

only one conference game that day, but the locals have been awarded a trip. All yesterday's fans showing in the stands at the game were ill-fated victims of the lottery.

The game is a total disaster for the school. The field was full of students under Illinois' auspices, and the odds of a bloody riot were high. It was a disaster.

NOTRE DAME TO START IRISH

Up State Nine Will Clash With Eastern Team

(Special to The Indianapolis News)

NOTRE DAME, Ind., May 10.—The Notre Dame football team will start its season with a home game against the Eastern team on Monday. When the game will be played at the University of Notre Dame, the school's first game since the Catholic university's football team was defeated by the University of Notre Dame in a college game that will be the last before the return of the field and line.

The game will be the last of the season.

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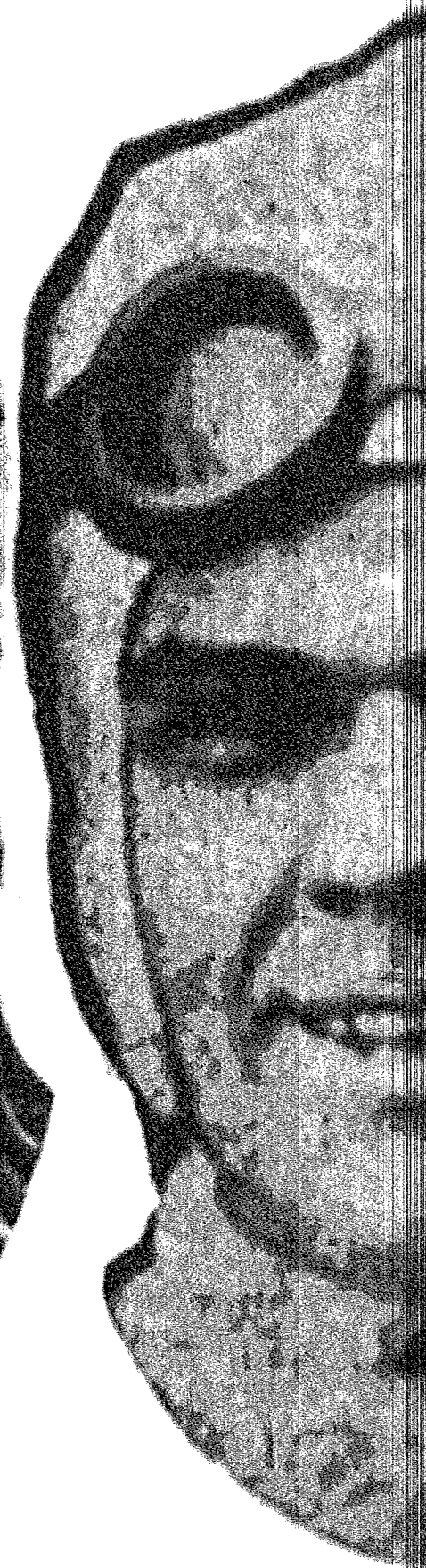
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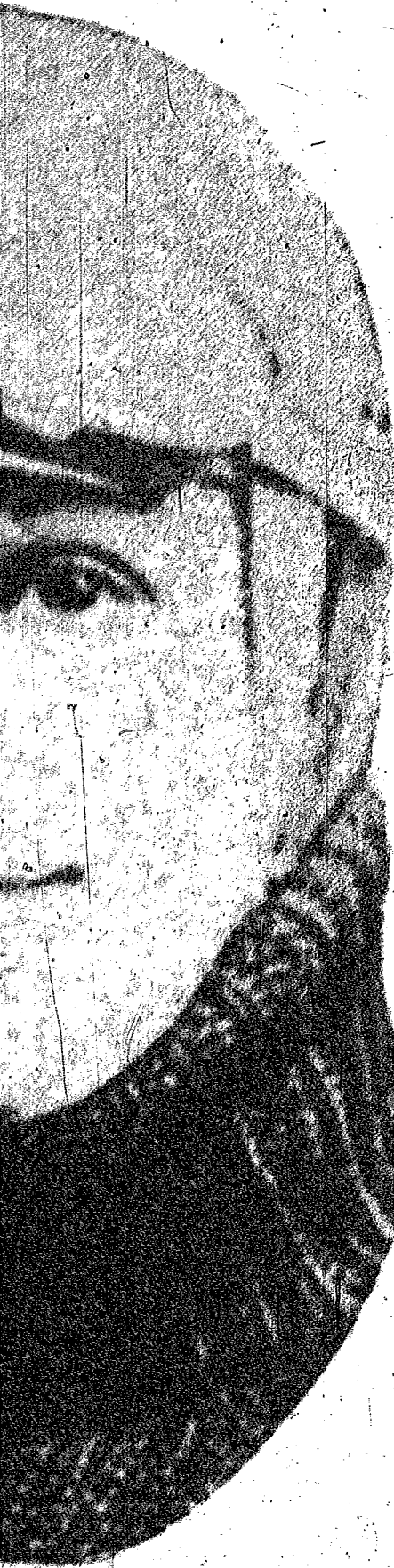
BILLY KNIPPER



