## NGS FROM OVER THE SEA COME TO COMBAT THEIR YANKEE RIVING THE WORLD'S GREATEST GASOLINE DERBY AT THE MOTOR SE



## July Goux,

Principles, the interpreter. is an An Interesting force and factor in this year' race. A Freechman by birth, his natural instinction is, thought French success, it the race; and the can not repress his on thesiasm over the speed of the Freedware, the Jécugothe. Unifients delights is watching Goos and Zouergell, drivers othe Peugeot care, at work on the track and when use of them sets into a brain with an American ear and distances is he fairly denote with loy. And yet, will not a willow and the sets of the present of the pres

Oh, no, no, not You don't know. Just wait. The Frenchmen bayen't shown of their speed yet. Just wait. You shall see."

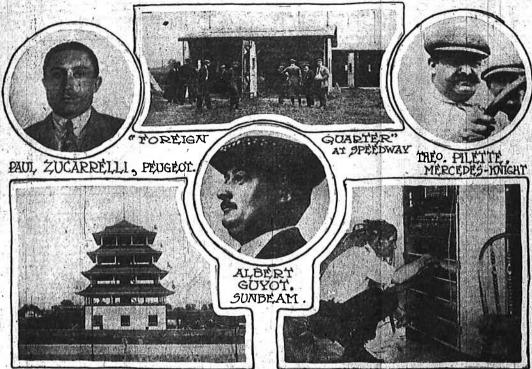
#### The Embodiment of Courtesy

timena, like a new other torequera, it is specified and kindly to all questions and when anked to exchange an interview between an American and other production of the Strenchmen he accept it as an apportunity to do somethin pleasant. Another thing that impress the Americans, unpeed to applying little courteids, it he janahre it, which the foreigners don't their caps before claspin the hand of a new'acquaintance.

"These foreigners are certainly ther with that cityette stur." A youn mechanician attached to the Case cam remarked when he saw as roun of Amelicans below presented to Goins, the Freedman. Lettle Gours, cap was off an instant, while the Americans, catchin the spitt of the liths, abyly removed their bats and then tooked around to see a banbody saw them.

#### Goux an Interesting Character

Goux is one of the most interesting characters in the speedway camp. He less than thirty, of slight build and with a complexion that any schoolgirl won envy. He is quiet and boyleth. One after



## THE PAGODA NEW OFFICIAL AND PRESS STAND.

noan of this week, white Zucarrell was working on the track with the blg blue Peuged car, Goux amused himself by walking the railing of the fults. Ho is a fulert youth and scampered along the narirow walks of the pits in dizzying fashion, venturing now and then to look up and

Zucarrelli is older than Gouz and much more robust, in, fact, the Italian, whos first name is Paul, is the heavyweight to the speedway camp. He is round-faced round-bodied and the soul of good nature He is about forty years of age and weigh about two hundred and forty pounds Zucarrelli handles the big Peugeot with much ease, the seat being large enough it stye him comfort. It was not so when hattensted to drive the National car the son last year's race. Johnny Altken appeared at the speedway last Tuesday the show the Frenchmen how Atherican shock aborders work on racing ears, his visibeling on their request. While there Gou took the, National around the course foeveral laps, and Zucarrelli, his team mate, had equal anxiety to try the Americal-course for the property of the course for the request his body into the narrow seen, and he had to forego the leasure of a burz around the track.

#### re of a buzz around the tra-

Another interesting Frenchman is Albert Guyot, who is one of the drivers of the English entry, the Sunbeam Guyo stands next to Zucarrelli in weight, an is, therefore, no small child. He is short of stature and is close to the forty-mar



VIEW NORTH FROM TOP FLOOR OF PAGODA

in years. He is an enthusiastic sportsman, and anxiously awaits the crack of the pistol in the big race. His teammate is young Robert (rossiman, an Englishman, with any acceptance of the rossiman make any Britisher joil yighat to hear. Crossman is tall and slender and not more than twinty-elgib. He is finely developed physically and as creet as a monument. Crossman served six years in the English navy prior to entering the motor racing game. He has a keen eye and a friendly smile.

car endurance to win this race," Cross

s-man declares, now that he has sized up the bone and sinew of his American rivals. He sees in the Kankeo drivers a keen loi of young minds backed with a full capital stock of nerve and en-

#### Dilatta Ballof Daive

Theodora Pilette, a Belgian, is to be the principal pilot of the Mercedesknight, the new German car. Pilette's relief driver will be Bartholemy Bruyere. Much Interest centers in the Mercedes-Knight, as it is the first car of its type, o enter the international competition.

