

MOTORCYCLE RACES



TEN-MILE PROFESSIONAL EVENT.

ELECT WILLIS PRESIDENT

MOTORCYCLISTS CAST VOTES

F. A. M. CONVENTION DELEGATES END
MEET BY GIVING TWO NATIONAL
OFFICES TO LOCAL MEMBERS,
HONORING WYATT.

DEATH NEARLY WINS MOTORCYCLE RACES

Jake De Rosier Sustains Severe
Injuries During F. A. M. Na-
tional Championship Meet.

CALLS OFF MONDAY'S EVENTS

Charges of "Cold Feet" and
"Yellow Streaks" Are Given
as Reasons.

Results of Races on Auto Speedway

No records broken.

Injured—Jake De Rosier, Springfield, Mass.; cuts, bruises and serious internal injuries. J. F. Torney, Chicago; slight bruises.

Crowd about 8,500.

Winners:

1. Five-mile handicap, limited to private owners; A. G. Shapple, New York, on Indian. Time, 4:53 1-5.

2. One-mile F. A. M. amateur championship; Fred Huyek, Chicago, on Indian. Time, 1:05 1-5.

3. Five-mile handicap, limited to members of Indiana Motorcycle Club; Paul E. Koutowski, on Minneapolis. Time, 5:17 flat.

4. Five-mile race for machines not exceeding 55 cubic inches piston displacement; Fred Huyek, Chicago, on In-

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Indianapolis cleaned up in the election of F. A. M. officers last night when F. I. Willis received the national presidency and Charles Wyatt the office of vice president in the Western division.

Following are all the officers elected for next year: F. I. Willis of Indianapolis, president; C. C. Wilber Keen of New Hampshire, vice president for Eastern district; C. M. Frick of Los Angeles, vice president for Pacific coast; Le Roy Cook of New York city, secretary; Charles Wyatt of Indianapolis, vice president of Western division; C. B. Gibson of Westboro, Mass., treasurer, and E. M. Hughes, president of Southern district.

G. H. Hamilton was boosted until last night for national president, but retired in favor of Willis, who carried the field by a big majority from Dr. C. J. Berrick of Buffalo.

W. C. Marsh of Brocton, Mass., was re-instated in the F. A. M. after a suspension of three years.

It was definitely decided at this meet to call off the motorcycle races planned for Monday.

Decide Difficult Rules.

The definitions deciding the federation's stand on the question of the classification of riders were adopted as follows:

"1. There shall be three classes of competitors—private owners, trade riders and professionals.

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4. Five-mile race for machines not exceeding 55 cubic inches piston displacement; Fred Huyck, Chicago, on Indian. Time, 5:24 2-5.

5. Ten-mile professional; Edward Lingenfelder, Alhambra, Cal., on N. S. U. Time, 10:51 4-5.

6. Five-mile handicap, limited to machines not exceeding 61 cubic inches piston displacement; Harry J. Klebes, Philadelphia, on Reading Standard.

7. Ten-mile F. A. M. amateur championship; Erwin G. Baker, Indianapolis, on Indian. Time, 11:31 1-5.

8. Twenty-five-mile, called off on account of no starters. Monday's races called off.

Death came near winning the motorcycle races yesterday at the Speedway when it almost took the life of Jake De Rosier as its prize. This champion professional was defying all dangers in an effort to pass Edward Lingenfelder in the ten-mile race when the tire of his machine's front wheel tore off, pitching the fearless rider high in the air and hurling him to the stone speedway. The accident occurred in plain view of the main grand stand, just above the bridge, 250 yards away. De Rosier will most probably live, despite his serious injuries.

After the race the winner, Lingen-

stand on the question of the classification of riders were adopted as follows:

"1. There shall be three classes of competitors—private owners, trade riders and professionals.

"2. A private owner is an amateur who, since the adoption of these rules, has never engaged in motorcycle competition as a trade rider; who actually owns the motorcycle used in competition; who is not connected in any way, either directly or indirectly, with any person or firm that manufactures, assembles, sells or repairs internal combustion engines, motorcycles or motor vehicles, or who operates them as a trade or profession; who has never received, either directly or indirectly, any compensation whatsoever for engaging in a motorcycle competition or exhibition; who has never sold or in any way realized pecuniary benefit from a prize; or who has never knowingly competed in any sport against a professional.

