

FOURTH EXTRA

GOUX, IN A PEUGEOT, LEADS THE FIELD AT HALFWAY POINT IN 500-MILE RACE

SAYS A NOT

A. M. Hall Day

WORDS

E. H. Moh Greenlaw for Union

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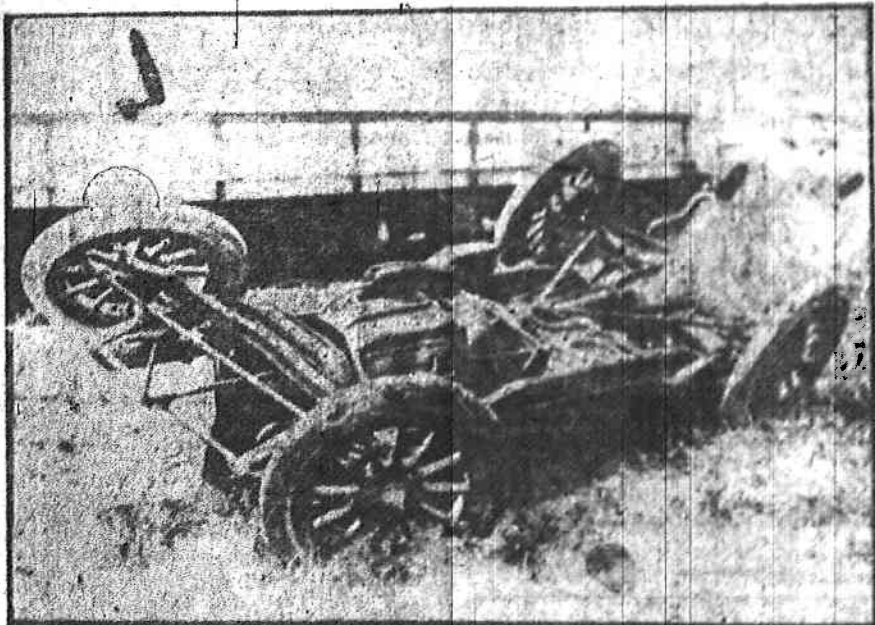
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Mr. Hall st civil war d other soldier the soldiers needed betw spirit from for principie diars under their impulse poison's ord is not dead people, he a an emergenc have done it Hall recited tion, "Old G An impress throngs of p speedway, w ering of pat joined in the Union soldier Preserve the

The sound hurrying to throngs with interfere with Circle and U was veterans eri, the whi like uniform and made a monument.

OVERTURNED MASON CAR NO. 6



It was in this car that Jack Tower, driver, and Lee Gunning, mechanic, were injured.

...the Remy Brassard and Trophy by Crossing 200-Mile Tape First—Burman Gives Trouble in Sensational Driving After Being Forced Out of Contest for Several Minutes by Accident—Goux's Time at 260 Was 78.27 Miles an Hour—Guyot Lowers Standing Mark for Fifty Miles in 37:20.29.

TOWER'S MASON TURNS OVER

...let's Leg Broken and Mechanician Receives Three Broken Ribs—Skidding Cause of Accident—Many Cars Forced Out Early in the Race—Heat and Hot Track Cause Tire Troubles—Drivers and Mechanicians Also Suffer From Beaming Rays.

OUT OF THE RACE.

The following cars have gone out of the five-hundred-mile speedway race:

Car	Driver
Harbor, No. 11	De Palma
Scott	Jenkins
Stutz (2)	Herr
Peugeot (2)	Zucarelli
Isotta (2)	Grant
Case (2)	Kendcott
Stutz (2)	Trucco

STANDING AT 260 MILES

Position	Driver	Car
First	Goux	Peugeot
Second	Anderson	Stutz
Third	Mulford	Mercedes
Fourth	Merz	Stutz
Fifth	Wisbart	Mercer
Sixth	Guyot	Sunbeam
Seventh	Tetzlaff	Isotta
Eighth	Willcox	Gray Fox

Time of Goux, 3:20:53.75.

driver, and Lee Gunning, mechanic, were hurt, but not fatally, it was said.