#### ADJUSTING TIMING DEVICE.

This car holds speed honors for the Grank Prix of Brussels, and Pliette expects to make somebody hustle to keep him from being in front when the big grind is over next Friday.

Much mystery hovers around the possibilities of the Isotia, the Italian car, in the coming race. It has a great reputation as a speed wonder and the three chiries will be under the direction of Vincenzo Trucco, of Milhn, who, besides being one of the divers, is the chief ensineer of the Isotia car; Harry Grant and Teddy Teislaff have been engaged to drive Isotias in the race and their handling of the Italian cars will be made casier by reason of their prayious expendence in verse at the wardsay.

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#### Catchy Airs Win Foreigners.

"Everybody" Doin' It' may be Greek to the Frontinen, but they have enough minic in their souls to catch time with the transmirers, and the time when they have it whelsted. They bent time with their hammers, and then langth heartily when the when they have it when the fine langth heartily when the whole fine langth heartily when the whole fine langth and the langth of the langth



ROBERT CROSSMAN, R.N.

"When Mrs. McNott Learned to Dance the Turkey Trot," but the catchy retrain soaks into French souls in a manner that makes it, certain the Fretchmen will ro kan winner, But Zucarrelli-robust Zucar-

The foreigners have had little to say sparading the qualities of the speedway a recting course. The fact is the macropy of the same of the

#### Changes at the Speedway

There have been several changes in the speedars; since the race a year are here of the property and for the press and the officials has been built at a point about two hundred feet north of the former stand. This of course, meant the moving of the starter's wire to the same point. The hew attach is built atter the fashion of a Hindog or Chinese pagoda, and will afford better tacilities both for the newspaper men will occupy the first the newspaper men will occupy the first

t will be reached by a stairway leading im an inclosed room on the ground or. The press stain will be available, to rewaysper men activally and add in handling the race. The squrace the official hoors of the parods will, be another stairway, Arrangements have en completed to connect the doors of press and official sections of the gods by! wire and copy chits. In this you have the stair of the race and, so the men time, make it possible for the will.

### RIME OF THE INNOCENT BYSTANDER-BY THE COUNTRY CONTR

and so forth, I can testify to the realness of cettam phenomena of table-tipping to cettam phenomena of table-tipping to the same as his family of brothers and entered at the same and the same and consended crowd of young folk among the testilibors. Many was the scenace the same and the same that same and the same and the same and the same and the same that same and the same and

thing next. The is very true, but in initiplicity of wonders with which are surrounded has rendered us far, a spiritual than we used to be.

Notich we now have the viable tokens

Though we how have ten visible toked f wonder and mystery where we on all one, we are much more stolld, mumore sinxious to explain things as m erial than we ever were before.

hearjening, too, to note the eagerness of the human being to deny the hand of Got in anything. One can note the deriaire smile that passes from face to facat mention of anything spiritual.

People would rather believe that a dos f strychnine cured a sick man than the is faith in God cured bim. Their der ion of God is so constant, their unbellio quick and easer that one is fairly summed by

the other day about the "aura" that bethe other day about the "aura" that becomes visible around people and things sometimes. How instantly they took it

It was when science and scientists beamé popular. When men began disprovme popular. When men began disprovme the Bible by stones and "formations"
of the earth and by proving that miracles
in the appear. As if any of this mademay difference in the spiritual life; as if
one and kindness and the uplifting belief
n a "higher power" were not all we have
to live by, no matter what scientists discover! But the innocent bystander was
so fail the wrongs that grow like weeds
in the fence corner. The innocent bystander believes in allowing everybody to
go to hell in his own way, and that is
the reason why we have hell on earth instead of a little kingdom of, heaven,
wherein all is peace and happliness. It is
not the intentionally vicious person who
is responsible for this. It is the innocent
bystander. He submits to minority rule
like keeps quict when he should speak, he
arrees alternately with both sides of the
arrees alternately with both sides of the

y in facing other people's opinions. He can of fully realize that he is accessory, or the crime. I went to a "show" one thought, not realizing the character of the berformance. The first act demonstrated one that the performance was joo volicity to be entertaining to a person who can ot of very respectable points present eligibious people, exclusive seedey people, some of them in company with their county some and daughters residely people of the property of the people of t