"3. A trade rider is an amateur who is connected, either directly or indirectly, with a person or firm that manufactures, assembles, sells or repairs internal combustion engines, motorcycles or motor vehicles, or who operates them as a trade or profession, who has never competed knowingly for cash or against a professional; who has not sold or otherwise realized pecuniary benefit from a prize, or who for any reason is not eligible as a private owner. He shall be considered eligible, however, to compete in any closed club event.

"4. A professional is one who has competed for cash or who has otherwise violated the above rules applying to a private owner or a trade rider."

At 8 o'clock this morning word was received from the Methodist Hospital concerning the condition of Jake De Rosier, who is confined there suffering from injuries received at the races yesterday. He is reported improving and not fatally injured, although serious complications are feared. It will be several days before he will be well at the best.

President Ovington took occasion last night to lavish praise on the proposed Lowell automobile track and said that he wanted all the men to participate in the races there this fall.

A vote of thanks was extended to the local club for its efforts to entertain the delegates. Most of the men left on late trains last night. While many went away with bitter words on their tongues concerning the Speedway, the majority of the fair-minded riders admitted that they were afraid. The Speedway management had exerted extraordinary efforts to have the track ready and veterans declare that it is, and the best on earth as it has been advertised.

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After the race the winner, Lingenfelder, said that as the two were burning it about half way around the track on the second lap De Rosier called to him, "Take it easy." Lingenfelder said he cried back, "Are you getting cold feet?" The noise of the rushing machines drowned De Rosier's answer, but Lingenfelder said it was some challenge in no unemphatic words, and instantly both men threw all their might and their machines' limit of power into the race.

Then as they entered the stretch the crash came. The rockbed track acted like a butcher's sharp knife on the unfortunate rider, cutting him from head to foot.

De Rosier Staggers to His Feet.

The machine spun ahead after the rider fell about thirty feet. De Rosier rose half stunned and stumbled to the ditch alongside the course, where he fell unconscious. Dr. J. P. Thornley was hurriedly taken to the scene in the Overland F. A. M. official automobile, followed by the ambulance.

This is the first accident on the new five-mile Hoosier Speedway and was sustained on the initial day of the races, those of the Federation of American Motorcyclists. The day's events were in most respects a grand success, but trade jealousy and disorganization in the ranks of the F. A. M. officials caused several hitches.

Seven flirterers with death started the afternoon's program. It was the five-mile handicap limited to private owners. A. G. Chapple of New York on an Indian machine won in 4:53 1-5. Walter Berner of this city entered a protest through W. F. Rempiss of Reading, Pa., saying that he was given too great a handicap. There was nothing spectacular about this event. Nelson J. Hodgkin of New York on an Indian won, second and Tim Bohnsen of St. Louis, third.

Mile Race Is Interesting..

The mile race for the F. A. M. national amateur championship was a classy event. Some of the team managers had warned the men not to risk too much, because of fear of the course. The race started from the mile post and ended in front of the main grand stand thus depriving the 3,500 in the bleachers from witnessing the event. The timers got their cue by telephone, being connected with the mile station, and hearing the start pistol report. Fred Huyck of Chicago on an Indian won in a sensational finish. Stanley Kellogg was doped to be the victor, but Huyck passed him in a terrific spurt under the bridge. Kellogg came second and Raymond Seymour, third. Time, 1:05 1-5. Tom started.

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TAKE TO THE SOCCER GAME.

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Authorities at Seattle Exposition Add It to Sport Program.

SEATTLE, Wash., Aug. 14.—"Soccer" football has been added to the Alaska-Yukon-Pacific Exposition athletic program. A tournament lasting an entire week will be held in September between teams from the Pacific Coast and British Columbia, to decide the championship of the entire West. The teams which will compete in this tournament will be from Portland, Seattle, Tacoma and one of the California cities; Ladysmith, Victoria, Vancouver and probably Nanaimo, Canada. The date has not yet been definitely fixed, but the games will probably be held the third week in September. The field is in excellent condition, smooth and elastic and it will need but a little marking to make it an ideal soccer field. Members of the winning teams will be awarded gold medals by the exposition management.

WINS WESTERN HANDICAP.

Dr. J. N. Bailey High Gun to Shoot at

BY PAUL WOOD, JR. 14.—Dr. J. N. Bailey, an amateur marksman from Peoria,

last night won the handicap of the American Association. The high score, 50 out of a possible 60, was the best of the season. Bailey, who is a resident of Peoria, Ill., and who is a member of the American Association, won the handicap of the American Association last night. The handicap was won by Bailey, who is a resident of Peoria, Ill., and who is a member of the American Association. The handicap was won by Bailey, who is a resident of Peoria, Ill., and who is a member of the American Association.

