach has been chine, which is used by Herio Channel. He has made low height of the ground, b the weight of weeks he hop motor and lool —The gyroscope is directly ben it is geared. T a minute and 900 pounds one





Harroun smiled grimly at the finish of the 200-mile Wheeler-Schebler race Saturday, which he won with his Marmon-Wasp. Victory is not uncommon for him, as he has been one of the most consistent winners in the racing game.

## KAUFMAN AND DELANEY WILL ASSIST JOHNSON

LATTER WILL OVERSEE WORK  
OF COLORED MAN.

## BOXERS WILL AID EACH OTHER

SAN FRANCISCO, May 30.—The latest announcement from Jack Johnson's camp is that negotiations for the supervisory services of the veteran trainer, Billy Delaney, have been concluded and that he and Al Kaufman will be installed at Johnson's quarters tomorrow or Wednesday. Johnson says that Delaney has agreed to oversee his training along with the job of managing Kaufman.

Kaufman, according to Johnson, will continue training at Johnson's place and he and the negro champion will mutually aid each other in boxing bouts.

Both Delaney and Kaufman are now at Harbin Springs, but are expected to return to San Francisco tomorrow.

## JEFF LIKES NEW AUTO.

Big Fellow Will Make Frequent Trips  
to Santa Cruz.

BEN LOMOND, Cal., May 30.—It's getting hot at Ben Lomond, but Jish Jeffries has found a way to keep his cottage cool. With a fire hose he drenches the interior of his abode and the surrounding lawn, trees and shrubbery.

Jeffries is happy over the new automobile which Sam Berger brought up from San Francisco yesterday. "Now that I have a car," he said, "I am going to make frequent trips to Santa Cruz. We may be able to go down there every day. We'll do some surf bathing and take hot salt baths. Some day we'll take a lunch along and have a picnic."

## OVERLAND GIRLS SEE RACES AT SPEEDWAY

MISS SCOTT AND MISS PHILLIPS  
INTERESTED SPECTATORS.

## ON TOUR ACROSS STATES

The girl, the car and the wide world—Miss Blanche S. Scott in an Overland, en route New York to San Francisco—reached Indianapolis from the east at 6 o'clock last evening and will stop over today and part of tomorrow for the speedway races before continuing the journey westward. Miss Scott is accompanied by Miss Amy Phillips, a New York newspaper writer, and the two are making the trip unaided.

Frank L. Moore, of the Fisher Automobile Company, and a party of automobilists from Indianapolis met the tourists two miles east of Greenfield and acted as escort on the run into Indianapolis. The party stopped at the old home place of James Whitcomb Riley in Greenfield and had pictures taken.

Miss Scott and Miss Phillips left Dayton at 10 o'clock Sunday morning, and reaching Richmond at noon, took luncheon at the Westcott hotel. The trip thus far has been more in the nature of a pleasure journey, according to the fair motorists and no attempt is made to follow a schedule. Miss Scott is doing all the driving of the trip and making any necessary repairs.

At the speedway this afternoon the young women motorists were two of the most interested spectators. Tomorrow morning they will leave for Toledo by way of Ft. Wayne. Leaving Toledo they will bear westward to Chicago, northwest to Milwaukee and then south to Omaha. The route from Omaha will be due west through the Rocky mountains.

Both Miss Scott and Miss Phillips are typical American girls of the out-door athletic sort and just the kind that would undertake and enjoy a transcontinental trip in a motor car. Both are loud in their praise of Hoosier hospitality and Indiana highways.

## Standing of the Teams

probably to  
the place  
they first  
the game  
It was the  
Indiana at  
contest this  
West ended  
occasionally  
up much  
diana got  
while the  
for fourth  
of four  
Two gam  
morning at

Th

Sullivan, of  
Hutchinson,  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of

Totals  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of

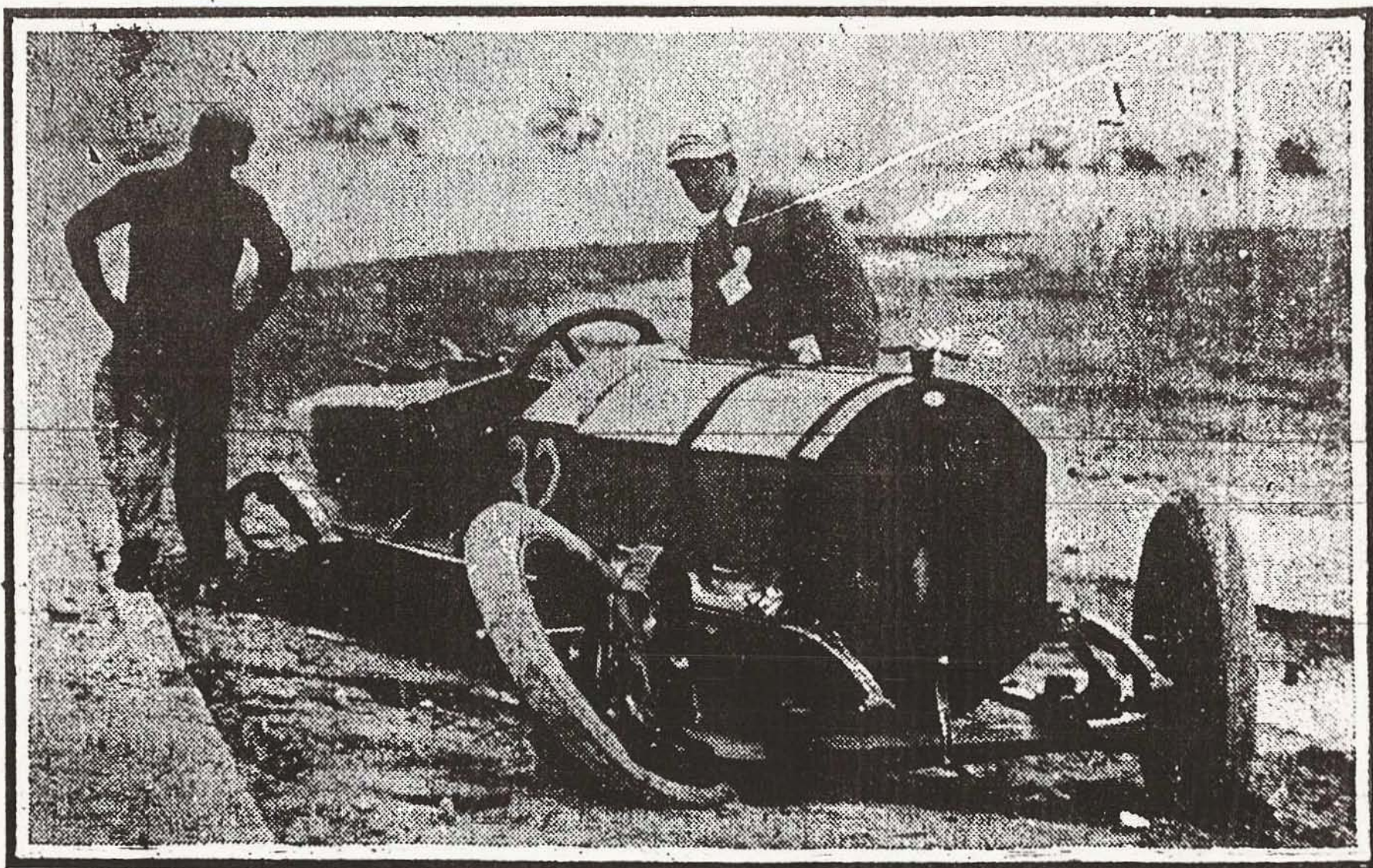
Totals  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of  
Hutchinson, of

Kansas  
Hutchinson, of  
At Cedar  
At Minn  
Guthrie

Brooklyn  
New York  
Pittsburg  
At Ohio

New York  
Philadelphia





WRECK OF THE MARMON WASP.

Going through a cement wall, after careening madly about a brick course in a motor car which is beyond control, and stopping in a trice while traveling at the rate of ninety miles an hour, is not exactly the same as riding to church behind Old Dobbin in the shay, but Ray

Harroun, the Motor Speedway Arab who drives the big Marmon "Wasp," didn't seem to mind it, and when he took a check for \$1,000 from the hands of F. H. Wheeler of the Wheeler-Schebler Company yesterday afternoon his nerves were steady and his smile was broad. Ray took the aeroplane shoot in his "Wasp"

yesterday morning, then took the check in the afternoon, and just by way of adding a little variety to the affairs of life, annexed the Remy Grand Brassard, which carries a salary of \$50 weekly.

He is getting the money and the jolts as well, but both seem to agree with him and his gameness isn't affected yet.