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alterations in their craft, and may be de-
pended on to show up even more regular-
ly than before. Bob says he had his car

NIG CLARKE TOP



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~~CHARLES MERZ.~~

NIG CLARKE TOPS ALL

COGNITION BATTERIES

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five-hundred-mile
from the ranks
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Adams. Five



DON HERR.

—○ The Indianapolis favorite for the next five-hundred-mile race will be picked does not drive quite as fast as other boys on his team, but



FERD ADAMS.

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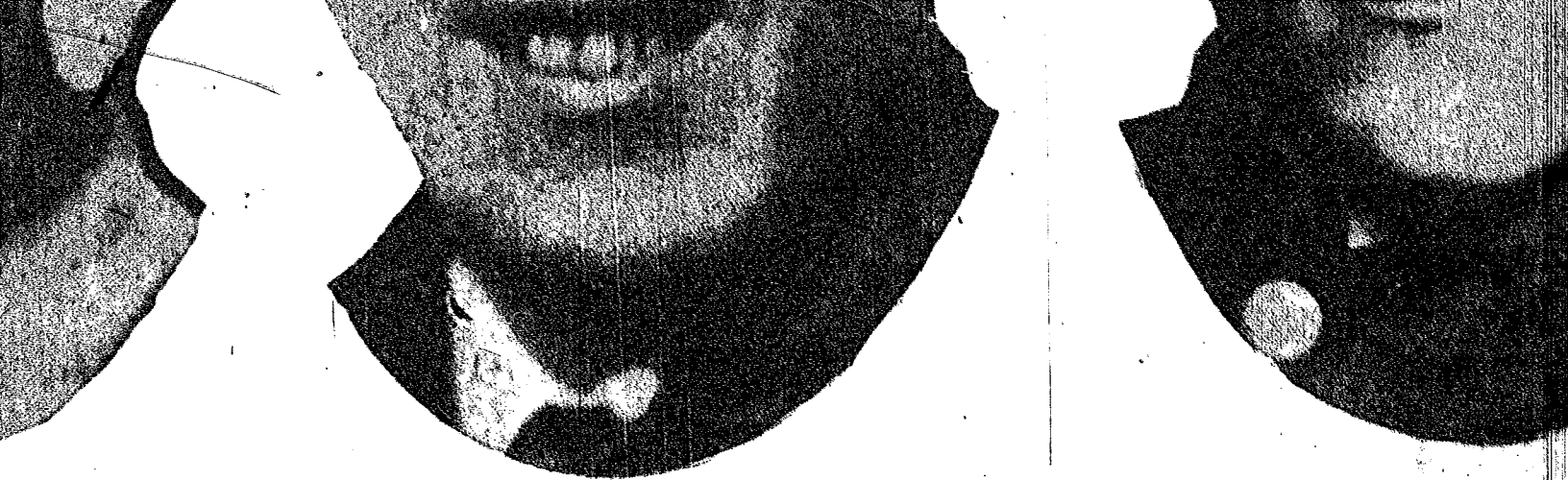


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GIL ANDERSON.

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only one conference game thus far, while the locals have been downed twice. After



DON HERR.

FERD ADAMS.

The Indianapolis favorite for the next five-hundred-mile race will be picked from the ranks of the six drivers, Anderson, Merz, Herr, Knipper, Wilcox and Adams. Five of these men are local products, the only outsider being Knipper, and all are to drive Indianapolis made cars in the big race. All of them, with the exception of Adams, who is rather inexperienced, are held to have practically an even chance at the present writing. The next two weeks of practice will determine which one of the bunch will go to the wire carrying the bulk of the Indianapolis money.