EDDIE NELSON IS WINNER.

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Louis, third.

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J. A. Turner of Chicago voiced the sentiments of many riders when he declared before the judges' stand that he was afraid to enter the event, but would not be bullied out by the others. Officials conceded that the men had a "yellow streak" and were afraid to let loose to their limit. Most of the world's records have been made on very small plank tracks, saucer pans, or on smooth beach straightaways, and the big five-mile course, a revelation to all, with high steep curves looked too threatening to the men. There were exceptions, however, and some of the dare devils retained their titles by taking everything at full blast.

Even Kellogg refused to enter any more events after this one-mile trip.

Run Local Race.

The five-mile event for members of the Indiana Motorcycle Club was in excess of expectations. It showed the riders from the four corners of the wind that Indianapolis has as good if not by far the best average bunch of two-wheelers on the Union map. This event was won by Paul E. Hengstler on a Minneapolis in 8:17. Nat Nelson, J. Harty was second on an Indian and John McHarver third on an Indian. Three of the machines in this event were covered by the American Association. The men who won the handicap of the American Association last night were Dr. J. N. Bailey, Steve Davidson, and Eddie Nelson.

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Dr. J. N. Bailey High Gun in Shoot at St. Paul.

ST. PAUL, Minn., Aug. 14.—Dr. J. N. Bailey, an amateur marksman from Fargo, N. D., won the Western handicap shoot, held here under the auspices of the Interstate Association. His high score, 97 out of a possible 100, was the best of the handicap. Hamilton of St. Paul and Henderson of Kentucky, both amateurs, were second, with 91 out of a possible 100.

First shooter of sport last night was high gun among the professionals for the entire shoot and Captain of Alhambra, Minn., and Henderson of Kentucky, are tied for that honor among the amateurs.

EDDIE HEYDON IS UMPIRE.

Since Declaring That Seattle County Bar Association Champion.

Louis, third.

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The prettiest race of the afternoon was the finish of the five-mile race for machines not exceeding fifty-five cubic inches piston displacement, without auxiliary exhaust ports.

Fred Huyck, on an Indian, won in 4:34 1-5. He raced a close tie with A. G. Chapple, winning by a few feet. The tight close of the speed event caused the hot, tired crowd to rise and cheer the brave riders.

Crowd Waves Enthusiastic.

It was when E. A. Morris, the starter, announced in peevish tones that the preliminary observation of the track was

It was when E. A. Moross, the starter, announced in patriotic tones that the pro-

ps Hit Three Paul Pitchers

CLUDED FROM PAGE ONE.

and the home club winning the 0. Tom Hughes pitched his first the Millers. A wild throw by d the winning run in the first erson was invincible in the sec- and Louisville had no chance to es:

FIRST GAME.

H	O	A	E	Louis.	AB	H	O	A	E
0	2	3	2	Dunlvy,rf.	2	0	3	0	0
1	1	0	0	Wdruff,cf.	4	0	3	0	0
1	1	1	0	Sullivan,3	3	0	0	1	1
2	1	0	0	Salm,1...	3	0	7	0	0
1	1	2	0	Olson,2...	4	1	2	1	1
1	2	2	1	Delhnty,lf.	3	0	4	0	0
0	0	0	0	Quinlan,s.	4	3	2	4	0
0	6	1	0	Peltz,c...	2	1	4	2	0
0	2	6	1	Halla,p...	4	0	0	1	0
6*26 15 3				Totals..	32	5	27	0	3

for throwing bat.

.....	1	0	0	0	0	0	0	0	0—1
.....	0	2	0	0	0	0	0	0	0—2

owns, Quinlan, Peltz. Three-base
Two-base hits—Quillen*, 2.
rifice hit—Peltz. Double play—
(unassisted). Left on bases—
4; Louisville, 1. Struck out—
8; by Halla, 3. Bases on balls—
7; off Halla, 1. Time—1:30.
Sullivan and Guthrie.

SECOND GAME.

H	O	A	E	Louis.	AB	H	O	A	E
2	2	3	0	Dunlvy,rf.	4	1	0	0	0
1	1	0	0	Wdruff,cf.	4	1	0	0	0
2	2	0	0	Sullivan,3	3	0	2	3	0
0	2	0	0	Salm,1...	3	0	8	2	0
2	1	0	0	Olson,2...	3	0	2	4	2
1	0	2	0	Delhnty,lf	3	0	2	0	0
0	0	0	1	Quinlan,s.	3	0	3	1	0
0	7	2	0	Peltz,c...	2	0	5	2	0
0	2	1	0	Packard,p	2	0	1	2	0
				*Halla....	1	0	0	0	0
8 27 10 1				Totals..	28	2	24	14	2

or Packard in ninth.