was a young woman ("hey." When I was a young woman (yo women ruled the club life of our town. It was their will and deefer that I should be ignored in the formation of the literary clubs that, for twenty years comprised the leading social life of the place. I do not blame these two women half so much as I blame the innocent bystanders for my estandarder for the club life was a distinct social regime-for the club life was a distinct social regime. Any one of my friends (and I had very dear friends in the various organizations) who had cared to do so could have removed this social ban: from me. But they were continued in the habits of the linnocent bystander. The juling element, a very small minority, had declared I was an undesirable club member. And though the great majority thought differently they felt it, wasn't their fight, and so put themselves on record as ac-

system. I began that thirty years and I remember the first lins I were voted on I remember the first lins I were voted on the subject. My sister had a paper to read before the County Trachers Association. Somehow it I was senerally accepted that our family could write pool papers, and many is the tooset my mother and I composed for innount bystanders who belonged to the new clube from which we were excluded. My sizer could write a danly paper, hat she was deplorably lasy. Besides she knew that I she waited till the last moment I would its one hand behind me and write it hing just to saw the family credit. It was after my begu had gone home on the very evening before the day she was found her rooting on the edge of the bed with a stubby lead penel and a scratchbook, weeping over the fact that she hadn't "had time" to write her paper and that now the thoughts wouldn't come. It was late and cold, and the lampick was too short to reach the di, and things dign't look promising. But these

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English, German, French and Italian Racing Masterpleces to Compete With Americanmade Cars in an Effort to Pocket \$50,000 Offered an Prize Money in the Great international Sweepstakes Memorial Day-Other Trophies Add to the Interest in the Event-Europeans Amazed at Size of Local Speed Farm.

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Event-International motor aves stakes race.

Time-Friday, May 3. at 1991 and

Place-Indiana polls

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Time-Friday, May 20, at 10 o'clock

Place Indianapolis motor speed-

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stroke of 10, a platol will crack at the Indianapolis motor speedway. and the world's motor masterpieces will be sent away for the third international sweepstates race. Thousands of men and wornest thrilled with the picture, will send up a shout of glory and godspeed. And may to aims and the best cur wint

in this, the third running of the world's sreatest speed event, the interest far excends its predecessors. Heretofore Eustate a speed kings have taken only passthe interest in the Indianapolis classic. They have been content with the Grand Prix on their side of the Atlantic. With one persistence the American manufacturers of automobiles have flung defiance at Europe's master motor builders until, this year, the cream of foreign contenders has crossed the ocean to try speed condusions with the speed monarchs Yankeeland. The race next Friday is therefore, to be genuinely an international eyent, in which the best brains of Eugland, France, Germany and Italy are to be pitted against American skill.

#### Interpreters Are Required.

The coming of the foreign speed kings to indianapolis has given this old town a new tone. Here in the heart of Hoosleyland it does not often happen that tongues become confused and interpreters are required. The international amequatakes race has brought employment for several men with linguistic ability, chief among them being S. M. Pimienta, of Paris. Another man versed in the languages is George Theobald, who is attached to the Sunbeam team, of London. Theobald is particularly beneficial to Albert Guyet. the French driver of the Sunbeam car England's entry in the internation at sweepstakes race.

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Piralemia The interpreter, is an interesting figure and factor in this race. A Frenchman by birth, bir t inclination is toward French and the race; and he can not represent thusiam topy the speed of a ears, the Paugeoth, Photontal de d watching Good and Zucomed or the the Pengeet care, at work on the and when one of them seemed to be with an American cas and did he fairly dances with 30% line strillionsness, ha avoid preserve de much as it bis est e de a patriotic Frenchman to hold describe lové in abeyance. Now and then the ever, when some equally entire the American remarks in Pantent Color that Bob Burman, till kindle til ber Morr, of some other Vankes will re-Franch a run for the money we have protor smiles in derision, and asser-. "Oh, no, no, no! You don't know a line wait. The Frenchmen haven't shown at their speed yet. Just want

The Embodiment of Courteer.