## Worthy Features Today's Ball Games

1 Minneapolis, 2 to 1, and American Association pitched in hard luck, allowing two hits and striking out by his teammates lost him

and Meyers lost Louisville 6 to 1. Kaler was in out eight men. Only two as second after the second

ukeo fielders were respon- by Kansas City, 5 to 4. The d interesting. James made ce in a Kansas City uniform

hits in the second inning ne, enough to defeat Pitts- way too much for the Pi- four scattered hits. Byrne's sacrifice and a sacrifice fly pulled down with one hand r Pittsburgh's one run.

St. Louis defeated Cincinnati. Louis used two pitchers, worked three. All of the right hand, while Backman the hits well scattered.

one-sided game from St. The Tigers collected eighteen pulled off the stunt that in the Central League, and in the American Association, hits out of six times at bat. League, when Bush was a uth Bend team, in one game t of as many times at bat.

ted Chicago, 4 to 2. Berger pitched good ball for the or allowing four hits, while hitable.

Ft. Wayne team bunched hits the opening round, scoring ded one more before the game inal score was 6 to 2. Miller lowing Dayton only four hits. it out Grand Rapids, 4 to 0. ed errorless ball. Jacobson's possible for South Bend win-

ide a great ninth-inning rally, ercome Evansville's lead, the 4 to 3. Asher's home run

responsible for Wheeling 4 to 2. Veasey was hit hits well scattered.

# SPEEDWAY CROWDS FORM MASS OF MOVING COLOR

## RECORD NUMBER OF AUTOS SEEN AT RACES.

## TRAINS CARRY THOUSANDS

The crowds attending the races at the speedway present a new picture in Indianapolis sporting events. The grand stands and bleachers were filled with a mass of living, moving color Saturday afternoon. When the cars rounded the upper turn and entered the stretch it was as impossible to hold the crowd in its seats as it was to stop the flow of Mt. Pelee. When the cars came plunging down the stretch the excited throngs rose as one man, although each took a turn in yelling: "Down in front!" It was the old story of "It's all right for me to stand, but the fellow in front of me must sit down."

The women were there by the thousands, each clad in some bright hued bonnet or gown and when they moved the color scheme of the throng moved. It was like a massive kaleidoscope that "Down in front!" could not stop or control in any way. When her motoring ladyship wished to see the spin down the stretch she merely arose, bonnet and all, and it was up to everybody behind her to follow suit if they would see the race. The cry of "Hats off!" also ran through the stands and some of the women took their hats off. But there were those with new motoring hats who did not want to lose any of the beautifying effects afforded by the new headgear and they kept them aloft. Hence the color picture.

come to the door so come. You see I ha speedway today and bell rings I feel th coming with the m boy has been killed. "Is he one of the "Yes. He is Daw

Dawson R

"Dawson, of the woman said under heart almost stood minutes before a f Lytle, driving an in a Marmon—Da—had been killed. not tell the mothe for perhaps it was that come at a tim How closely t truth was borne t short time later. way extra told of fell Lytle and Da had been ditched suffered a broken Dawson, of Ke mother feared to had gone throug with his big race completely over a the wreck withou woman read the a ulous escape and "You can't tell n ers are not answe

# \$10,000 TR BE WO

## TO BE RACE SPEEDWAY

## COINCIDENCE

The \$10,000 Wh solid silver, won day by Ray H Wasp, as the ca three times befo is obtained and be rated for ag speedway



ts out of six times at bat. ague, when Bush was a h Bend team, in one game of six many times at bat.

Chicago, 4 to 3. Berger ched good ball for the following four hits, while able.

Wayne team bunched hits he opening round, scoring one more before the game score was 6 to 2. Milder ving Dayton only four hits. out Grand Rapids, 4 to 0. errorless ball. Jacobson's sible for South Bend win-

A great ninth-inning rally, come Evansville's lead, the to 3. Asher's home run game.

Responsible for Wheeling 5, 4 to 2. Vensey was hit ie hits well scattered.

## Speedway Summary

One Mile—Empire "20" American (Lytle), :44.44; Altken), :46.2; Flat "90" mon "62" (Harroun), :42.33; scher), :41.83.

cars, 301 to 450 cubic inches onal "40" (Altken), won; roun), second; National "40" e, 3 08.2.

cars, 451 to 600 cubic inches "6" (Oldfield), won; Na- second; National "40" (Alt- 4:03.24.

didap (ten miles)—National n; Jackson (Lynch), second; ird. Time, 10:55.33.

ea (Wheeler-Schebler trophy) (Harroun), won; Jackson ational "60" (Altken), third.

## Freshmen Return.

The Indianapolis News.] ON, Ind., May 30.—The all team returned from ls with an even break to nson, Ill., and Vincennes while Newton, Ill., and ersity freshmen were win- pitched both the winning infants. Brumfield pitched at Illinois freshmen Satur- three hits. Poor sup- downfall, the Suckers Indiana failed to score.

as one man, although each took a turn in yelling: "Down in front!" It was the old story of "It's all right for me to stand, but the fellow in front of me must sit down."

The women were there by the thousands, each clad in some bright hued bonnet or gown and when they moved the color scheme of the throng moved. It was like a massive kaleidoscope that "Down in front!" could not stop or control in any way. When her motoring ladyship wished to see the spin down the stretch she merely arose, bonnet and all, and it was up to everybody behind her to follow suit if they would see the race. The cry of "Hats off!" also ran through the stands and some of the women took their hats off. But there were those with new motoring hats who did not want to lose any of the beautifying effects afforded by the new headgear and they kept them aloft. Hence the color picture.

## Thousands of Autos.

It was a wonderful picture the automobile parking space presented, too. Automobiles of every make and description filled the grounds and persons of a financial turn of mind sat around and wished they had all of the money the cars cost. The automobiles broke all Indianapolis records for numbers.

"Give me the money that's tied up in those cars and I'll quit work till Christmas," remarked one fellow who didn't care for money.

It seemed that there were thousands of cars in the parks. It was a great sight, too, to see the automobiles strung along the highway between the speedway and the Elmerichville bridge. The procession's head was at Washington and Illinois streets when the last cars were leaving the speedway and the drivers were compelled to creep back to town in order to hold a place in the road.

It was interesting to see the nonmotorists racing for the trains. Thousands of men and women crowded into the "pens" bordering the Big Four's three speedway tracks. The Ben-Hur traction line's cars were also crowded to the doors, but the throng was orderly. Illinois street between the union station and Washington street was crowded with people Saturday evening as each of the Big Four's trains, which ran every ten minutes, unloaded its crowd.

# BE WON

## TO BE RACED SPEEDWAY I

## COINCIDENCE

The \$10,000 Wheeler solid silver, won today by Ray Harp Wasp, as the car three times before is obtained and the be rated for agal apolis speedway a September. It will one car to win t consecutively. It is cording to the spe ors, if the three v or cover a period. The trophy is t raced for, and a beautiful design. Marmon company in this city for a it to various agen try.

## Coincidence

It is regarded as that the Marmon trophy this year, ond, while a Jack last year when t the 235th mile. scheduled for th the distance was numerous fatal a drove the same with which he led ago. The time Sa dred miles was all one year ago, th attributed to the brick track.

In addition to Schebler trophy, in addition the car was equipped carburetor. This er, although he Mon company by lucrative salary.

# FIELD'S RECORD BREAKER AT FULL



NATIONAL ASSOCIATION. THE ASSOCIATION was organized at the instance of William G. Weart, secretary of the association, pursuant to provision made at the meeting of the baseball writers in Detroit last fall.

## RACE DRIVER'S MOTHER AFRAID TO ANSWER BELL

ALL ANXIETY IS NOT FELT BY  
SPECTATORS.

### KEYSTONE AVENUE INCIDENT

That all of the anxiety for the safety of the drivers and mechanics is not felt in the grand stands and bleachers at the speedway is illustrated by the following story:

While the gruelling, two-hundred-mile race for the Wheeler-Schebler trophy was in progress at the speedway Saturday afternoon a young woman, in search of flowers for use in decorating the grave of a departed relative, discovered a myrica bush in full bloom in a yard in Keystone avenue. She entered and rang the doorbell, hoping to buy enough of the blossoms to answer her purpose. She rang the bell several times before there was a response. Finally a pale-faced woman opened the door slowly as if in fear. The young woman told of her wish to buy some of the flowers.

"Go and pick all you please," the woman inside the door responded. "I'll come and help you."

The two women went into the lawn together. Presently the elder of the two said:

"You will please pardon my failure to come to the door sooner. I was afraid to come. You see I have a boy racing at the speedway today and every time the doorbell rings I feel that it is the messenger coming with the news I expect—that my boy has been killed."

"Is he one of the drivers?" was asked.

"Yes. He is Dawson, of the Marmon."