.....	1	0	0	1	0	0	0	0	*—2
.....	0	0	0	0	0	0	0	0	0—0

owns, Block. Three-base hit—
len base—Gill. Sacrifice hit—
ble play—Block to Downs. Left
Minneapolis, 10; Louisville, 2.
—By Patterson, 7; by Packard, 3.
alls—Off Patterson, 1; off Pack-
ne—1:45. Umpires—Guthrie and

IDO, 6; MILWAUKEE, 1.

CEE, Wis., Aug. 14.—The home
an admirable exhibition is the

Death Nearly Wins Motorcycle Races

CONCLUDED FROM PAGE ONE.

arena, determined to defend the great West he was representing. He loomed well the able part. Attired in a pure white uniform, he permitted the attendants to secure his feet with straps to the pedals. Had the misfortune fallen to him instead of his rival the results would no doubt have been fatal because of his fastened feet.

Jake De Rosier, the holder of many titles, next pushed his speedy creation alongside his Western rival. De Rosier was clad in bright red tights, with a silk United States flag on his back. When the music of the "Stars and Stripes" floated to his ears his face gleamed with pride, and, pointing to the flag, he vowed to lead it to victory. But fate had a different score in view for him. He rode an Indian and hails from Springfield, Mass. Lingenfelder, the victor, rode an N. S. U. and made time of 10:51 4-5.

Charles C. Merz was booked to enter this event, but withdrew.

"They're off!" cried the thousands as one man, and the two champions spun down the long white stream of glistening track like two bright colored sky rockets.

De Rosier Makes a Suprt.

In the first lap the N. S. U. was popping and cracking like a gun, and was hurling its charge of human flesh, crouching and clinging with grim determination to its form, over the tape first, with De Rosier close behind. During the second lap and in the middle of the far straightaway the Indian rider made a desperate suprt and passed Lingenfelder. It was at this stage of the race that the conversation between the two men, going faster than a mile a minute, was carried on. The challenge was flung between the two fearless men, and the race then settled into as desperate a one as was ever pulled off, so desperate, in fact, that the fate of De Rosier is considered a miracle, because he escaped death itself.

It was after turning the last curve before the home stretch on the second lap, after Lingenfelder was gradually picking an advantage, that De Rosier was hurled to the track. Lingenfelder said afterward that he was about three feet ahead, but dared not turn around for fear of his own life. He turned his mad-deped machine far to the outer side of the track and slackened his speed a little. He knew something had happened to his rival, because above the

Minneapolis



Paul E. Koutow
horsepower Minneapolis



TOLEDO, 6; MILWAUKEE, 1.
KEE, Wis., Aug. 14.—The home
to an execrable exhibition in the
Toledo winning 6 to 1. Mc-
unable to handle the wet ball
ounded hard, being succeeded by
ne seventh. Robinson pitched a
e. Score:

H	O	A	E	Toledo. AB	H	O	A	E	
1	3	0	0	M'Crty, cf.	4	1	2	0	0
1	0	0	0	Smoot, rf..	4	2	2	0	0
0	14	2	1	Freman, l.	2	0	7	0	0
1	1	0	1	Hickmn, lf	5	2	0	0	0
2	1	3	1	Hnchmn, 2	5	1	4	3	0
1	1	4	1	Elwert, 3..	4	2	3	1	0
1	1	1	0	Land, c...	4	1	8	2	0
0	5	1	0	Lynch, s...	5	1	1	5	0
0	1	2	1	Robinsn, p	5	0	0	1	0
0	0	6	1						
7	27	18	6	Totals..	38	10	27	12	0

.....0 0 0 1 0 0 0 0 0—1
.....0 1 0 0 2 0 3 0 0—6

ndall, McCarthy, Smoot, Free-
man, Hinchman, Elwert, Lynch.
Hits—Clark, Barry, Hinchman,
ts—Off McGlynn, 9 in 61-3 in-
juries, 1 in 2-2-3 innings. Sacrifice
Smoot. Stolen bases—Land,
Left on bases—Milwaukee, 7;
Bases off balls—Off McGlynn, 3;
I; off Robinson, 3. Hit by
McCarthy by Curtis. Struck out—
n, 2; by Curtis, 1; by Robinson, 6.
Umpires—Hayes and Conahan.