At the hospital it was said that Tower's leg was broken and that Dunning suffered from three broken ribs.

Tower's car lay in the soft earth on the inside of the track upside down. It was

Other news of the speedway race on Pages 11, 15 and 25.

Trucco, went out in the fortieth lap with a broken gas valve.

Tetzlaff, in an Isotta, also had troubles and was forced out.

Nikreht, in a Case, also left the track because of burned out bearings.

Many New Tires Needed.

One hundred miles on the straightaway and seventy-five on the turns was common speed the first few laps. No less than ten cars came in for new tires in the first ten laps. The hot sun, the brick track and the tremendous speed literally burned up the tires. The odor of burning rubber was more noticeable than the odor of gasoline.

OUT OF THE RACE.

The following cars have gone out of the five-hundred-mile speedway race:

Car.	Driver.
Mercor, No. 21	De Palma
Schacht	Jenkins
Stutz (8)	Hery
Peugeot (15)	Zucarelli
Isotta (26)	Grant
Case (33)	Endicott
Isotta (28)	Trucco
Nyberg	H. Endicott
Mason (6)	Tower
Isotta	Tetzlaff
Case (32)	Nikrent

MOTOR SPEEDWAY, INDIANAPOLIS, Ind., May 30.—Jules Goux, the little Frenchman, who drives the world's record holding Peugeot car, was five miles, or two laps ahead of Gil Anderson in a Stutz, at the halfway mark in today's five-hundred-mile auto race.

At 200 miles Anderson's Stutz was second and Mulford was pulling up a close third. Mers, Wishart, Guyot, Tetzlaff and the Fox Special followed in the order named, with the rest of the bunch straggling out, several many laps behind. The average for 200 miles is 78.27 miles an hour.

Hurman was furnishing the sensational driving for the course. Forced out for several minutes on account of fire, caused by his gasoline, he re-entered the race and with the speed for which he has gained fame the world over, started on the long handicap of overtaking the lead-

First
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Driver and ... were ... At the ... leg was ... from ... Tower's ... mile of the ... out of the ... starting on the ... driver ...

... of ... the ...

Beaming Rays.

OUT OF THE RACE.

The following cars have gone out of the five-hundred-mile speedway race:

Car.	Driver.
Mercer, No. 21	De Palma
Stutz	Jenkins
Stutz (5)	Herr
Peugeot (15)	Zucarelli
Laotta (20)	Grant
Case (25)	Endicott
Laotta (28)	Trucco
Nyberg	H. Endicott
Mason (6)	Tower
Laotta	Tetzlaff
Case (17)	Nikrent

MOTOR SPEEDWAY, INDIANAPOLIS

May 20.—Jules Goux, the little Frenchman, who drives the world's record holding Peugeot car, was five miles, or two laps ahead of Gil Anderson in a Stutz, at the halfway mark in today's five-hundred-mile auto race.

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- First
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- Seventh
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driver, and 14 were hurt, but

At the hospital leg was broken from three hours

Tower's car inside of the out of the race skidding on the

Evans' Mastr stretch and the around, and for track, however, the race.

Burman

Burman's car fifth lap. Due to in an effort to pit. He and Jeannette were off the track. Burman, after the pits, again twenty five laps received a cheer

For the first remarkably free a noticeable change three days out driving to be seen here.

Notes

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 out, several many laps behind. The
 average for 200 miles is 78.27 miles an hour.
 Berman was furnishing the sensational
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 by his gasoline, he re-entered the race
 and with the speed for which he has
 gained fame the world over, started on
 the long handicap of overtaking the lead-
 er and winning the race. He lost twenty-
 six laps during the accident, but when
 the half-way point was reached he had
 gained several laps on Goux. He was
 traveling at more than eighty-three miles
 an hour.

Berman, however, was practically put
 out of the running by further trouble with
 his gasoline tank. Hughie Hughes, a fa-
 mous driver, relieved the "King" and
 drove the Keaton in sensational style in
 hope of getting somewhere inside of the
 prize money.