It will be particularly hard to pick a best bet among the first three members of the sextet, Anderson, Merz and Herr, inasmuch as they all drive cars of exactly the same construction and piston displacement, Stutzes, each with cylinder volume of four hundred cubic inches. Their records, moreover, seem to entitle them to about equal recognition, each of them having many a sensational drive to his credit. Anderson has been in the game for about four years, during which time he has never failed to drive his car to the limit. He is the pilot of the original Stutz, which finished the first five-hundred-mile race without a single mechanical adjustment. He was thrown out of last year's race when he took a somersault on the northeast turn after negotiating practically two hundred miles of the race on even terms with the leaders. This year he hopes to be more fortunate, particularly because he is rid of his old hoodoo, No. 1. He will carry No. 3 in the 1913 contest. The speed of his car, which has been performing consistently at 1:43 for the full course, leads shrewd observers to believe that he has an excellent chance to finish in the lead. Merz naturally is always dangerous. He

does not drive quite as easily as the other boys on his team, but is said to be a better judge of pace. The consistency of his work won him a fourth in last year's event. His nerve and grit are boundless. With cars of the same speed as his teammates, he is expected to go just as far and just as fast as any of them. If he should finish in front, it would prove no great surprise to many dopesters who have been watching his work for years.

Herr, the latest arrival in the Stutz camp, is fresh from the National factory, with the laurels of the 1912 victory to which he assisted Dawson in the capacity of relief driver, still on his brow. Though new to the cars he is held to be as formidable as any man of the white clad outfit, his tractability, coolness and easy mode of driving making him the ideal race pilot. If he can show anything like his performance of last year, when he drove even faster than Dawson during the time he was on the track, he will come as close to finishing first as any one.

Knipper is naturally as yet an unknown quantity, chiefly because he does not know what his car can do. The fact that Duesenberg built the motor which he is going to race, however, he thinks is sufficient guaranty for the speed of his creation. His own record is excellent, his drive in the Benz he piloted during the 1911 contest being considered by many to be even better than the performance of Burman, who was at the wheel of a machine of the same make. Years of dirt track experience have given him as much training rounding curves as any one. His ability to drive wisely and well, therefore, is unquestioned. His car will be a Anderson, specially built for this event.

Wilcox, of course, is strictly a dark horse. Everything he has shown on the speedway in his specially built Gray Fox, to date, has been done under wraps,

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his car never being let out to its limit at any time. Sensational time is claimed for it, however, as it is said to use a Pope-Hartford motor of the same size formerly employed by Bert Dingley at Santa Monica, which proved so much faster than anything of its dimensions on the track. If his car has the speed, Cockey, as he is familiarly called, will put it in evidence, all right, his drives at the wheel of the big Nationals he piloted in former years being sufficient warranty for this conclusion. For the present, however, it is impossible to say what he will do. Dark horse is as yet his middle name.

Whether F. L. Adams, the youthful pilot of the Smada car, has a chance only time can determine. As yet he has no put in his appearance at the track, some delay having been experienced in the shipment of his motor. His craft will be unique in that it will mount the only two-cycle power plant in the race. It will also be the smallest, having a cubic inch piston displacement of only 192.4 cubic inches. Should he qualify for the contest in the elimination trials soon to be held his performance will be watched with the greatest interest, as in its entirety he is said to have about the weirdest outfit in the race. Adams's racing experience is rather limited, a fact which is not finding much favor with the other drivers, who do not like to take the course with a man who is not thoroughly wise to the game. The question of his eligibility to compete at all will probably be determined in the near future, when the technical committee of the course gets together for its first meeting. Adams's adherents are naturally hoping that he will successfully pass all the obstacles which seem to beset his pathway, and will accordingly be among the first to flash away underneath the wire on Decoration day. Should he triumph he will find many Indianapolis fans to congratulate him.

perfectly visible on the completed film at all times. During every moment of the race at least one of the machines would be busy recording all of the cars which passed in front of it, together with the time at which they crossed. No matter how many machines would be at work, confusion would be impossible because of the fact that the time shown by the clock in the

tors. No such dangerous work as that in vogue during last year, when the starter had to go out on the track in order to flag the proper car, therefore, need be resorted to this year. The new way is not only safer, but infinitely superior to the old in every manner. Causing no confusion, trouble or misunderstanding, it is expected to score quite a hit.

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