8 CITY, 7; COLUMBUS, 3.

CITY, Mo., Aug. 14.—Kansas victory today over Columbus by

7 to 1		Score:							
H	O	A	E	Col	A 15	H	C	A	E
1	2	0	0	O. R. H. H. C.	1	1	1	1	0
0	1	4	0	O. H. H. H. C.	0	0	1	0	0
0	0	1	0	O. H. H. H. C.	0	1	1	0	0
2	3	1	0	O. H. H. H. C.	1	1	0	0	0
1	6	1	0	O. H. H. H. C.	1	1	0	0	0
<hr/>									
1	4	0	0	O. H. H. H. C.	0	1	1	0	0
1	4	0	0	O. H. H. H. C.	0	1	1	0	0
1	1	0	0	O. H. H. H. C.	0	1	1	0	0
<hr/>									
O. H. H. H. C.									

● 電力 消費	● 電力 消費	● 電力 消費	● 電力 消費
● 電力 消費	● 電力 消費	● 電力 消費	● 電力 消費

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

Figure 1. A schematic diagram of the experimental design. The diagram shows a sequence of events: a subject is presented with a stimulus (a word or sentence), which is then processed by a computer system. The system outputs a response, which is then recorded by a data logger. The data logger is connected to a computer, which stores the data. The computer also controls the stimulus presentation and the response recording. The diagram is labeled with 'Stimulus', 'Response', 'Data Logger', and 'Computer'.

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice" and "The Hon. Mr. Justice".

depended machine far to the outer side of the track and slackened his speed a little. He knew something had happened to his rival, because above the roar and the cracking of the engines he heard the fall and the cries of the injured man.

The police performed excellent work and kept the excited crowds back, although hundreds rushed to the scene of the accident. When De Rosier had ceased his sliding he rose, half conscious, and staggered, not knowing which way to turn apparently. No one was very near to him, and he finally fell in the ditch by the track's side. The hospital corps soon reached him and conveyed him on a stretcher to the ambulance.

It was some time before the excited crowd in the main grand stand could be quieted, although every one had constantly looked for just what happened. De Rosier has the reputation of having been hurt more times than any other rider of motorcycles. He seems to have great difficulty in keeping his handle bars from wobbling.

The machine was put out of commission, and was wrecked from front wheel to rear.

Locals Take All.

The sixth event was a five-mile handi-cap limited to machines not exceeding sixty-one cubic inches piston displacement. It was the noisiest start of the day. Fred Huyck won on his Indian, time 4:46.3-5. Charles V. Balke of Los Angeles won second and J. A. Turner of Chicago third. Nine started.

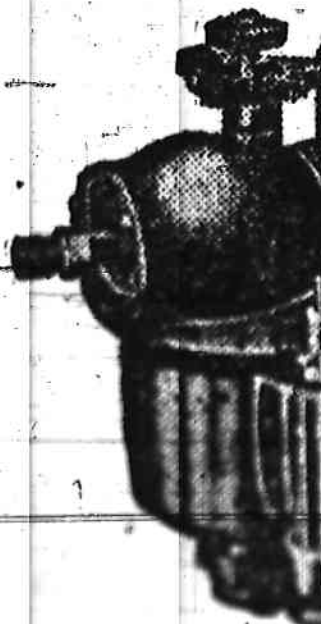
The next event was noted for its lack of entries. Evidently the accident to De Ryser coupled with the ample stock of fear already on hands caused the men to withdraw. None would acknowledge it outright, but it was generally conceded that this was the reason. This event was

ship for quarters, limited to machines and covering only one inch cube dimensions. Mrs. C. Perry, an Indian, a hard rider of good skill and nerve, won in time of 1:30 1-4. H. R. Driney, an Irishman of this city, took second place, finishing against a good entry, making his first run at this and wanted to show his Eastern and Western friends that good runs could be made on the Grand Canyon. His efforts to improve his time were in vain, at Indianapolis, last year, when he gave Indianapolis all the stages of victory in his career. The only other entry out of the list of competitors was L. J. Brown of Chicago, a Frenchman, who, with his second mother of the

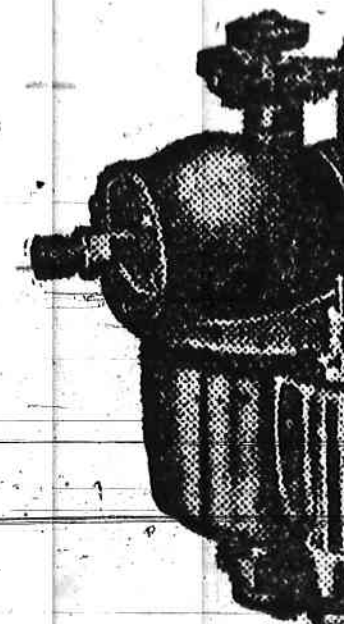
The above information was obtained from the files of the FBI, New York City Office, dated 10/10/68.