#### Dawson Reported Killed.

"Dawson, of the Marmon!" the young woman said under her breath. Her own heart almost stood still, for only a few moments before she had told her that

Race to Ch  
M

FIRST TEST

Victory Derr  
ille Racing  
Other C

That automot  
racing, is decid  
onstrated by th  
in his Marmon  
ler-Schebler tri  
polis motor a  
noon. At the  
pected to finish  
He was not fi  
his car had m  
event longer th  
was some doubt  
such a derby  
high-class mac  
"G" was enter  
mons. It was  
a fast pace  
the race and  
other Marmon  
in Marmon "4

Long autor  
carefully plan  
the uncertain  
bility of accid  
come doubtful  
only six-cylin  
the Marmon  
ably. Harrou  
before the fo  
had been com  
quished the  
did he stop a  
tion of the or  
was necessary  
supply. He e  
and the engi  
fectly. Harro  
speed of the  
three laps ov  
race was half  
careful after  
not diminish  
by spurling

CROWDS FORM  
MOVING COLOR



# VDS FORM ING COLOR

OF AUTOS  
ACES.

THOUSANDS

the faces at the picture in Indiana. The grand were filled with a color Saturday cars rounded the the stretch it was the crowd in its the flow of Mr. came plunging rolled through each took a turn. It was the right for me to front of me must

e by the thousands, at lined bonnet or moved the color moved. It was like pe that "Down in or control in any ing ladyship wished stretch she merely And it was up to follow suit if The cry of ough the stands ook their hats e with new want to lose afforded by

you will please pardon my failure to come to the door sooner. I was afraid to come. You see I have a boy racing at the speedway today and every time the doorbell rings I feel that it is the messenger coming with the news I expect—that my boy has been killed."

"Is he one of the drivers?" was asked.  
"Yes. He is Dawson, of the Marmon."

## Dawson Reported Killed.

"Dawson, of the Marmon!" the young woman said under her breath. Her own heart almost stood still, for only a few minutes before a friend had told her that Lytle, driving an American, and Dawson, in a Marmon—"Dawson, of the Marmon!"—had been killed. The young woman did not tell the mother what she had heard, for perhaps it was only one of the rumors that come at a time like this.

How closely the story approached truth was borne to the young woman a short time later, when The News speedway extra told of the accidents that befell Lytle and Dawson. The former's car had been ditched and the former had suffered a broken leg. Dawson—this same Dawson, of Keystone avenue, whose mother feared to answer the doorbell—had gone through the speedway fence with his big racer. His car had turned completely over and he had come out of the wreck without a scratch. The young woman read the story of Dawson's miraculous escape and then said:

"You can't tell me that a mother's prayers are not answered."

# \$10,000 TROPHY MUST BE WON THREE TIMES

TO BE RACED FOR AGAIN AT  
SPEEDWAY IN SEPTEMBER.

## COINCIDENCE IN BIG RACE

The \$10,000 Wheeler-Schebler trophy of solid silver, won for the first time Saturday by Ray Harroun and his Marmon Wasp, as the car is called, must be won three times before permanent possession

the Marmon factory, possibly. Harroun had sent it before the fourth lap as it had been completed, and it quished the lead thereafter did he stop and that was tion of the one-hundredth was necessary to replenish supply. He experienced it and the engine of the car perfectly. Harroun apparently speed of the field as he three laps over the second race was half run. He was careful after that, and did not diminish his speed, by spurring or putting extraordinary strain. He was ideally rated and was in excellent condition. The race was run at 11 miles an hour. The winner all smiles. At the finish, the excitement of victory, he felt better than at the start. The long race held the attention of twenty-five thousand provided an inspiring spectacle, faster than the one ordered by the stands, one mile, in a supreme speed and driver. The rushing reports of the engines, a very gun, were heard as ster vehicles whizzed off again almost before could identify them. As were on their feet at the the winning driver walked to the center and waved his checkered flag, ing victor in token that

## Glory for Oiler

While the lion's share of spoils went to the winner, other drivers and cars in a manner most creditable. Lynch, in a Jackson, and it is regarded as his did not stop his machine entire race. The same day in the lead in the Wasp one year ago when it was Johnny Aitken, one of the most popular drivers, was third in his National up many laps lost by the Chevrolet, in a Buick, and the race was stopped at the finish wire. The car put out of the contest were Louis Chevrolet, Marmon and Jap Clemons, following A. Chevrolet, the ers at the finish marked Pope-Hartford, the National, Charles Carter, Merz, National, Buick, Buick, and Schwinn.



...the crowd in the  
stop the flow of Ma  
...plunging  
...a, this  
...It was the  
...all right for me to  
...in front of the must

There in the thousands,  
bright lined bonnet or  
they moved the color  
and moved. It was like  
escape that. Down in  
stop or control in any  
outgoing ladyship wished  
in the stretch she merely  
...and it was up to  
her to follow suit if  
the race. The cry of  
ran through the stands  
women took their hats  
...those with new  
...did not want to lose  
...effects afforded by  
...and they kept them  
color picture.

nds of Autos.  
rful picture the automob  
e presented, too. Auto  
make and description  
and persons of a finan  
...ant around and wished  
he money the cars cost.  
Broke all Indianapolis  
...money that's tied up in  
...ll quit work till Christ  
...one fellow who didn't

t there were thousands  
...It was a great sight,  
...automobiles strung along  
...between the speedway and  
...bridge. The procession  
...Washington and Illinois  
...last cars were leaving  
...and the drivers were com  
...back to town in order  
...in the road.  
...ing to see the nonmotor  
...he trains. Thousands of  
...crowded into the "pens"  
...Four's three speedway  
...four fraction line's cars  
...led to the doors, but the  
...erly Illinois street be  
...station and Washington  
...ded with people Saturday  
...of the big Four's trains,  
...y ten minutes, unloaded

...You can't tell me that a mother's pray  
...ers are not answered."

# \$10,000 TROPHY MUST BE WON THREE TIMES

TO BE RACED FOR AGAIN AT  
SPEEDWAY IN SEPTEMBER.

## COINCIDENCE IN BIG RACE

The \$10,000 Wheeler-Schebler trophy of solid silver, won for the first time Saturday by Ray Harroun and his Marmon Wasp, as the car is called, must be won three times before permanent possession is obtained and the trophy probably will be raced for again at the big Indianapolis speedway meeting to be held next September. It will not be necessary for one car to win the trophy three times consecutively. It makes no difference, according to the specifications of the donors, if the three victories come in a row or cover a period of ten years.

The trophy is the most valuable ever raced for, and it is of a marvelously beautiful design. It is the intention of the Marmon company to put it on exhibition in this city for a time, and later to send it to various agents throughout the country.

### Coincidence in Trophy Race.

It is regarded as a singular coincidence that the Marmon car should win the trophy this year, with a Jackson car second, while a Jackson car was in the lead last year when the race was stopped in the 235th mile. The race was originally scheduled for three hundred miles, but the distance was reduced as a result of numerous fatal accidents in 1920. Lynch drove the same Jackson car Saturday with which he led the procession one year ago. The time Saturday for the two hundred miles was almost an hour faster than one year ago, the increased speed being attributed to the superiority of the new brick track.

In addition to winning the Wheeler-Schebler trophy, driver Harroun received in addition the sum of \$1,000 because his car was equipped with a Wheeler-Schebler carburetor. This sum will go to the driver, although he is employed by the Marmon company by the year at a straight, lucrative salary.

the winning driver as  
walked to the center of the  
waved his checkered flag at th  
ing victor in token that he

### Glory for Other Cars

While the lion's share of the spoils went to the winner, other drivers and cars that in a manner most creditable.

Lynch, in a Jackson, came and it is regarded as a victory did not stop his machine once entire race. The same car and in the lead in the Wheeling one year ago when it was Johnny Aitken, one of the and most popular Indianapolis was third in his National at up many laps lost by various Chevrolet, in a Buick, was 2 and the race was stopped off the finish wire. The three were put out of the contest before were Louis Chevrolet's son Marmon and Jay Clemens's following A. Chevrolet, the drivers at the finish ranked as follows: Pope-Hartford; Ellis, Jackson National; Clarke, Cutting; C. Merz, National; Blakes, Curt Buick, and Schwitzer, Jackson.

### Aitken Defeats Harroun

Aitken, in a national, defeated Harroun in a Marmon, in the 200 mile Saturday program, a for stock cars of 201-230 cu set a new record for the against 8:55.22, made by C. Buick at Atlanta, Kings National, were also in Harroun led at the start and last lap. Aitken went to the head of the stretch at the end of the first five new record for that distance.

Barney Oldfield established world's record for five mile 451-600 cubic inches. He and Herr in Nationals by a in and covered the distance against the old record of Bourque at Atlanta.