Goux's Winnings.

Goux, in his Peugeot, was leading at
 the end of three hundred miles. His time
 was 3:22:36.75. This was an average of
 71.2 miles an hour. This established a
 new record for cars of this class. The
 record also wins the Prest-O-Lite trophy
 of \$2,500. Goux also won the Remy Bras-
 card and trophy for best time in two hun-
 dred miles.

Ralph Mulford and his Mercedes per-
 haps broke all track records when he
 drove 25 miles before making a stop. He
 was out of oil and gasoline and the de-
 lay was only a few seconds.

The Prest-O-Lite trophy, a silver brick
 weighing 150 pounds, valued at \$2,500,
 which goes to Goux, must be won three
 times for permanent possession.

Teddy Tetzlaff was put out of the race
 in the 11th lap, Isotta car No. 27 being
 the last of the Italian fleet to remain
 in. Tetzlaff and his mechanic...

received a check
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times for permanent possession.

Teddy Teitzlaff was put out of the race in the 114th lap. Isotta car No. 27 being the last of the Italian fleet to remain in. Teitzlaff and his mechanician Gubinsky, pushed the car the entire length of the home stretch to the pits after having engine trouble that stopped them.

The cars were running as follows at three hundred miles. In the order named: Coux, 120 laps; Anderson's Stutz, 117 laps; Malford's Mercedes, 117 laps; Wheeler's Mercer, 116 laps; Marx's Stutz, 113 laps; Teitzlaff's Isotta, 113 laps; Sunbeam, 110 laps; Pilette's Mercedes, 109 laps; Fox Special Wagon, 106 laps; Evans, Mason, 100 laps; Clark's Tulsa, 100 laps; Disbrow's Cox, 99 laps; Liesaw's Anol, 97 laps; Stamp's Mason, 95 laps; Bragg's Mercer, 94 laps; Knipper's Henderson, 92 laps; Hurman's Kecton, 70 laps.

Coux was in the lead at 300 miles at 4:25 P. M.

Women Overcome by Heat.

Quite a number of people, mostly women, in the big crowd were overcome by heat during the afternoon. They were taken to the various hospitals around the grounds.

Five were treated at one time in the general hospital. The camera men had more than their share of trouble with the guards, who objected to them taking pictures of the wrecked Mason and around the hospitals. One Chicago newspaper photographer had his camera smashed, and the guards forcibly took plates from others and smashed them.

Tower, in Upset.

Jack Tower's Mason No. 6 upset on the back turn in the five-hundred-mile race, due to a tire blowout, and both

Coux gets a lead
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Malford's Mercedes
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Cars Forced
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It was in this car that Jack Tower, driver, and Lee were injured.

STANDING AT 260 MILES

Position.	Driver.	Car.
First	Goux	Peugeot
Second	Anderson	Stutz
Third	Mulford	Mercedes
Fourth	Merz	Stutz
Fifth	Wishart	Mercer
Sixth	Guyot	Sunbeam
Seventh	Tetzlaff	Isotta
Eighth	Wilvox	Gray Fox

Time of Goux, 3:20:05.75.

Other news
on Pages 11,

E RACE.

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Driver.

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Sucarrelli
Grant
Endicott
Truceo
H. Endicott
Tower
Tetzlaff
Nikrent

driver, and Lee Gunning, mechanician, were hurt, but not fatally, it was said.

At the hospital it was said that Tower's leg was broken and that Dunning suffered from three broken ribs.

Tower's car lay in the soft earth on the inside of the track upside down. It was out of the race. The upset was caused by skidding on the southeast turn.

Evans's Mason blew a tire on the back stretch and the car turned completely around, end for end. It remained on the track, however, and Evans continued in the race.

Burman's Car On Fire.

Burman's car caught fire in the fifty-fifth lap, due to the furious speed he made in an effort to make up time lost in the pit. He and his mechanician, Tony Jeanette were forced to pull up quickly off the track. The fire was put out and Burman, after replacing a carburetor at the pits, again entered the race, just twenty-five laps behind the leader. He

Truceo, went on a broken gas valve Tetzlaff, in an and was forced Nikrent, in a because of burn

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One hundred and seventy-five men speed the ten cars came first ten laps. track and the burned up the ing rubber was odor of gasoline

Burman was in G 22. At still leading (Peugeot) light closely followed son.