A. L. Kirk, sec
speed machine. No
and the machine t

[illegible]

which is said primarily could not have occurred the fall, as he did, but with a slight promotion of mind he turned the standing one straight out the next day.



[illegible]

3 -CITY, 7; COLUMBUS, 3.

CITY, Mo., Aug. 14.—Kansas victory today over Columbus by

7 to 8. Score:

H	O	A	E	Col.	AB	H	O	A	E
1	2	0	0	O'Rourke, c.	4	1	1	3	0
0	2	4	0	Clarke, lf.	3	0	2	0	0
0	8	1	0	Kruger, cf	4	1	1	0	0
2	3	1	0	Schreck, c.	2	1	6	0	0
1	4	1	0	James, c.	1	1	0	0	0
0	0	1	0	Cngltn, rf.	4	2	1	1	0
1	4	0	0	Odwell, l.	4	2	10	0	0
2	4	0	0	Wratten, s	3	1	2	2	1
1	1	8	0	Friel, 3...	3	1	1	3	2
				Goodwin, p	2	1	0	3	0

8	27	16	0	Totals..	30	11	24	12	4
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.....	0	0	0	0	0	3	0	4	*—7
.....	1	0	0	0	1	0	0	0	1—3

lman 2, Love, Hetling 2, Bra-
 der, James, O'Rourke. Two-base
 on, Flaherty, Goodwin, James
 hits—Hallman, O'Rourke, Wrat-
 run—Hallman. Sacrifice hits—
 Shreck, Wratten. Stolen bases—
 tling, Shay. Double plays—Fla-
 ashear to Beckley; Beckley to
 Ritter; Hetling to Brashear to
 ngallon to Wratten. Struck out
 win, 5. Left on bases—Kansas
 umbus, 4. Bases on balls—Off
 br Goodwin, 3. Bases on er-
 s City, 3. Time—1:20. Umpire

R IF HE HAS FRECKLES.

...mona, a nephew of old "Rube" ...
... as a ... in ...

[illegible]

This office conducted extensive work with the various groups and individuals who were active in the anti-communist movement. The results of this work are being reported to the various groups and individuals who were active in the anti-communist movement. The results of this work are being reported to the various groups and individuals who were active in the anti-communist movement.

The above information was obtained from the records of the Bureau of the Census, Department of Commerce, and is being furnished to you for your information. The Bureau of the Census is not responsible for the accuracy or completeness of the information furnished herein.

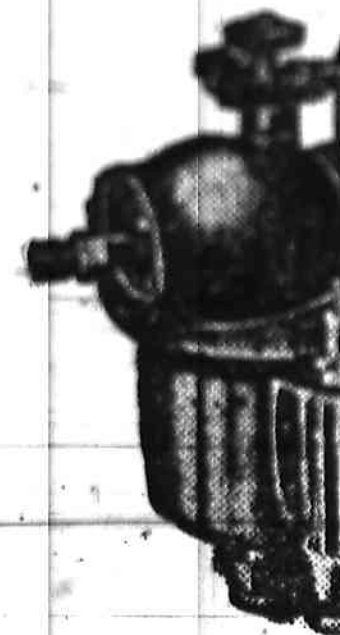

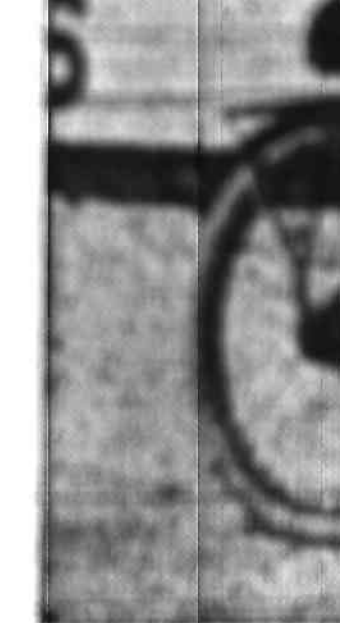
The machine was put out of commission, and was worked from 1941 to 1942.

Learn To Ask

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Charles V. Balke of Los Angeles won sec-
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Nine started.