### Marmon Has Fresh

Harroun's Marmon has and for that reason it attention than any other

Its rear end runs back. It was designed in that crease the wind resistance in the wheels are covered sheet of tin for the same driver sits low in the car with little of his body. The intention of the Mar to equip all of its racing driver. This would have to the present race meeting of time.

The Marmon six, winner of Schebler trophy, is the fastest ever built at the



WEALTH FOR PULLIAM.

[illegible]

## RACE DRIVER'S MOTHER AFRAID TO ANSWER BELL

# BLAKESTONE AVENUE INCIDENT

[illegible]

# WINNER HARROUN IN PACEMAKER ROLE

## FIRST TEST FOR WINNING CAR

That automobile racing like all other racing, is decidedly uncertain, was demonstrated by the victory of Ray Harroun in his Marmon "6," in the 200-mile Wheeler-Schebler trophy race at the Indianapolis motor speedway Saturday afternoon. At the start Harroun hardly expected to finish first in the \$10,000 class. He was not in the best of health, and his car had never received a test in an event longer than thirty miles, and there was some doubt as to its ability to finish such a derby route in a field of such high-class machines. When the Marmon "6" was entered, it is stated by the Marmons, it was for the purpose of setting a fast pace during the early portion of the race and to clear the way for the other Marmon entries, Dawson and Keen in Marmon "40's."



was some doubt as to its ability to finish such a derby route in a field of such high-class machines. When the Marmon "V" was entered, it is stated by the Marmons, it was for the purpose of setting a fast pace during the early portion of the race and to clear the way for the other Marmon entries, Dawson and Keene in Marmon "40's."

## Glory for Other Cars.

10,000 TROPHY MUST  
BE WON THREE TIMES



**GLAD TROPHY MUST  
BE WON THREE TIMES**

## SCIENCE IN BIG RACE

[illegible]

### Discontinued in Turkey Race.

...the ...  
...the ...  
...the ...  
...the ...  
...the ...

walked to the center of the track, and waved his checkered flag at the approaching victor in token that he had won.

## Glory for Other Cars

Lynch, in a Jackson, finished second and it is regarded as remarkable that he did not stop his machine once during the entire race. The same car and driver were in the lead in the Wheeler-Schebler race one year ago when it was declared off Johnny Aitken, one of the best-known and most popular Indianapolis drivers, was third in his National 40, after making up many laps lost by various mishaps. A Chevrolet, in a Buick, was a close fourth and the race was stopped after he crossed the finish wire. The three cars that were put out of the contest before the finish were Louis Chevrolet's Buick, Dawson Marmion and Jap Clemens's Westcott. Following A. Chevrolet, the next nine drivers at the finish ranked as follows: Fuller Pope-Hartford; Ellis, Jackson; Kirschner National; Clarke, Cutting; Oldfield, Knox Merz, National; Blisbee, Cutting; Burman Buick, and Schwitzer, Jackson.

## Altken Defeats Harroun.

Harney Oldfield established a new world's record for five miles for cars 451-000 cubic inches. He defeated Auer and Herr in Nationals by a narrow margin and covered the distance in 4:33 against the old record of 4:43, made by Bourque at Atlanta.

## Marmion Has Freak Body.

Its rear end runs back to a point and it was designed in that manner to decrease the wind resistance. The spokes in the wheels are covered with a thin sheet of tin for the same purpose and the driver sits low in the body of the car with little of his body showing. It is the intention of the Marmen company







# IME SERIES

Winner Harroun at the finish

ONE OF THE  
GREAT RACERS

Washington  
Tomor-  
on.

UN HIGH

Majority of  
termers and  
His Team.

Tomorrow after-  
eduled to open  
gamos of the  
e on the pro-  
kee Brewers in  
nd the Brewers  
teams who will  
e, Minneapolis,  
will come in  
playing four  
which will play  
he reason that  
from this day  
clusion of that  
neduled to play  
and the final  
June 11. The  
Paul June 15  
the western cir-

Feared.

Indians do not  
the least. Carr  
streak in these  
s. tribe close to  
he St. Paul and  
sset with recep-  
cities that will  
er the trip. All  
e old scores to  
recent invasions  
ort will be made  
me are expected  
he Indianapolis  
vill give, all his  
e at this time.  
uled to join the  
be taken on the

to receive  
ay will be  
ight will  
less the  
f gener-  
nd his



Harroun smiled grimly at the finish of the 20-mile Wheeler-Schaefer race on Saturday, which he won with his Marmon-Wasp. Victory is not unusual for him as he has been one of the most consistent winners in the racing game.



# RECORDS FALL IN SPEEDWAY RACES

Twenty-Four New American Stock  
Car Marks Hung Up at  
Meeting.

## OLDFIELD MAKES HIGH SPEED

Breaks American Mile Record—  
Buick, National, Marmon and  
Knox Machines Win.

By H. G. Deupree.

Barney Oldfield, king of the speed demons, brought forth the lightning Benz and wrecked the records for the kilometer and mile sprints on the fast Indianapolis Motor Speedway yesterday afternoon as a fitting climax to a three-day speed carnival, which produced a total of twenty-four new American stock car and four free-for-all marks. The great German craft, under the skillful pilotage of the veteran driver, hurtled past the grand stand like a streak of lightning, establishing a mark of 21:45 seconds for the kilometer and reeling off the mile, also with a flying start, in 25.06 seconds.

These whirlwind performances of the mighty special speedster in its first appearance on the Indianapolis track awed the vast throngs of people who stood on tiptoe, breathless, while the long, powerful white car with the pointed snout, slid past the checkered flag at the uncanny speed of 105 miles per hour in the kilometer and average 101.1 miles per hour in the longer event of a mile. The mile struggle made it necessary to negotiate the turn that runs into the stretch and consequently held the speed of the driver down somewhat.

Oldfield's performances in the Benz, which outdid his marks made on the Los Angeles one-mile board track and the four-mile speedway at Cheyenne, Wyo., brought the total number of new records for the final day's program up to ten. Ray Harroun in his fast sloop for the Remy Grand Brassard, a fifty-mile event won the 221-200 class, what-

# PILOT ESCAPES



## WRECK C

Going through a cement wall, after careening madly about a brick course in a motor car which is beyond control, and stopping in a trice while traveling at the rate of ninety miles an hour, is not exactly the same as riding to church behind Old Dobbin in the shay, but Ray

Harroun, the driver, the seem to m check for \$1. Wheeler of pany yester steady and took the aer

7:2.6, and with Kerscher shoving the square-jawed Darracq to the front on the back stretches in a see-saw match, the crowd was held spellbound until Bragg roared past the finish line a winner by a safe margin, but not approaching the time made by Robertson in a Simplex at Los Angeles for the same distance.

## Marmons Get Records.

Ray Harroun's record-breaking flights in the Wheeler-Schebler 200-mile event and the Remy Grand Brassard fifty-mile

was wreath curved arou Moreover t and mile t dianapolis tr In the coun special even Motor car h In number o ple present.

And the n will live in until the s dianapolis M



# RECORDS FALL IN SPEEDWAY RACES

Twenty-Four New American Stock  
Car Marks Hung Up at  
Meeting.

OLDFIELD MAKES HIGH SPEED

Breaks American Mile Record—  
Buick, National, Marmon and  
Knox Machines Win.

By H. G. Deupree.

Barney Oldfield, king of the speed demons, brought forth the lightning Benz and wrecked the records for the kilometer and mile sprints on the fast Indianapolis Motor Speedway yesterday afternoon as a fitting climax to a three-day speed carnival, which produced a total of twenty-four new American stock car and four free-for-all marks. The great German craft, under the skillful pilotage of the veteran driver, hurtled past the grand stand like a streak of lightning, establishing a mark of 21:45 seconds for the kilometer and reeling off the mile, also with a flying start, in 25.06 seconds.

These whirlwind performances of the mighty special speedster in its first appearance on the Indianapolis track awed the vast throngs of people who stood on tiptoe, breathless, while the long, powerful white car with the pointed snout, slid past the checkered flag at the uncanny speed of 105 miles per hour in the kilometer and average 101.1 miles per hour in the longer event of a mile. The mile struggle made it necessary to negotiate the turn that runs into the stretch, and consequently held the speed of the driver down somewhat.

Oldfield's performances in the Benz, which outdid his marks made on the Los Angeles one-mile board track and the four-mile speedway at Cheyenne, Wyo., brought the total number of new records for the final day's program up to ten. Ray Harroun in his last fight for the Remy Grand Brassard, a fifty-mile event open to cars in the 231-300 class, shattered the American speedway marks for stock cars in that class at twenty-five, thirty, forty and fifty miles.

