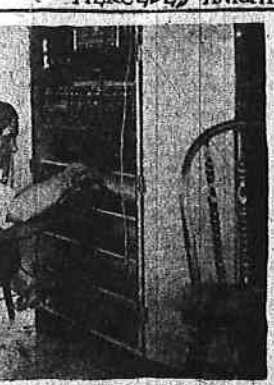




ROBERT CROSSMAN, R.N.
SUNBEAM.



ADJUSTING TIMING DEVICE.

Big car holds speed honors for the Greek Prix de Brussels, and Plette expects to make somebody hustle to keep him from being overtaken when the big race is over next Friday.

Much mystery hovers around the possibilities of the Isotta, the Italian car. In the coming race, it has a great reputation as a speed wonder and the three entries will be under the direction of Vincenzo Trucco of Milan, who, besides being a racing driver, is the chief engineer of the Isotta car. Harry Grant and Teddy Telfaiff have been engaged to drive Isottas in the race and their handling of the Italian cars will be made easier by reason of their previous experience in racing.

There are a number of secretiveness hovers around the foreign camps and serves to whet 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 nothing is said about some American rafting men, much to the amusement of the visitors from over the sea.

Catchy Air Wins Foreigners.

"Everybody's Doin' It" may be Greek to the Frenchmen, but they have enough music in their souls to catch time with the tune when they hear it whistled. They bent time with their hammers, and then laugh heartily when the whistler smiles and says, "That's the nothing about 'Be My Baby, Bumblebe'."

CRIME OF THE INNOCENT BYSTANDER—BY THE COUNTRY CONTRI

rule of the Impersonal "they." When I was a young woman, two women ruled the club life of our town. They were will and wire, and 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 mean to blame the innocent bystanders for my ostracism from a social regime for the club life was a distinct social regime. Any one of my friends who had been in the various organisations to which I had cared to do so could have removed this social ban from me. But they were confined in the habits of the Impersonal "they," and the Impersonal, 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 me aside as a social target of a young and bright woman who had every claim to recognition among the intelligent and "leading" people of

system. I began that thirty years ago. I remember the first line I ever wrote on that paper. I had a paper to read before the County Teachers Association. Somehow it was generally accepted that our family could write good papers, and many in the town were of the opinion that I was an innocent bystander who belonged to the new clubs from which we were excluded. My sister could write a dandy paper, but she was a dandy as well as a writer. I waited until the last moment I would be one hand behind me and write the thing just to save the family credit. It was after my head had given credit to the Impersonal for ten days she was to read her paper; that I went upstairs and found her rooting on the edge of the bed with a stubby lead pencil and a scratchbook, weeping over the fact that she hadn't "written a thing." But that was the way I saw the thought wouldn't come. It was late and cold, and the lampwork was too short to reach the sill, and things didn't look promising. But these

SPEED KINGS F IN TH

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

THIRD GASOLINE DERBY.

Event—International motor sweepstakes race.

Time—Friday, May 31, at 11 o'clock a. m.

Place—Indianapolis Motor Speedway

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

THIRD GASOLINE DERBY.

Event—International motor sweepstakes race.

Time—Friday, May 20, at 10 o'clock a. m.

Place—Indianapolis motor speed-

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Pimentea, the interesting figure of a race. A Frenchman's inclination is toward the race, and he chuckles over the cars, the Peugeot watching Goss as the Peugeot cars, and when one of with an American he fairly dances with astonishment, preference as much a patriotic French love in character, ever, when your American remarks that Bob Hurman, Marx, or some other French a run far prefer smiles to a 'Oh, no, no, no! wait. The French their speed yet.

In this, the third running of the world's greatest speed event, the interest far exceeds its predecessors. Heretofore European speed kings have taken only pass

O stroke of 10, a pistol will crack at the Indianapolis motor speedway, and the world's motor masterpieces will be sent away for the speedway's third international sweepstakes race. Thousands of men and women, thrilled with the picture, will send up a shout of glory and godspeed. And may brains and the best car win!