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INDIANAPOLIS

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For the first two hours the race was remarkably free from accidents. There was a noticeable absence from skidding when tires blew out and officials declared the driving to be the most spectacular ever seen here.

Records Are Lowered.

To England went the first honor for lowering a standing mark. Guyot, the Frenchman at the wheel of the Sunbeam, the English entry, covered the first fifty miles today in 37:29.29. The old mark was 39:47.35. Guyot's speed was an average of eighty miles an hour. Bob Burman was leading at one hundred miles time, 1:15:20.55. The class record for one hundred miles was 1:23:43.11. The free-for-all record was 1:13:37.25. Burman did not lower the free-for-all record, but bettered the mark for the class of his car.

The Dense English.

At 140 miles Goux wrested the lead from Burman. Goux's time was 1:45:08. On the next lap Goux lost the lead to the Sunbeam because the Peugeot punctured a tire and Goux could not make his English-speaking pit workers understand what the trouble was.

At the end of 150 miles Goux was in the lead; Anderson's Stutz was second, Guyot's Sunbeam was third, Morr's Stutz fourth, and Spencer Wishart's Peugeot

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make his English-speaking pit workers understand what the trouble was.

At the end of 100 miles Goux was in the lead; Anderson's Stutz was second, Guyot's Sunbeam was third, Merc's Stutz fourth, and Spencer Wishart's Mercer was fifth. The time was 2:00:25.65, an average of 79 1/2 miles an hour.

Goux led at the end of two hundred miles, having gone ahead when Hurmich had to stop. His time was 2:33.3140.

Gets the Brassard.

Goux gets a Brassard and trophy from an accessory concern for leading at that distance. He also gets a weekly salary of \$50 for twenty consecutive weeks.

Anderson's Stutz was second, the English Sunbeam, piloted by Guyot, third; Mulford's Mercedes fourth and Wishart's Mercer fifth.

Reports from the pits were to the effect that many of the drivers were suffering from the heat, the sun being reflected from the bricks. Several of them were in an almost fainting condition when they stopped for repairs.

Ralph De Palma, who lost the 1912 contest, by only a few minutes because of engine trouble, was the first to quit the contest today. His Mercer went down with a broken connecting rod during the seventeenth lap. He later relieved Bragg. Johnny Jenkins, in his Schacht, went out in the twentieth lap because of a broken crank shaft.

French Car Out.

Zuccarelli's Peugeot, a French car, went out of the race with burned out bearings, after making eighteen laps. This was the first foreign car to leave the track.

Doug Herr, in Stutz No. 1, stopped out because of a broken clutch. Harry Grant, driving one of the

nical committee Fisher. There the exhausts that waved the racers over the track cars from the killed his car start. He in the rear fifty miles the paced lap alignment as

The six ban- ferent parts of time. When Fisher passed and an aerial that the great ahead, and it start was at miles an hour

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Doug Herr, in Stutz No. 5, dropped out because of a broken clutch.

Harry Grant, driving one of the Italian Isotias, No. 23, sustained a broken axle on the thirty-fourth lap and was forced out.

Wild Bill Endicott and his Case went out for good on the thirty-seventh lap from a broken shaft.

Tower's car was wrecked in the accident and was withdrawn from the race. H. Endicott, in a Nyberg, withdrew because of machine trouble.

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260 MILES

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Mercedes

Stutz

Mercer

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Isotta

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Burman was in the lead at sixty miles in 47:20.23. At seventy-five miles he was still leading with Sunbeam, and Goux (Peugeot) fighting it out for second place, closely followed by Haupt and his son.

In Military Formation.

When the twenty-seven racers lined up for the grilling contest shortly before 10 o'clock on the speedway course they were in military formation, four abreast. Mercer, No. 19, had the pole in the front row, with the Sunbeam next, the Anel and the Mason, No. 5, adjoining.