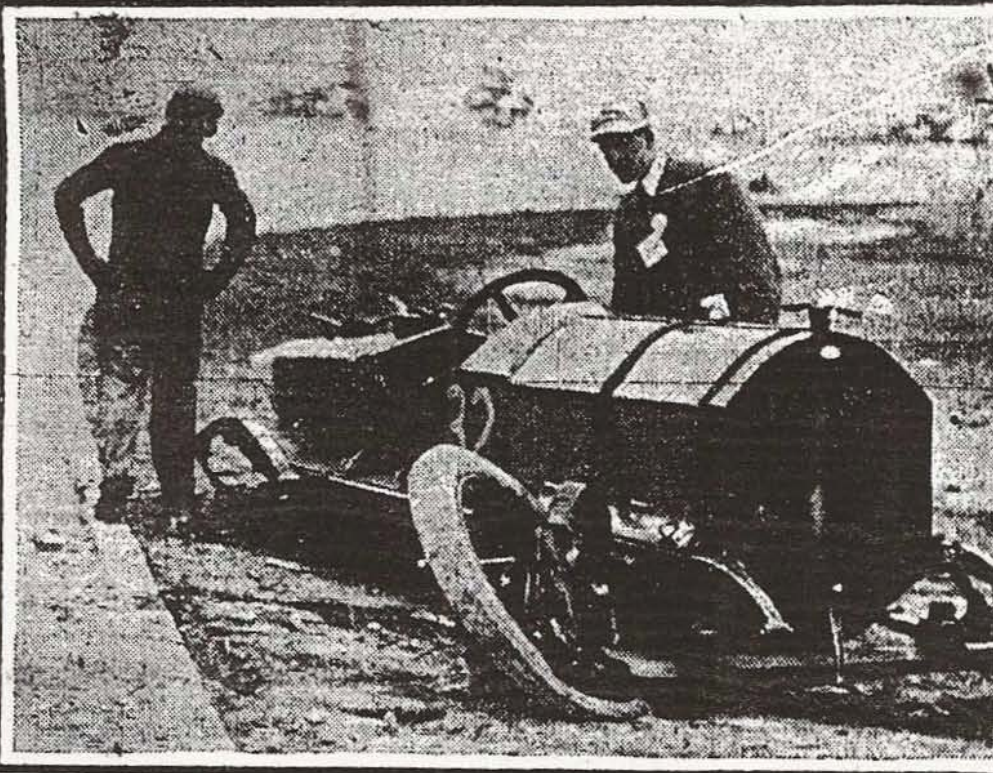
Altken Breaks Ten-Mile Mark.

Johnny Altken again smashed the mark for the ten-mile distance open to stock chassis cars in the 301-450 cubic inches piston displacement class. Altken sent the National "forty" to a new mark in this class on Friday, beating a mark set by a Buick at Atlanta last fall. On Saturday Johnny lowered his own mark of Friday and yesterday the dean of the National pilots again bettered his own mark in this event.

Oldfield and his big Knox furnished the other new mark of Monday's magnificent races, when Barney unleashed the "sixty" and clipped a couple of seconds off the mark he established on Saturday with the same craft for the five-mile event, open to stock chassis cars of from 450 to 600 cubic inches piston displacement. Oldfield averaged 74.26 miles per hour in this event and was forced all the way by the National "forties." The speedy four-cylinder Indianapolis-made cars really belong to the 301-450 class and were going out of their class to compete against the cars of the famed figure in the motor racing world.

While not adding to the records produced Caleb Bragg, in his great Fiat car, nosed out the speedy old 1905 model Darracq in what proved to be one of the most spectacular races ever witnessed on a track. Bragg opened the throttle and burned the track to the tune of 85.5 miles per hour with the battle-scarred French car wheeling along at a terrific rate a few yards behind. Bragg's time was

# PILOT ESCAPES INJURY IN WRECK



WRECK OF THE MARMON WASP.

Going through a cement wall, after careening madly about a brick course in a motor car which is beyond control, and stopping in a trice while traveling at the rate of ninety miles an hour, is not exactly the same as riding to church behind Old Dobbin in the shay, but Ray

Harroun, the Motor Speedway Arab who drives the big Marmon "Wasp," didn't seem to mind it, and when he took a check for \$1,000 from the hands of F. H. Wheeler of the Wheeler-Schneider Company yesterday afternoon his nerves were steady and his smile was broad. Ray took the aeroplane shoot in his "Wasp"

yesterday morning in the afternoon adding a little life, annexed the which carries a. He is getting as well, but hot him and his gar-

7:26, and with Kerscher shoving the square-jawed Darracq to the front on the back stretches in a sea-saw match, the crowd was held spellbound until Bragg roared past the finish line a winner by a safe margin, but not approaching the time made by Robertson in a Simplex at Los Angeles for the same distance.

Marmons Get Records.

Ray Harroun's record-breaking flights in the Wheeler-Schneider 200-mile event and the Remy Grand Brassard fifty-mile contest gave the yellow Marmons the greater share of the new Speedway records created during the three-day festivities. Harroun also figured to a big extent in the 100-mile competition for the Prest-O-Lite Trophy on Friday and collected seven new marks in the 301-450 class before he was passed and defeated by the National "forty" driven by Kincade. The yellow cars also took two American free-for-all records and six new records in the 231-300 cubic inch class, a total of fifteen new marks during the meet.

The National "forty," under the expert management of Kincade, Altken and Greiner, rushed onward to seven new marks, although Altken broke the ten-mile 301-450 stock class distance three times. The Buicks took down two new marks, which were far from enough to repair the losses their Atlanta marks suffered.

Oldfield corralled two new titles with his Benz, beating his own Ume made at Los Angeles with the same car, and established one mark for five miles in the 451-600 class on Saturday, only to come back Monday and clip an additional slice from his own time.

Oldfield's performances in the big Benz, about which so much had been written, appeared the crowds—sent them away satisfied. After all Barney is an idol of the worshippers of speed. And why not? He invented automobile-track racing and has kept it alive when few would lend their support. And when that speed monster from Mannheim, Germany, swept across the finish line—almost silently compared with the noise created by many cars of lesser achievement—the mighty throng gasped, then applauded and Oldfield's face

was wreathed in the famous smile which curved around the more famous elgar.

Moreover the shattering of the kilometer and mile tracks proved that the Indianapolis track is as fast as the next one in the country. Stock car, free-for-all, special events produced records galore. Motor car history was made both in speed, in number of entries and number of people present.

And the meeting of May 27, 28 and 30 will live in the annals of motor racing until the speed carnival on the Indianapolis Motor Speedway July 1, 2 and 4.

Records of the National.

Nine firsts, eleven seconds and twelve thirds was the harvest reaped by the blue National "forty" cars, which swept majestically down the stretch in a bunch so consistently in every event in which they were started in the three days of high speeding on the Motor Speedway. The National "forty" was never beaten except by special cars or machines costing twice as much as the Indianapolis-made blue speedsters.

The consistent running of the trio of National "forties" was one of the more noticeable features of the races. Time and again the flying squadron of Nationals came down the stretch together. But little daylight was apparent between the cars of Altken, Kincade and Merz. Whether the National won first or not the other entries of the same make were never far behind.

Arthur Greiner, the Chicago amateur, who drove his own stock National "forty," made a most creditable showing. He won first in the five-mile free-for-all handicap on Friday, first in the five-mile amateur race, setting a new American mark for the distance and class, and Monday he won third place in the five-mile free-for-all event, which was carried over from Saturday, losing to Bragg and Kincade in another National "forty."

A LONG STRETCH.

Newark (N. J.) Star.

"I suppose it takes a vivid imagination to write?"  
"Yes, and that fellow has it. Why, he imagines he's a poet."

# TWO WOM

# MOTHER W

NEW YORK C  
SOLOMON'S ?  
DECISION  
HUB

NEW YORK, Justice McCall of two women w possession of a cided the case strategy of Solo While the mot foster mother d keep the baby, it the rear of the c the legal fight th The baby was ley Murphy. H by Mrs. Francis ter mother-in-a corpus. The w Mary O'Malley n ninth street, w being held a pris

Boar According to had been placed tenburg because place of business Mrs. Wittenburg caring for John brought to his o May 10, last, the told Mrs. Witten the baby home a Mrs. Wittenburg



**APPROPRIATE MUSIC.**  
Chicago News.  
"Take 'Farmer' from the phonograph and the hotel proprietor, and put on a storm selection. The long-course dinner over."  
"And what is the storm selection intended for?" asked the new guest.  
"For the lightning-bowling."



AS \$1,000 CHECK.



## RECORD CROWD IN CITY

### SPEEDWAY RACES MAGNET

MORE THAN 50,000 PASS THROUGH  
GATES OF UNION STATION AND  
THOUSANDS CAME BY AUTOS  
AND INTERURBANS.