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fine studiousness, he avoids showing his will etack at preference as much as it is possible for or speedway. a patriotic Frenchman to hold country otor manterlove in abeyance. Now and then, howowny for the ever, when some equally enthusiastic long! American remarks in Pimienta's presence 40 and wome that Bob Burman, Bill Endicott, Charley will send up Merz, or some other Yankee will ave the And mas-French a run for the money, the interpreter smiles in derision, and mague of the world's "Oh, no, no, no! You don't know. Just torest far exwait. The Frenchmen haven't shown all eretofore Eutheir speed yet. Just wait. You shall en only passpolis classic. th the Grand The Embodiment of Courtesy. tlantic. With Pimienta, like the other foreigners in an manufacthe speedway camp, is the coul of courflung deflance tesy. He responds quickly and kindly to builders until, all questions and when asked to esgn contenders charge an interview between an Ameriry speed concan and one of the Frenchmen he accepts monarchs of it as an opportunity to do something at Friday is, pleasant. Another thing that impresses an internathe Americans, unused to applying little sest brains of courtesies, is the manner in which the and Italy are foreigners doff their caps before clasping an skill. the hand of a new acquaintance. "These foreigners are certainly there guired. with that stiquette stuff." a young speed kings mechanician attached to the Cam camp his old town remarked when he caw a group of Amerrt of Hoosiericans being presented to Gous, the that lones Frenchman. Little Goux's cap was aff in an Instant, while the Americans, catching sweepstakes the spirit of the thing, slyly removed their it for several hats and then looked around to see if chief among unybody saw them. a, of Paris. Goux an Interesting Character. languages is tached to the Goux is one of the most interesting Theobald is characters in the speedway camp He is Albert Guyot, less than thirty, of slight bond and with stacids next to be sumbeam car. International a complexion that any echocies were ta, theretern, 60 cm envy. He is quiet and boyteb. One arran of stature and to re

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> Zucarrelli is older than Goux and much more robust, in fact, the Italian, whose first name is Paul, is the heavyweight of the speedway camp. He is round-faced. round-bodied and the soul of good nature. He is about forty years of age and weight about two hundred and forty pounds. Zucarrelli handles the big Peugeot with much ease, the seat being large enough to give him comfort. It was not so when he attempted to drive the National car that won last year's race. Johnny Altken appeared at the speedway last Tuesday to show the Frenchmen how American shock absorbers work on racing cars, his visit being on their request. While there Goux took the National around the course for several laps, and Zucarrelli, his teammate, had equal anxiety to try the Amerrelli-could not wedge his body into the narrow seat, and he had to forego pleasure of a buzz around the track.

#### Enthusiastic Sportsman.

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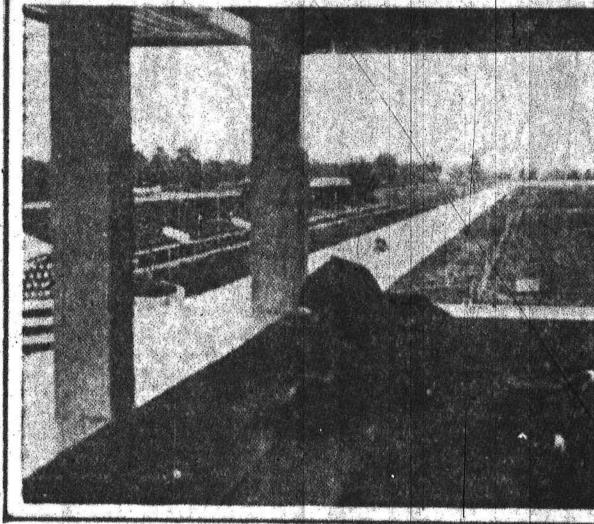
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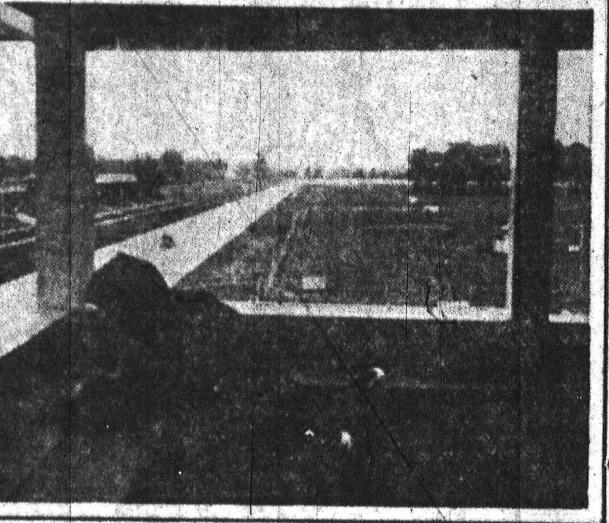
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An air of secretiveness hovers around the foreign camps and serves to what the curiosity of the Americans in neighboring shops. The foreign speedmen are quiet, even to the point of whispers. Not so with the Yankee boys-they exchange good natured badinage, and now and then break into some American ragtime song, much to the amusement of the visitors from over the sea.