In this, the third running of the world's greatest speed event, the interest far exceeds its predecessors. Heretofore Europe's speed kings have taken only passing 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 confenders has crossed the ocean to try speed conclusions with the speed monarchs of Yankeeeland. The race next Friday is, therefore, to be genuinely an international event, in which the best brains of England, 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 Hoosierland it does not often happen that tongues become confused and interpreters are required. The international sweepstakes 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 Guyot, the French driver of the Sunbeam car, England's entry in the international sweepstakes race.

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The Embodiment

Pimienta, like the speedway car, is very. He responds to all questions and change an interest can and one of it as an opportunity pleasant. And the Americans, in courtesy, to the foreigners find it the hand of a

These foreign with that other mechanical and remarked when a Paris hotel for Frenchmen. Love as the best, only the sport of the hate and that anybody else

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PEUGEOT

Pimlenta, the interpreter, is an an interesting figure and factor in this year's race. A Frenchman by birth, his natural inclination is toward French success in the race, and he can not repress his enthusiasm over the speed of the French cars, the Peugeots. Pimlenta delights in watching Goux and Zucarrelli, drivers of the Peugeot cars, at work on the track, and when one of them gets into a brush with an American car and distances it he fairly dances with joy. And yet, with fine studiousness, he avoids showing his preference as much as it is possible for a patriotic Frenchman to hold country love in abeyance. Now and then, however, when some equally enthusiastic American remarks in Pimlenta's presence that Bob Burman, Bill Endicott, Charley Metz, or some other Yankee will give the French a run for the money, the interpreter smiles in derision, and says:

"Oh, no, no, no! You don't know. Just wait. The Frenchmen haven't shown all their speed yet. Just wait. You shall see."

The Embodiment of Courtesy.

Pimlenta, like the other foreigners in the speedway camp, is the soul of courtesy. He responds quickly and kindly to all questions and when asked to exchange an interview between an American and one of the Frenchmen he accepts it as an opportunity to do something pleasant. Another thing that impresses the Americans, unused to applying little courtesies, is the manner in which the foreigners doff their caps before clasping the hand of a new acquaintance.

"These foreigners are certainly there with that etiquette stuff," a young mechanic attached to the Case camp

THE NEW YORK PRESS

noon of this week, working on the the Peugeot car. Goux walking the railing alert youth and scan row walls of the pit venturing now and see how Zucarrelli v

Zucarrelli is older more robust, in fact first name is Paul, the speedway camp round-bodied and the He is about forty years about two hundred Zucarrelli handles much ease, the seat give him comfort. It attempted to drive won last year's race peared at the speed show the Frenchmen elsewhere work on being on their own

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"These foreigners are certainly there with that etiquette stuff," a young mechanic attached to the Case camp remarked when he saw a group of Americans being presented to Goux, the Frenchman. Little Goux's cap was off in an instant, while the Americans, catching the spirit of the thing, shyly removed their hats and then looked around to see if anybody saw them.

Goux an Interesting Character.

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

noon of this week working on the Peugeot car. Goux walking the rolling alert youth and across row walls of the pit venturing now and see how Zucarrelli

Zucarrelli is either more robust, in fact first name is Paul. the speedway camp round-headed and the He is about forty years about two hundred Zucarrelli handles much easier. The goal give him comfort if attempted to drive won last year's race peaked at the speed show the Frenchmen absorbers work on being on their request took the National several laps and R inside. had equal any well-could not and narrow one, and pleasure of a breeze

Entertainment

Another interesting bert Goux, who is the English entry stands next to Goux is, therefore, so much of stature and is

THE PAGODA NEW OFFICIAL AND PRESS STAND.

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noon of this week, while Zucarrelli was
working on the track with the big blue
Peugeot car, Goux amused himself by
walking the railing of the pits. He is an
alert youth and scampered along the nar-
row walls of the pits in dizzying fashion,
venturing now and then to look up and
see how Zucarrelli was traveling.

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 weighs
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 ap-
peared 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 team-
mate, had equal anxiety to try the Amer-
relli—could not wedge his body into the
narrow seat, and he had to forego the
pleasure of a buzz around the track.

Enthusiastic Sportman.