The crowd of visitors that thronged Indianapolis yesterday was one of the largest the city ever has known. With weather conditions the best on a Decoration day in a great many years, with residents of neighboring cities seeking a holiday outing, and with the automobile races at the Speedway as a magnet, the capital of the state was the mecca of Hoosiers.

They came by steam road, by interurban and by automobile. The sidewalks of the downtown streets at the noon hour were a dense mass of struggling and pushing pedestrians, and the thoroughfares were filled with machines of all sizes, models and hues. Motorists with many miles of travel behind them whizzed and snorted into the city in their dusty cars, and Indianapolis owners of automobiles were abroad on the streets in full force. Probably so many visiting machines never were in the city before at one time.

#### Enormous Crowd at Station.

At the Union Station it was said that more than 50,000 people passed through the gates yesterday. About 19,000 tickets to the Speedway were sold by the Big Four. A picnic at Woodsdale carried 1,013 passengers out of the station. The traffic from all quarters was unusually heavy. Attaches of the station say the crowd of yesterday was never equaled in the history of the Union Station, and it is doubtful if even a State Fair Thursday surpassed it.

The crowd which passed through the Traction Terminal Station is estimated at 30,000 persons. About 2,000 tickets to the Speedway were sold by the Ben-Hur traction line, although the traction company ran no special cars. The only days in the year which ever surpassed the crowd of yesterday at the interurban station, according to estimates made by attaches, have been Thursdays of State Fair and days before Christmas.

LIFE CARE FOR LEPER.



# Speedway Claims New

## SPEED EVENTS END WITHOUT ACCIDENT

Championships in Various Classes  
Won by Victors in Motor  
Speedway Races.

### MEETING WORLD'S GREATEST

Fred J. Wagner, Starter, Says  
Performances of Drivers and  
Cars Set Records.

*By P. P. Willis.*

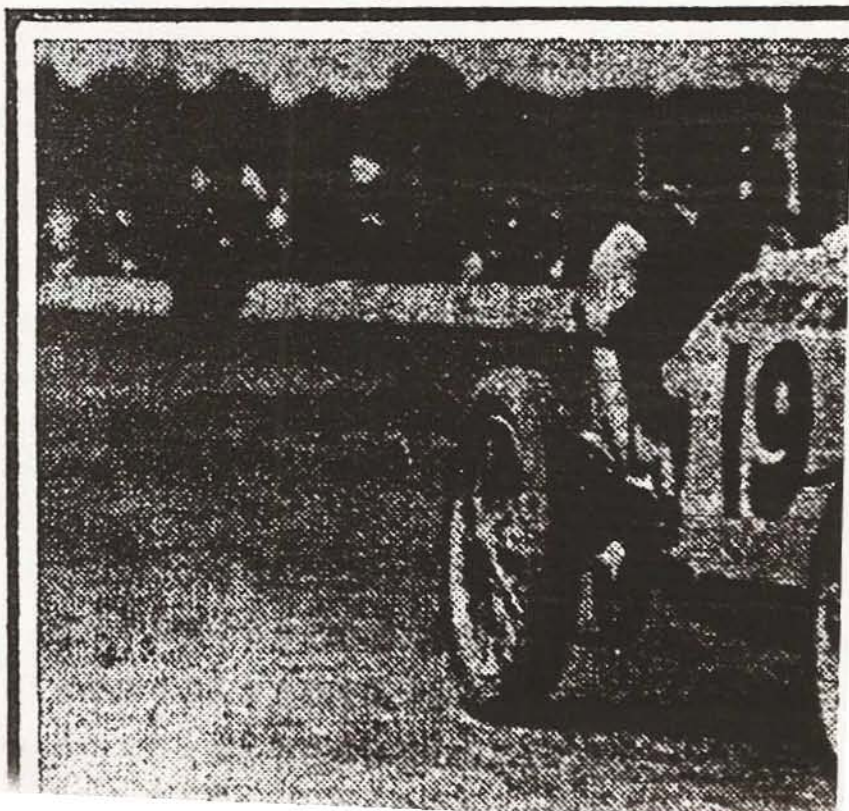
When the cheers of tens of thousands mixed with the roar and din of his crashing, speed-lustful car it told Ray Harroun in his Marmon that he was victor at the Speedway yesterday in the fifty-mile race, the last of the three-day meet. Many thousand persons fought their way out of the grounds until long after the racing had ceased, so large was the throng. Although every one was tired, yet all agreed that the day had been well spent in watching the motor car history in the making as former records fell behind in the dust of the whirling machines.

Fred J. Wagner, famed wherever autos are entered in speed battles, who has started every race of consequence since the sport was born, could not half express himself yesterday in praise of the meet just closed. He has seen auto races at New York, Chicago, Atlanta, Los Angeles and elsewhere, but he was loud in declaring that the races here yesterday lured the largest crowd in the history

## Cars Shattering Records on



JOHNNY AITKEN IN NATIONAL BREAKIN





# END CIDENT

ous Classes  
Motor  
es.

GREATEST

ter. Says  
ivers and  
rds.

lis.  
of thousands  
of his crash-  
ed Ray Har-  
was victor at  
the fifty-mile  
week-end meet-  
ing their way  
ing after the  
ge was the  
ne was tired,  
had been well  
our history in  
people fell  
whirling ma-

forever autos  
low, who has  
sequence since  
not half ex-  
praise of the  
own auto races  
Atlanta, Los  
he was fond  
here yester-  
in the history

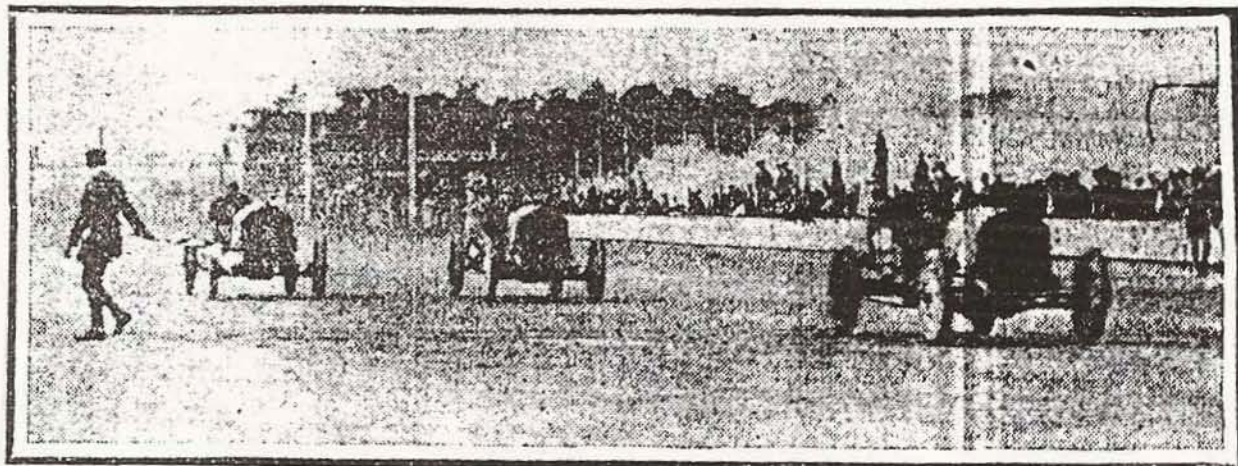
performances of  
led any former  
own accidents  
died place in  
of the motor  
old.  
postponed race.  
the free-for-all  
races yester-  
championship in  
its competing  
championship  
any other races

rack yesterday  
of Saturday, a  
Five started.  
21.93. Kirscher  
to get away at  
adly and many  
on had he not  
lap, when he  
the lead the  
second place in  
ged forward at  
second at the  
e first lap and  
ast lap. Greiner  
He drove a Na-  
batter quit the  
g made the first  
of 1:54.82 from