The next event was noted for its lack of entries. Evidently the accident to De Rosier coupled with the ample stock of fear already on hands caused the men to withdraw. None would acknowledge it outright, but it was generally conceded that this was the reason. This event was the ten-mile F. A. M. national championship for amateurs, limited to machines not exceeding sixty-one inches cubic displacement. Erwin G. Baker, on an Indian, a local rider of great skill and nerve, won, in time of 11:31 1-5. H. R. Bretney, on a Thor, also of this city, took second place, having entered as a post-entry, saying he was not afraid and wanted to show his Eastern and Western friends that good time could be made on the Speedway. Despite their efforts to disprove this, John Merz, on a Thor, of Indianapolis, took third place. This gave Indianapolis all the plumes of victory in this event. The only other entry out of the list of forty-six was J. F. Torney of Chicago on a Peugeot, who met with the second accident of the day.

His was not serious, but was remarkable for its character. He was taking the far curve behind the woods, when his back tire tore off. Had it been his front wheel he most probably could not have averted his fall, as he did, but with a quick presence of mind he turned the speeding car straight for the mud pud-



to help load his w
ride back without a

The last race on off by President E the F. A. M. "W" was asked. He said for the Speedway crowds, nor anything to protect the lives also said that the ri the twenty-five-mile

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THE NEW YORK TIMES
 PUBLISHED DAILY
 207 W. W.



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 year

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The first of the season was held on the 1st of May. The weather was perfect and the crowd was large. The race was won by J. F. Torney of Chicago on a Peugeot. He met with the second accident of the day.

His was not serious, but was remarkable for its character. He was taking the far curve behind the woods, when his back tire tore off. Had it been his front wheel he most probably could not have averted his fall, as he did, but with a quick presence of mind he turned the speeding car straight for the mud puddles near the inside of the course, and fell on the soft ground. An automobile was dispatched with a physician at once to the unfortunate man, but he was able to help and he walked home and rode back without assistance.

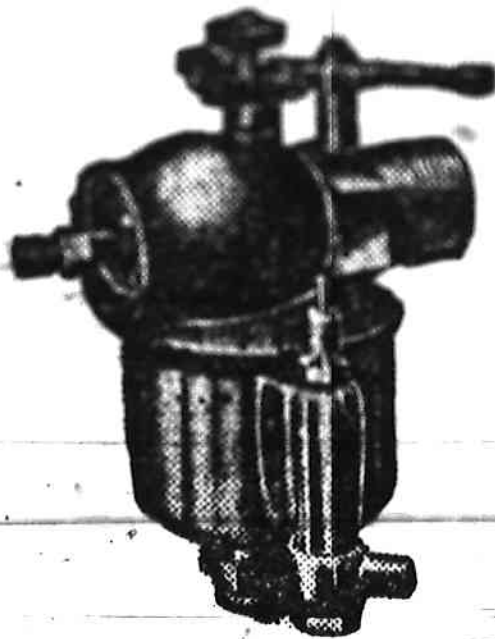
The first race on the course was called off by President Harle L. Dunnington of the F. A. M. "Why did you do it?" was asked. He said that he did not care for the Speedway nor the disappointed crowds, nor anything else, but wanted to protect the lives of the riders. He also said that the riders would not enter the twenty-five-mile event.

This shed some light on a complicated part of the entire meet. It seemed, according to the local boosters for the convention and the races, that some of the delegates had a "nigger in the wood pile" and were doing all in their power to hurt the success of the first event of the Speedway. That the track was in good condition to admit of fast time was often evidenced. Carl Fisher admitted that it is not now as good as it will be a few weeks later. It is, however, in excellent condition for the automobile race this

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A. L. Kink, secretary of the Indianapolis Motorcycle Company, on his two speed machine. Not a speed breaker, but the prettiest machine in Indianapolis, and the machine that has taken the winter white here.



The Heitger Motorcycle Carburetor

is giving satisfaction to numbers of manufacturers and hundreds of riders. Why not try one? Satisfaction guaranteed or money back. We invite you to visit our factory while in the city.

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to help load his wrecked machine and ride back without assistance.