Catchy Airs Win Foreigners.

"Everybody's Doin' It" may be Greek selgian, is to be to the Frenchmen, but they have enough Mercedes- music in their souls to catch time with Pilette's the tune when they hear it whistled. tholemy Bruyers. They beat time with their hammers, and n the Mercedes- then laugh heartily when the whistler t car of its type finishes his melody. They know nothing nal competition, about "Be My Baby Bumblebee," or

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When Mrs. McNott Learned to Dance the Turkey Trot." but the catchy refrain soaks into French souls in a manner that makes it certain the Frenchmen will strain winner. But Zucartelli-robust Zucar home giggling to music.

The foreigners have had little to say regarding the qualities of the speedua as a racing course. The fact is its man nitude was a surprise, and they admit this point. They have been used to racing on saucer-shaped tracks, and, if they have a criticism to offer, it is that the turns are not banked aufficiently high The American drivers say they will know better after they have tried the turn for a while. Both Goux and Zucarrel have sent thrills into the hearts of spec tators by climbing high on the banked turns, and several American drivers have expressed wonder that they did not top ple. The foreigners glided down to care ty each time, giving evidence that the were used to climbing steep turns on saucer-shaped tracks.

Changes at the Speedway.

There have been several changes in the speedway since the race a year ago. new four-story stand for the press at the officials has been built at a point about two hundred feet north of the former stand. The new four of the stand of the new spaper non the newspaper non the newspaper

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A COURT OF SALLING WITH CITY OF THE SALLING THE SALLIN this point. They have been used to racing on saucer-shaped trucks, and if they have a criticism to offer, it is that the turns are not banked sufficiently high. The American drivers way they will know better after they have tried the turns for a while. Both Goux and Sucairell have sent thrills into the hearts of spectators by climbing high on the banket turns, and several American drivers have expressed wonder that they did not topple. The foreigners glided down to date ty each time, giving evidence that they were used to climbing steep turns on saucer-shaped tracks.

Changes at the Speedway.

There have been several changes in the speedway since the race a jour ago hew four story stand for the press the officials has been built at a point about two hundred feet north of the former stand. This, of course, meant the moving of the starter's wire to the same point. The new stand is built after the fashion of a Hindog or Chinese parods and will afford better facilities both for the newspaper men and the race officials. The newspaper men will occupy the first floor of the pagods.

It will be reached by a stairway leading from an inclosed room on the ground floor. The press stand will be available only for newspaper men actively engaged in handling the race. The shirance to the official floors of the pagoda will be by another stairway. Arrangements have been completed to connect the floors of the press and official sections of the pagoda by wire and copy chute. In this way the newspapers will have close touch with all news of the race and, at the same time, make it possible for the must-

An end beadle t NAME OF THE OWNER OWNER OF THE OWNER OWNE issued appeals other automob the winds over in the The plan is to course by wa Emrichaville b ville road. Th automobiles me On the INCOME DESIGNATION town of Speed the main/entr

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The place of south of the pareda and those will be acreeded so that only the plus will gain admission to them. Heretofore scores of riends of the various ravers have been allowed to fock around the pits, often composites the mechanics in their efforts to quickly got their cars back in the rec the crowd will find the acolescards more accurately handled than heretofore. in the arangement de termination the accuracy of men to turn a number at severy lap the ears made. committee in the excitement. these human recorders would grow last in their duty and all cars were not properly credited with the number of laps they Line of the land armaged this year is have all ecoroboards connected with the officials' stand. Thirty telegraph operators will serve to take from the official timers the number of laps and the time. This will then be recorded on the board by the operators' assistants. New thining devices have been placed in the speedway pageda and it is expected that every lap will be faithfully recorded.

Handling Auto Traffic.

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#### Speedway.