In the second row, from the inside to outside, was the Stutz No. 8, the Isotta No. 26, Peugeot No. 18 and the Isotta No. 27. In the third row were the Case No. 23, Nyberg No. 1, Henderson No. 10 and a Mercer No. 21. In the fourth row Mer-

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33, Nyberg No. 1, Henderson No. 10 and
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cedes No. 23, Stutz No. 3, Mason No. 35
and Stutz No. 2, were in the order named.

In the fifth row, Schacht No. 13, Isotta
No. 28, Mercer No. 22 and the Fox Spe-
cial No. 12 was abreast.

In the rear row were the Peugeot No.
16, Peugeot No. 15 and the Tulsa No. 25.

Photographs Are Taken.

The drivers and mechanics of all the
teams were lined up in front of the pro-
cession and posed for a circuit photo-
graph.

Then they scampered back to their
cars and in a moment there was a din
and roar as the heavy motors began
belching smoke preparatory to the start.

Carl G. Fisher, president of the speed-
way company, in a white roadster, took
his position in front of the column to
pace the racers one lap, thus giving them
a flying start. The paced lap was not
counted in the five-hundred-mile grind.

A system of bombs fired at intervals
warned the drivers for the start.

Burman Killed Engine at Start.

F. E. Edwards, chairman of the tech-
nical committee of the A. A., accompanied
Fisher. There was a mighty roar from
the exhausts of the cars when starter
Root waved the checkered flag and sent
the racers away. A pall of smoke was
over the track, obscuring many of the
cars from the grand stand. Bob Burman
killed his engine for an instant at the
start. He finally got started and trailed
in the rear. Fisher set a pace of about
a fifty-mile gait, and the drivers during

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killed his engine for an instant at the
start. He finally got started and trailed
in the rear. Fisher set a pace of about
a fifty-mile gait, and the drivers, during
the paced lap, attempted to keep their
alignment as straight as possible.

The six bands at the speedway in dif-
ferent parts started to play at the same
time. When the paced lap was finished
Fisher pulled to the side near the tape
and an aerial bomb notified the drivers
that the great race was on. They forged
ahead, and it was estimated their flying
start was at about a speed of seventy
miles an hour.

End of the First Lap.

At the end of the first lap Evans's Ma-
son Special was running just a neck
ahead of the French Peugeot. In the
charge of Goux. Herr's Stutz was third,
Bragg's Mercer fourth, Henderson Spe-
cial fifth, Haupt, Mason, sixth, with
the others strung out in the rear, Gil
Anderson's Stutz bringing up in the rear.
At the end of the second lap Goux's
Peugeot was a few feet ahead of the
Little Mason, No. 5. The Tulsa Special
and Disbrow's Case were about a half
lap in the rear. It was a great race
during the third lap between Goux and
Evans, Evans having pulled up in the
lead. Burman, in his Keston, had pulled
up about into the middle of the bunch
which was strung out about a mile.

The Seventh Lap.

Evans's Mason failed to show up in the
fourth lap, Goux having a big lead on the
field, his nearest competitor being Haupt
in Mason No. 35. Evans got into the race
again before he was lapped. Goux almost
overtaking him.

On the seventh lap Goux gained a lap
on Disbrow's Case and Clark's Tulsa.

The Schacht No. 13 was the first car to
stop because of the trouble.

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WEATHER

UNITED STATES
Indiana
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May 30, 1912

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3 p. m.

7 a. m.



Local fore
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-Weather

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Bismarck, N. D. ...
Boston, Mass.
Chicago, Ill.
Cincinnati, O.
Denver, Colo.
Dodge City, Kan. ...
Helena, Mont.
Jacksonville, Fla. ...
Kansas City, Mo. ...
Little Rock, Ark. ...
Los Angeles, Cal. ...
Mobile, Ala.
New Orleans, La. ...
New York, N. Y. ...
Oklahoma, Okla. ...
Omaha, Neb.
Pittsburg, Pa.
Portland, Ore.
Rapid City, S. D. ...
San Antonio, Tex. ...
San Francisco, Cal. ...