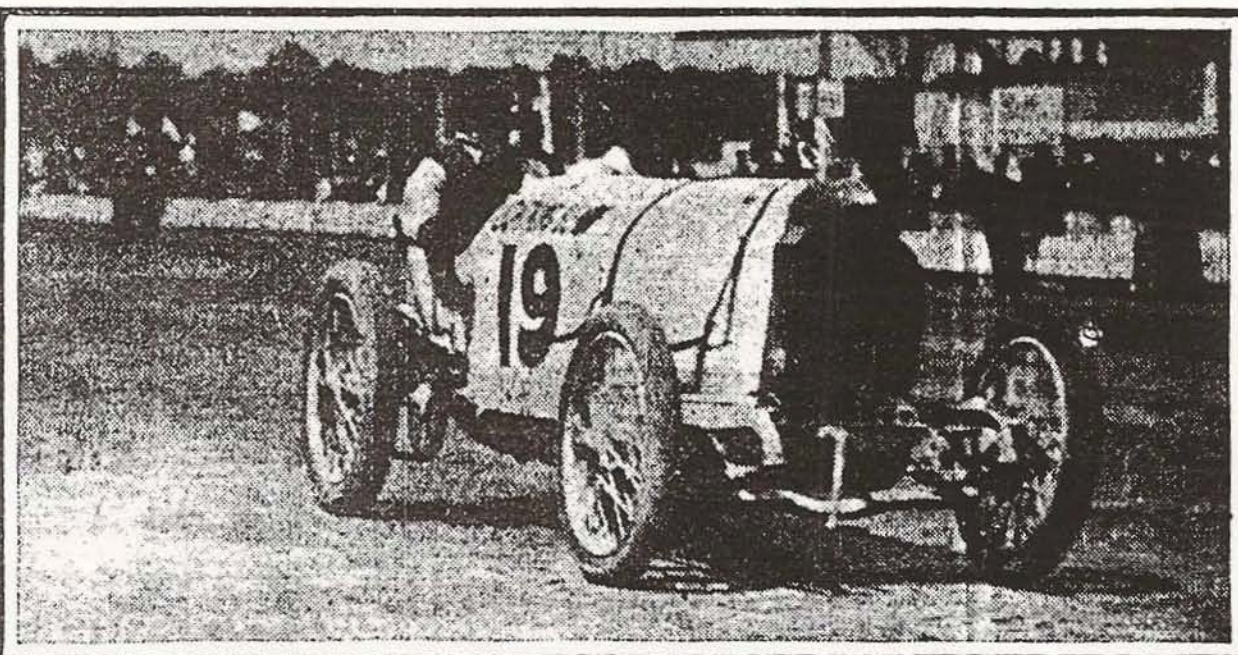
for the John A.  
ven, the driver  
ial in a touring  
Oldfield, in a  
s. Wilcox, in a  
net with trouble  
old did not go  
ute, so was not  
n was according  
Oldfield made his  
mes, 1:13.60 and

cars in Class B.  
solacement, was

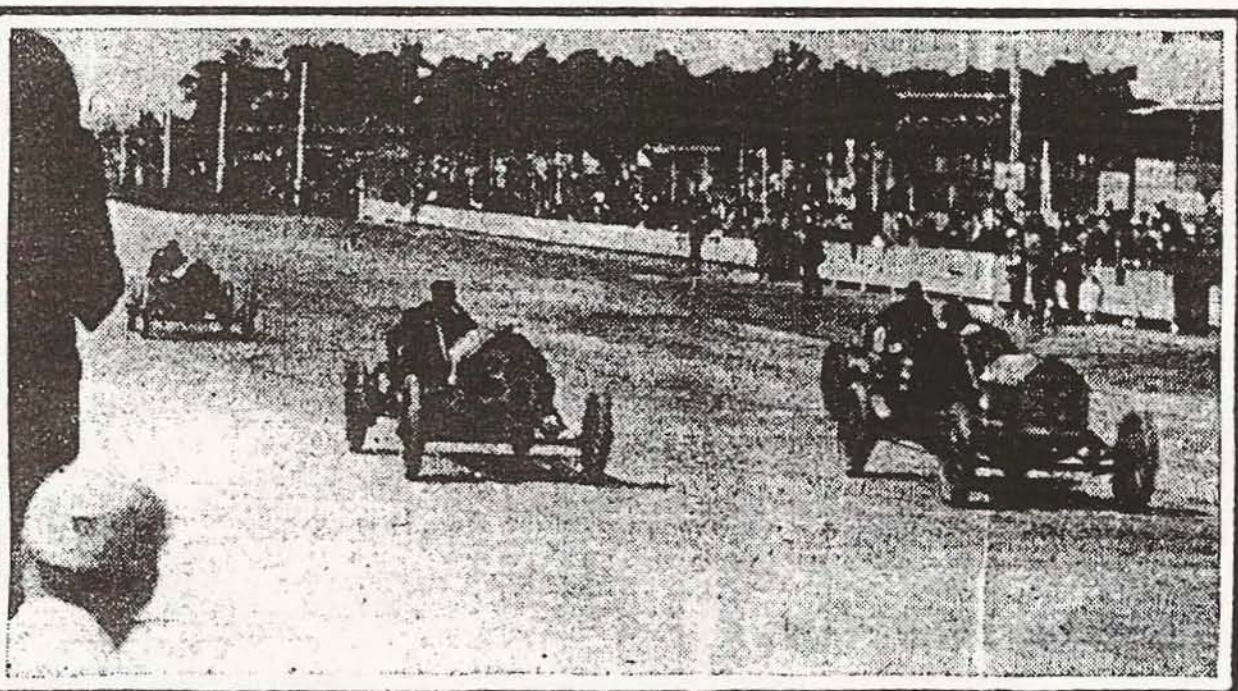
## Cars Shattering Records on Indianapolis Motor Speedway



JOHNNY AITKEN IN NATIONAL BREAKING AMERICAN TRACK RECORD FOR TEN MILES.



BARNEY OLDFIELD IN HIS 200-HORSE-POWER BENZ BREAKING AMERICAN TRACK RECORD FOR A MILE.



BRASSARD RACE AND MAKING NEW RECORD FOR FIFTY MILES.

New

M  
(2)  
Five



In declaring that the races here yesterday lured the largest crowd in the history of the sport.

He also declared the performances of both cars and drivers excelled any former meet. The absence of serious accidents and the record speeds obtained place Indianapolis at the top notch of the motor race cities of the entire world.

With the exception of a postponed race, the Remy Bassard race, the free-for-all events and a handicap, the races yesterday gave the victor the championship in the various classes of cars competing. The winners will hold the championship for a year, regardless of any other races that may be held this year.

#### First Race.

The first event on the track yesterday was the postponed race of Saturday, a free-for-all ten-mile event. Five started. Bragg in his Fiat won in 7:21.93. Kirscher in his Darracq was the last to get away at the start, but he gained steadily and many believe he would have won had he not blown a tire in the third lap, when he was leading. Bragg had the lead the first two laps, dropped to second place in the third lap, and then forged forward at the finish. Kincade came second at the finish. He was four in the first lap and held this place until the last lap. Greiner came last, time of 8:26.87. He drove a National, as did Aitken. The latter quit the race in the third lap. Bragg made the first lap in the remarkable time of 1:54.89 from a standing start.

The second event was for the John A. Wilson trophy, to be given the driver winning the mile time trial in a touring car with five passengers. Oldfield, in a Knox, made two attempts. Wilcox, in a National, also tried, but met with trouble and did not finish. Oldfield did not go faster than a mile a minute, so was not awarded the prize, which was according to the donation rules. Oldfield made his miles in the following times, 1:13.60 and 1:10.46.

#### Third Race.

The five-mile race for cars in Class B, 160 cubic inch piston displacement, was not run because of lack of entries. The event for ten miles for cars in Class B, Division 2, 161 to 239 cubic inch piston displacement, came next and L. Chevrolet, in Buick, won, time 9:3.60. This was the only event of the entire three days where the cars remained in the same position throughout the entire distance. They finished as follows: Burman, in Buick, second; Frayer, in Firestone-Columbus, third, and Miller, in Warren Detroit, third.

#### Fourth Race.

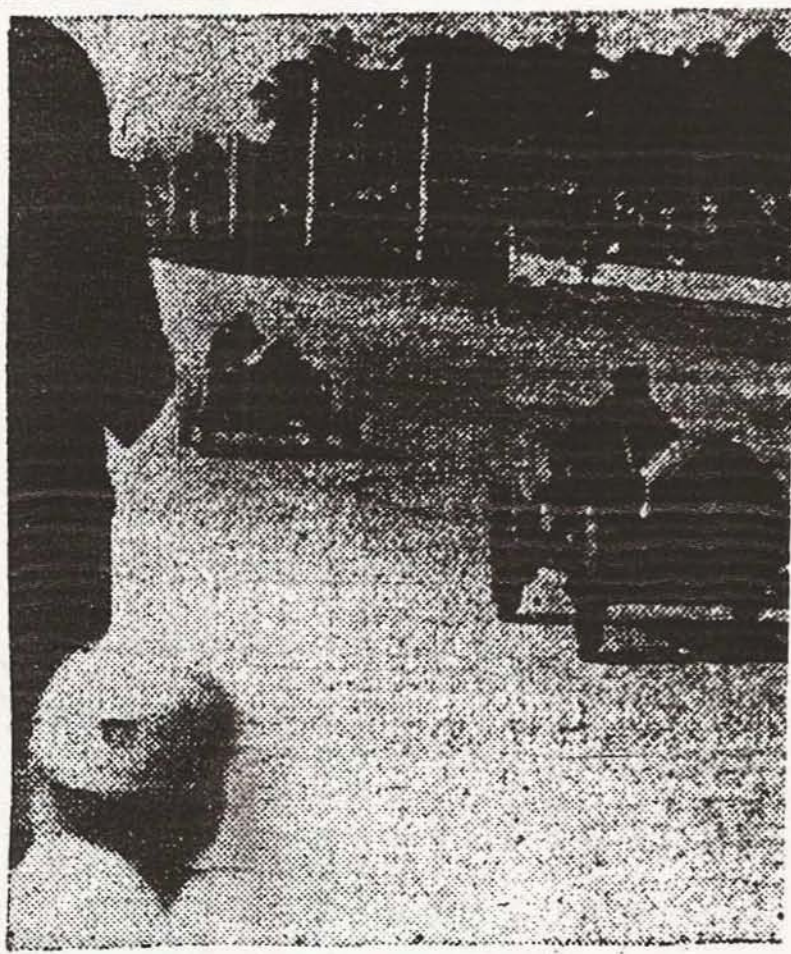
Five started in this five-mile race for cars in Class B, Division 3, with 281 to 300 cubic inch piston displacement. Dawson, in his Marmon, won, time 4:41.84.