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es the ground of the available see actively entered will be available to entrance the paroda will be active of the sections of

#### Handling Auto Traffic.

An effort is to be made this year to handle the automobile traffic with less confusion. The speedway officials have issued appeals to all motor clubs and other automobile interests to help handle the situation by going to the speedway over one route and returning by another The plan is to have all cars travel to the course by way of Indiana avenue, the Emrichaville bridge and the Crawfords ville road. This will help to keep the automobiles moving in the same direction. On the return trip to Indianapolis the management asks that the cars go by way of Tenth street, crossing to that roadway via two streets through the new town of Speedway, immediately south of the main entrance. By doing this much confusion and perhaps accidents will be avoided.

It is expected that the greatest crowd in the history of motor racing will attend next Friday's fray, Indianapolis hotels have been sold out for weeks, and the speedway's information bureau has served to find accommodations for several thousand persons in private homes. Hundreds of motorists will do as in other years-remain over night in towns and cities adjacent to Indianapolis and drive here the next morning in time for the start of the race. Last ye. r hinety thousand people saw the great motor classic and were thrilled at the sight of Ralph De Palma's noble fight to retain first place and gain victory when within two laps of the goal. They divided their sympathy and enthusiasm, however, giving a tumult of applause to nervy Joe Dawson when he shot across the wire the winner of the greatest motor race ever fun.

W. M. HERSCHELL.

# RIVALS OR SPEEDWAY

the Event, Indications Pointing to the Largest Crowd in the History of Motor Racing—Several Important Changes Made at the Speedway, Including New System for Subming Laps of the Race—Effort Being Made to Handle the Big Crowd Without Confusion by Fixing Route for Motor Traffic

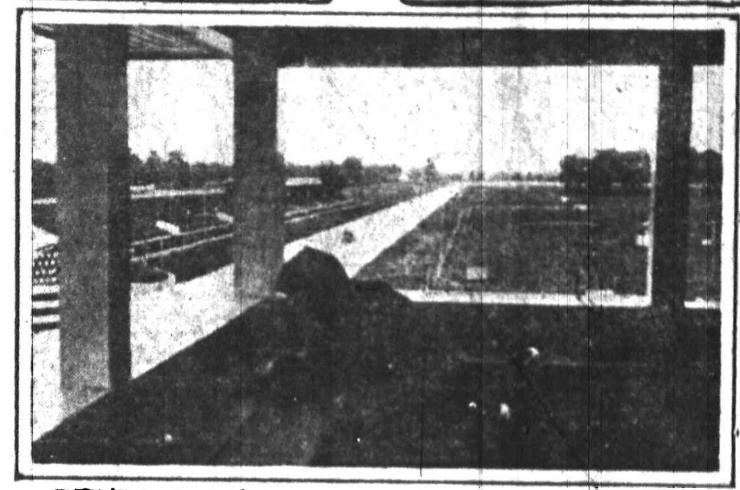
ers to observe every phase of the race from their own viewpoint.

The pits are all so that the page will be considered so that only those employed around the pits will go to them. Heretofore scores of friends of the value access have allewed to flock around the pits of the hampering the mechanics in their offers to quickly get their our back in the result of the crowd will in the scoreboard.



This car holds speed honors for the Grank Prix of Brussels, and Pliette expects to make somebody hustle to keep him from being in front when the big grind is over next Friday.

Much mystery hovers around the possibilities of the Isotta, the Italian car,



## VIEW NORTH FROM TOP TLOOP OF PAGODA

in years. He is an enthusiastic sports-man declares, now that he has sized up make any Britisher jolly glad to hear, durance. Crossman is tall and slender and not more than twenty-eight. He is finely developed physically and as erect as a monument. Crossman served six years in the English navy prior to entering the and a friendly smile.

man, and anxiously awaits the crack of the bone and sinew of his American the pistol in the big race. His team- rivals. He sees in the Yankee drivers mate is young Robert Crossman, an Eng- a keen lot of young minds backed with lishman, with an accent that would a full capital stock of herve and en-

#### Pliette Relief Driver.

Theodora Pilette, a Belgian, is to be the principal pilot of the Merceden-Knight, the new German car. Pilette's motor racing game. He has a keen eye relief driver will be Bartholemy Bruyere. Much interest centers in the Mercedes-"It's going to take brains as well as Knight, as it is the first bar of its type car endurance to win this race," Cross- to enter the international competition.

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## THE MOTOR SPEED





POBERT CROSSMAN, R.N.
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