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On the seventh lap Goux gained a lap
on Disbrow's Case and Clark's Tulsa.

The Schacht No. 13 was the first car to
stop because of tire trouble, the machine
rolling into the pits during the eighth lap

Continued on Page Twenty-Six.

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Continued

WEATHER

UNITED STATES

Indiana

-T

May 10 1912

7 a. m.
12 m.
3 p. m.

7 a. m.

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Local fore-
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ing 7 a. m.

-Weather

The following ta-
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Station.
Amarillo, Tex.
Bismarck, N. D. ...
Boston, Mass.
Chicago, Ill.
Cincinnati, O.
Denver, Colo.
Dodge City, Kan. ...
Helena, Mont.
Jacksonville, Fla. ...
Kansas City, Mo. ...
Little Rock, Ark. ...
Los Angeles, Cal. ...
Mobile, Ala.
New Orleans, La. ...
New York, N. Y. ...
Oklahoma, Okla. ...
Omaha, Neb.
Pittsburg, Pa.
Portland, Ore.
Rapid City, S. D. ...
San Antonio, Tex. ...
San Francisco, Cal. ...
St. Louis, Mo.
St. Paul, Minn. ...
Washington, D. C. ...

Chart

PEUGEOT LEADS FIELD AT HALF WAY POINT

Continued from Page One.

with a tire resembling a bunch of ribbons.

Gil Anderson's Stutz rolled in for a new tire during its tenth lap.

The Tenth Lap.

On the tenth lap Goux was in the lead with De Palma's Mercer, Nikrent's Case and Haupt's Mason following. The Nyberg had dropped back more than a lap. There was a cheer from the grand stands when Goux and his big blue racer were required to stop for a new tire in this lap. He was soon away, however. Evan's Mason and Merz's Stutz also stopped for new tires.

Burman Takes Lead.

At the end of sixty miles Bob Burman had pulled up into the lead in 47:20.21.

At seventy-five miles Burman was still in the lead, with the Sunbeam and Goux (Peugeot) fighting it out for second place, closely followed by Haupt in his Mason.

Caleb Bragg, in Mercer No. 19, was out for some time because of magneto trouble, and Evans (Mason) pulled in on the thirty-third lap for repair of slipping clutch. Haupt's Mason also stopped for repairs.

At 87 1/2 miles Bob Burman was thirty seconds ahead of Nikrent. At the end of one hundred miles Burman lead and was

COMP

1	47:20.21
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8	47:20.21
9	47:20.21
10	47:20.21
11	47:20.21
12	47:20.21
13	47:20.21
14	47:20.21
15	47:20.21
16	47:20.21
17	47:20.21
18	47:20.21
19	47:20.21
20	47:20.21

PEUGEOT LEADS FIELD AT HALF WAY POINT

Continued from Page One.

with a tire resembling a bunch of bananas.

Gil Anderson's Stutz rolled in for a new tire during its tenth lap.

The Tenth Lap.

On the tenth lap Goux was in the lead, with De Palma's Mercer, Nikrent's Case and Haupt's Mason following. The Nyberg had dropped back more than a lap. There was a cheer from the grand stands when Goux and his big blue racer were required to stop for a new tire in this lap. He was soon away, however. Evans' Mason and Merz's Stutz also stopped for new tires.

Burman Takes Lead.

At the end of sixty miles Bob Burman had pulled up into the lead in 47:20.22.

At seventy-five miles Burman was still in the lead, with the Sunbeam and Goux (Peugeot) fighting it out for second place, closely followed by Haupt in his Mason.

Caleb Bragg, in Mercer No. 12, was out for some time because of magneto trouble, and Evans (Mason) pulled in on the thirty-third lap for repair of slipping clutch. Haupt's Mason also stopped for repairs.

At 75 miles Bob Burman was thirty seconds ahead of Nikrent. At the end of one hundred miles Burman lead and was

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and Evans (Mason) pulled in on the thirty-third lap for repair of slipping clutch. Haupt's Mason also stopped for repairs.