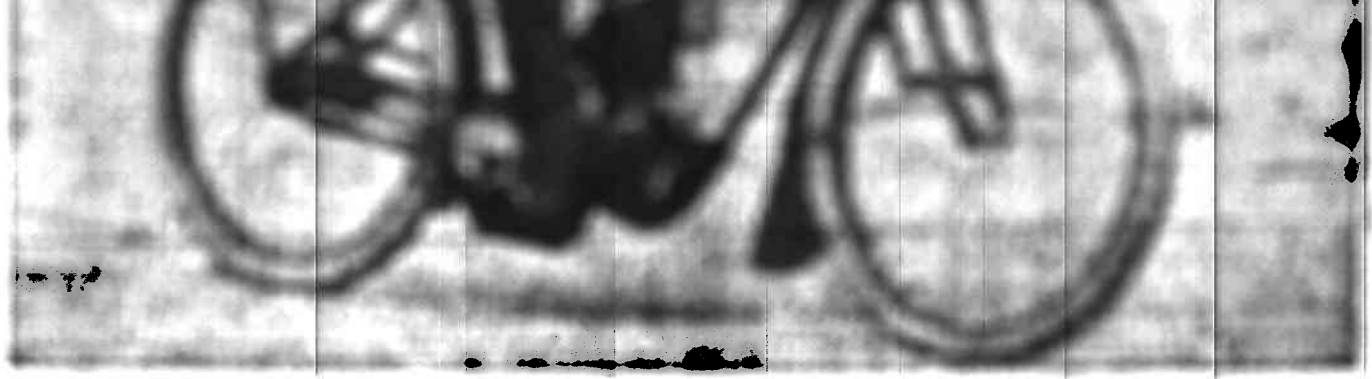
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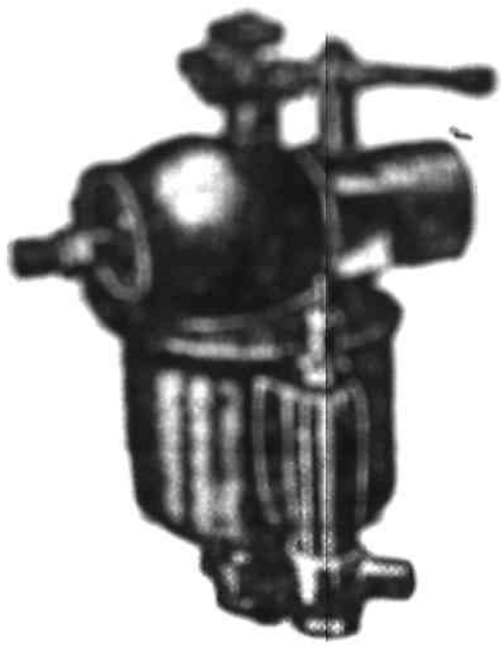
week and these events are expected to more than repay for any disappointments because of the lukewarm spirit manifested in some of the motorcycle events yesterday.

Plans Complete Cancellation.

After the thousands had traveled to the Speedway and had purchased their tickets and were waiting in the hot sun to see the races, the president of the F. A. M. announced that he had interviewed all the riders and that he did not think they would race at all. He said that they might put on an exhibition card, but that all championship races would likely be called off entirely. This was a bolt from the clear sky to many who had not been acquainted with the previous ramblings. Later it was decided to run the entire program, which was done with only about half the entries. One event was finally called off entirely.



Special Agents, 212 W. South Street, Indianapolis, Ind. 46201. Tel. 2-1234. This is a confidential source of information for the Bureau of Investigation, U. S. Department of Justice.



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is giving satisfaction to thousands of motorcyclists and thousands of pilots. It is the most reliable carburetor in the world. The Holtzer Carburetor is the only carburetor in the world.

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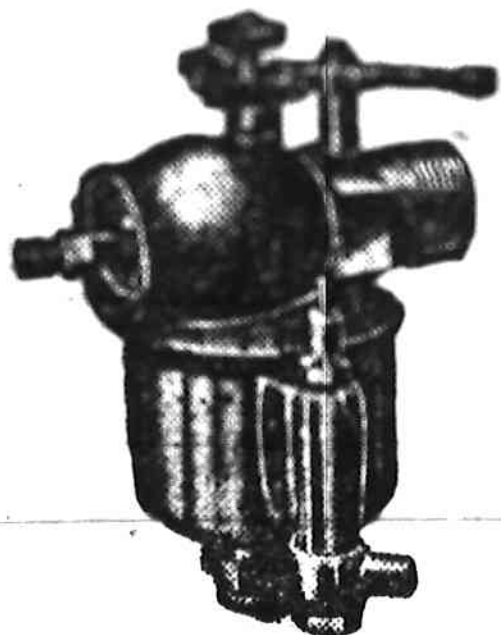
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A. C. L. H. Company of the Indianapolis Motor Vehicle Company of the two
 model shown. With a model shown in the position machine in Indianapolis,
 and the machine that has been the winner of the race.



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