When the cars lined up before the start there were two yellow sweaters worn by Marmon pilots and three red ones worn by Cutting and Marlon drivers. Anderson in his Marlon, Indianapolis-made car also, was leading at the end of the first two and a half miles, with time of 2:30.85. He finished third. Harroun in a Marmon finished second. The Cutting cars took the last two positions. This event was lacking in spectacular features.

#### Fifth Race.

There were fifteen starters in the ninth

BARNEY OLDFIELD IN HIS 200-HORSE-POWER B



HARROUN IN MARMON WINNING RACE, BRASS

a Marlon, fourth, and Bisbe, in a Cutting, last.

#### Seventh Race.

The seventh race, a five-mile event, was won by Barney Oldfield, in a Knox. Oldfield made a new record with his fast time of 4:01.36. Barney had it rather easy and seemed lonesome far in the lead. Aitken, in National, came second; Kincade, in National, third, and Merz, in National, fourth. This race was swift, but not as interesting as some others, save for the new record of the victor.

#### Eighth Race.

Johnny Aitken, in his National, was off like a streak of blue lightning at the start of the five-mile race, the eighth event on the card, and won in time of 4:06.7, making a new record for his class. He was second, however, in the first lap, as Kincade, in his National, had crawled to the front. Merz, in National, finished third; Dawson, in Marmon, fourth, and Ellis in Jackson, last.

#### Ninth Race.

There were fifteen starters in the ninth

drivers bunch lead.

Before the nouncers called Scott, who is San Francisco on the ground drive out on to the throng young woman white Overlan by a thunder race that fol the only wom to cross the c mobile without mechanics wa Aitken in his led in the first led in the second Kincade was in the second and second in a Marmon, c Jackson, last.

The twelfth



The Wilson trophy, to be given the driver winning the mile time trial in a touring car with five passengers. Oldfield, in a Knox, made two attempts. Wilcox, in a National, also tried, but met with trouble and did not finish. Oldfield did not go faster than a mile a minute, so was not awarded the prize, which was according to the donation rules. Oldfield made his miles in the following times, 1:13.60 and 1:10.46.

### Third Race.

The five-mile race for cars in Class B, 160 cubic inch piston displacement, was not run because of lack of entries. The event for ten miles for cars in Class B, Division 2, 161 to 239 cubic inch piston displacement, came next and L. Chevrolet, in Buick, won, time 9:3.60. This was the only event of the entire three days where the cars remained in the same position throughout the entire distance. They finished as follows: Burman, in Buick, second; Frayer, in Firestone-Columbus, third, and Miller, in Warren Detroit, third.

### Fourth Race.

Five started in this five-mile race for cars in Class B, Division 3, with 231 to 300 cubic inch piston displacement. Dawson, in his Marmon, won, time 4:41.34.

When the cars lined up before the start there were two yellow sweaters worn by Marmon pilots and three red ones worn by Cutting and Marlon drivers. Anderson in his Marlon, Indianapolis-made car, was leading at the end of the first two and a half miles, with time of 2:30.85. He finished third. Harroun in a Marmon finished second. The Cutting cars took the last two positions. This event was lacking in spectacular features.

### Fifth Race.

Oldfield made record trials in his Benz machine before the fifth race started. The first circuit was not timed because of some mistake of the electrical operators. The second time they caught "Barney" for one mile with :37.01 and for the hometer, :21.45. The latter is a new American track record. Oldfield was cheered by prolonged cheers by the crowd. In his Fiat took the fifth race, a five-mile free-for-all open. His time was 3:34.7. He developed the habit of driving the far side of the track near pavement railing, and this caused competition, as most of the drivers sought the inside. This race was also one of those in which the cars did not shift positions during the entire distance. They finished as follows: Kerscher, in Darracq, second; Aitken, in National, third; Kincade, in National, fourth; Greiner, in National, fifth. Burman started in his Buick, but was forced to retire almost instantly because of damage done his machine when he broke his gear. It fell to pieces and dropped on the track and was picked up by the men in the repair pits.

### Sixth Race.

This ten-mile race was for cars in Class B, Division 3, 231 to 300 cubic-inch piston displacement. Harroun, in a Marmon, won, time, 9:25.31. He was second in the first lap, third in the second lap and victor at the finish. The little Marlon car piloted by Gill Anderson led the race in a beautiful style until the last lap, when he dropped to fourth place. His time for the first five miles was 4:47.1. Dawson, in a Marmon, was second; Clarke, in a Cutting, third; Anderson, in

## HARROUN IN MARMON WINNING REMY, BRASSARD

a Marlon, fourth, and Blabe, in a Cutting, last.

### Seventh Race.

The seventh race, a five-mile event, was won by Barney Oldfield, in a Knox. Oldfield made a new record with his fast time of 4:01.36. Barney had it rather easy and seemed lonesome far in the lead. Aitken, in National, came second; Kincade, in National, third, and Merz, in National, fourth. This race was swift, but not as interesting as some others, save for the new record of the victor.

### Eighth Race.

Johnny Aitken, in his National, was off like a streak of blue lightning at the start of the five-mile race, the eighth event on the card, and won in time of 4:06.7, making a new record for his class. He was second, however, in the first lap, as Kincade, in his National, had crawled to the front. Merz, in National, finished third; Dawson, in Marmon, fourth, and Ellis in Jackson, last.

### Ninth Race.

There were fifteen starters in the ninth race, the free-for-all handicap event for five miles. Mottlinger in his Empire was the first to start and the last to finish. Jack Reed in his Stoddard-Dayton won this event. Time, 4:55.65. Jack is connected with the Fisher Automobile Company of this city, and is a newcomer in the racing game. The car he drove is the personal property of James A. Allison, secretary of the Speedway.

This event was a pretty race and at the end of the first two and a half miles there were machines strung almost around the entire course. They were all "beating it" at terrific speed, big and little, and all made all the noise possible and spit forth their ugly smoke and fire. The women in the crowd did not stand back on ceremony, and were as willing as the men to demonstrate their interest in the race and cheered loudly.

Miller in his Warren-Detroit, who was leading at the end of the first lap, finished in the eleventh place. Another extreme shift in position was that of Aitken in his National from fourteenth place in the first lap to third in the last. Tousey, in National, came third.

### Tenth Race.

The tenth race was a ten-mile event for Cars in class B, Division 5, with piston displacement of 451 to 600 cubic inches. This race also was uniform throughout so far as position of cars was concerned. Oldfield, in his Knox, won; time, 7:50.75. Wilcox in National was second, L. Kincade in National, third, and Aitken in National, fourth. The National

drivers bunched lead.

Ele

Before the nouncers called Scott, who is in San Francisco on the ground drive out on the to the throng young woman white Overland by a thunderous race that follo the only woman to cross the co mobile without mechanics was Aitken in his led in the first, led in the seco Kincade was se in the second l and second in a Marmon, car Jackson, last.

T

The twelfth event and was in time of 7:20 stance where same position t They finished Darracq second and Greiner in

Th

Before the Oldfield was drive his Benz mile record, an the distance in a warm spot i votes of the Sp record to its a Nine started the Remy gran on the card. won, time of mon, came sec Hartford, thir of the cars acc every ten mile

3 Pope-Hartfo  
15 Jackson, Sc  
25 Mallon, And  
26 Warren-Detr  
29 Great Weste  
23 Marmon, Hi  
34 Marmon, Di  
20 Cutting, Cla  
21 Cutting, Biz  
Time—10 mil  
30 miles, 28:6.3  
miles, 42:31.33.  
That this r  
many posted f