At 7 1/2 miles Bob Burman was thirty seconds ahead of Nikrent. At the end of one hundred miles Burman lead and was breaking the record of cars of 650 cubic inches displacement. His time was 1:25:23. The former record was 1:23:43. Burman's average was more than seventy miles an hour.

Trouble With Engines.

Goux, in Peugeot No. 16, was in second place, Burman being more than a lap ahead. Anderson's Stutz, Guyot's Husbeam, Teitzlaff's Isotta, Trucco's Isotta, Mulford's Mercedes, Disbrow's Case, Nikrent's Case were strung along the track in the rear of Goux.

Many of the drivers were having unusual trouble with their engines. Bragg's Mercer No. 19 was nearly ten laps behind because of magneto trouble. Jenkins' DeSicht was a lap behind him.

At 120 miles Burman and Goux were both traveling in the same lap, with Burman in the lead. Gil Anderson's Stutz and Charley Merz in a Stutz had pulled up to third and fourth places, respectively. The time was 1:31:03.

The official average for the 120 miles was 71.1 miles an hour. William Knickerbocker in Case No. 33, withdrew from the race because of a damaged crank shaft.

Goux Takes Lead.

At the 140-mile post Goux, in his Peugeot, after a sensational drive, created the leadership from Bob Burman, who was forced into the pits for oil and grease. Time, 1:45:08.75.

Caleb Bragg, who was having all kinds of trouble with his Mercer, stopped again and allowed DePalma to relieve him at the 140-mile mark.

1	Stutz
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39	Stutz
40	Stutz

HOW TO

The following information is for the benefit of the general public and is not intended to be used in any way to defame or injure any person or organization.

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Published by the Automobile Club of America

each year...
 carried...
 1915...
 Car...
 Bureau...
 was...

...ectively, withdrawn.
*Relief drivers who will ride with regular drivers

HOW TO PRONOUNCE 'EM

The following is as nearly the correct way to pronounce the names of the foreign drivers and cars in the five-hundred-mile race as can be explained in type:

Goux, Goo; Zucarrelli, Zucker-
ray'-ly; Guyot, Gee'-o; Pilette, Pee-
lot'; Trucco, Trook'-o; Flanell,
Flan-a'-ly; Begin, Baygan'; Bar-
tholemy, Bar-tol'-a-my; Peugeot,
Pay'-go (soft G); Isotta, Ee-so'-ta;
Mercedes, Mer-ce-des.

ago, owner and entrant of the car. It carried the smallest motor in the contest.

Cars Are Tested.

Before the start of the big race, each car was tested as to its efficiency in making a quick stop by F. E. Edwards, chairman of the technical committee of the contest, and his staff of assistants. All the cars were required to run down the course at a moderate speed and at a given signal from the official, lock their brakes and come to a sudden stop. The Stutsen, 2, 3 and 8, were the first to make the attempt, followed in rapid succession by the other entrants on the course. No failures to comply with the technical committee's rulings were reported. After finishing their test, practically all of the cars were driven around the course, returning to their pits ready for the start.

RACERS ARRIVE ON TRACK

Mason First, Henderson and Sunbeam Following—Color Scheme.

MOTOR SPEEDWAY, INDIANAPOLIS, May 30.—The bustle and excitement in

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cars were driven around the course, re- turning to their pits ready for the start.

RACERS ARRIVE ON TRACK.

Mason First, Henderson and Sun- beam Following—Color Scheme.

MOTOR SPEEDWAY, INDIANAPOLIS.

May 22.—The bustle and excitement in the pits at the speedway began as early as 6 o'clock, when mechanics and re- pair men began arranging their supplies for the day. Many truck loads of casings were piled back of the pits, oil and gaso- line were stored about in large cans, and the water supplies so arranged that the hot racing cars could be filled any time stops were made for any reason. In the garages the drivers were looking over their mounts carefully, merely to see that not the slightest detail had been over- looked. In these places there was a feel- ing of intense and suppressed excitement, the drivers and their helpers having little to say to one another, having already dis- cussed their plans for the battle from ev- ery aspect.

Fear For Tire Trouble.

When the day dawned warm and bright, indicating a scorching, the drivers real- ized that they would have more tire trouble than usual on a hot track. It would be seen that there were few, if any, of the pilots who did not wish the day was over, and no doubt in the minds of many lurked the feeling that death might be one of the penalties that goes with a sport interesting enough to attract such a great mass of people. Among the workers in the pits, where there is little danger, the workers were eager in their excitement, all of them pulling for their respective cars to win.

Color Scheme of Cars.

The color scheme of the cars later add- ed much to the picture as presented from the grand stands. The first car on the track was the Little Mason, No. 3, with abrupt driving. The course was closed to practice work and the Mason drove up to the pits for the final overhauling. The Indianapolis-made Henderson, with Billy Knipper grasping the wheel, swung out onto the track and also pulled up at the pits. Then came the English Sun- beam, in battleship gray, and the bright red Cincinnati car, the Schacht, which ran fifth in last year's event. There was a clapping of hands when the Indiana- polis-made Stutz No. 3, trimmed in white and carrying Gil Anderson and Frank Aran, Indianapolis boys, attired in white uniforms and headgear, appeared. A moment later, the representative of An- derson, Ind., the Nyberg, in bright red,

he was a top-heavy sentiment was conc 1913 contests. If tele could win a contest, been doped an easy

TWO MOTORCYC

Painfully Injured

Auton

Philip Strain, Jr. and C. W. Bean, motorcycleist, who to see the five-hun Injured by collision Strain, who is sev riding in Northwest lost control and str John H. Moffatt, which had stopped was taken to the u injury had been dre a train for home. the automobile was Bean was riding street. George El entered Alabama st street. The Bean Elston automobile suffered a compound leg. Bicycleman L reported that the acch Bean was taken to Elston's automobile

SPANISH CA

Premier and Othe Offices

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Sugar price C. a. 4000 noon, 1-10, carton 4000 noon, 1-10, carton XXXX powdered, 4.00 20-lb. bags, 4.10; 1-10; fruit, powdered, mond A, 4.10; coffee lumbia A, 4.10; No. 1 Ridgewood A, 4.10; No. 4 Union A, 4.10; C, 4.10; No. 1 Wind Ridgewood at C, 4.10 No. 14 yellow C, 4.10

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ANNOUNCE 'EM

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WE ON TRACK

...derson and Sun-
...Color Scheme.

...AY, INDIANAPOLIS.
...and excitement in

rumbled out into the arena. The French Peugeot in blue, with Goux up, squeezed into its place at the pits, and one of the gray and red Case space eaters followed suit.

Burman's Color Green.

And so they came, the Keeton, in Paris green, with the speed king Burman up; the Fox special, an Indianapolis creation in gray; the Anel, in orange and black; the three Mercers, in bright yellow; the three Isottas, in red and green, and the Mercedes-Knight, in orange, a mingling of colors in the bright sunshine that kept the early arrivals interested.

CHEERS FOR DE PALMA.

Crowd Remembers His Brave Effort To Win 1912 Event.

MOTOR SPEEDWAY, INDIANAPOLIS, May 30.—The appearance on the race course of Ralph DePalma in his Mercer, No. 21, was the signal for the outburst of frantic cheers by the crowd. The public had not forgotten the brave finish which the Italian made last year, when, after breaking down in the 198th lap of the contest, he pushed his car over the wire, smiling in the face of overwhelming disaster.

The nerve and courage he displayed on that day, as well as the bad luck which overtook him, firmly established him in the hearts, if not in the minds of the public, as the racing champion of the world. Judging by the plaudits he received whenever he passed in front of the stands, he was a top-heavy favorite, as far as sentiment was concerned, at least for the 1913 contests, if telepathy or good wishes could win a contest, DePalma would have been doped an easy first.

TWO MOTORCYCLISTS HURT

Painfully Injured in Collisions With Automobiles

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