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

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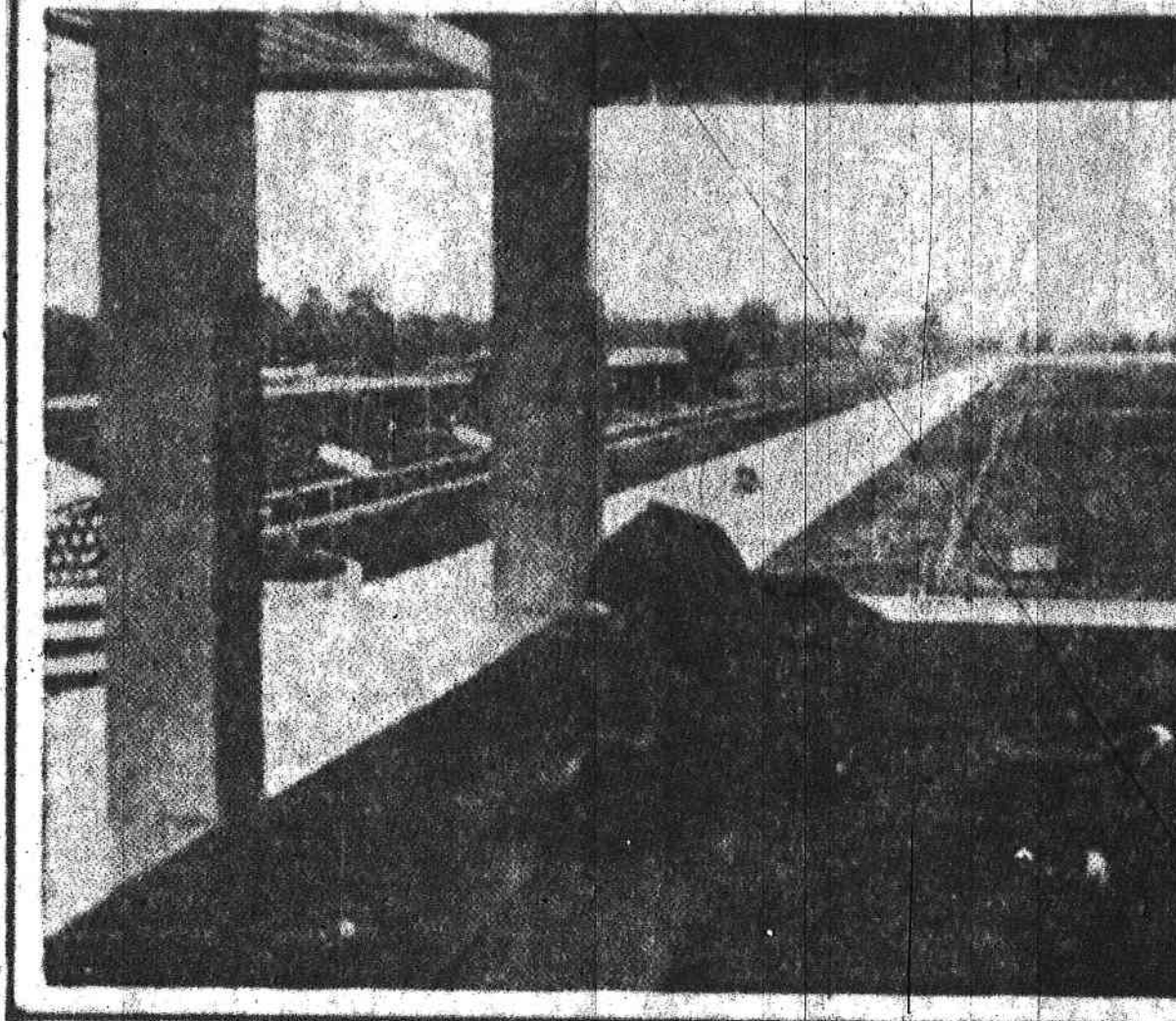
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VIEW NORTH FROM TOP FLO
PAGODA

in years. He is an enthusiastic sports-
man, and anxiously awaits the crack of
the pistol in the big race. His team-
mate is young Robert Crossman, an Eng-
lishman, with an accent that would
make any Britisher jolly glad to hear.
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
motor racing game. He has a keen eye
and a friendly smile.

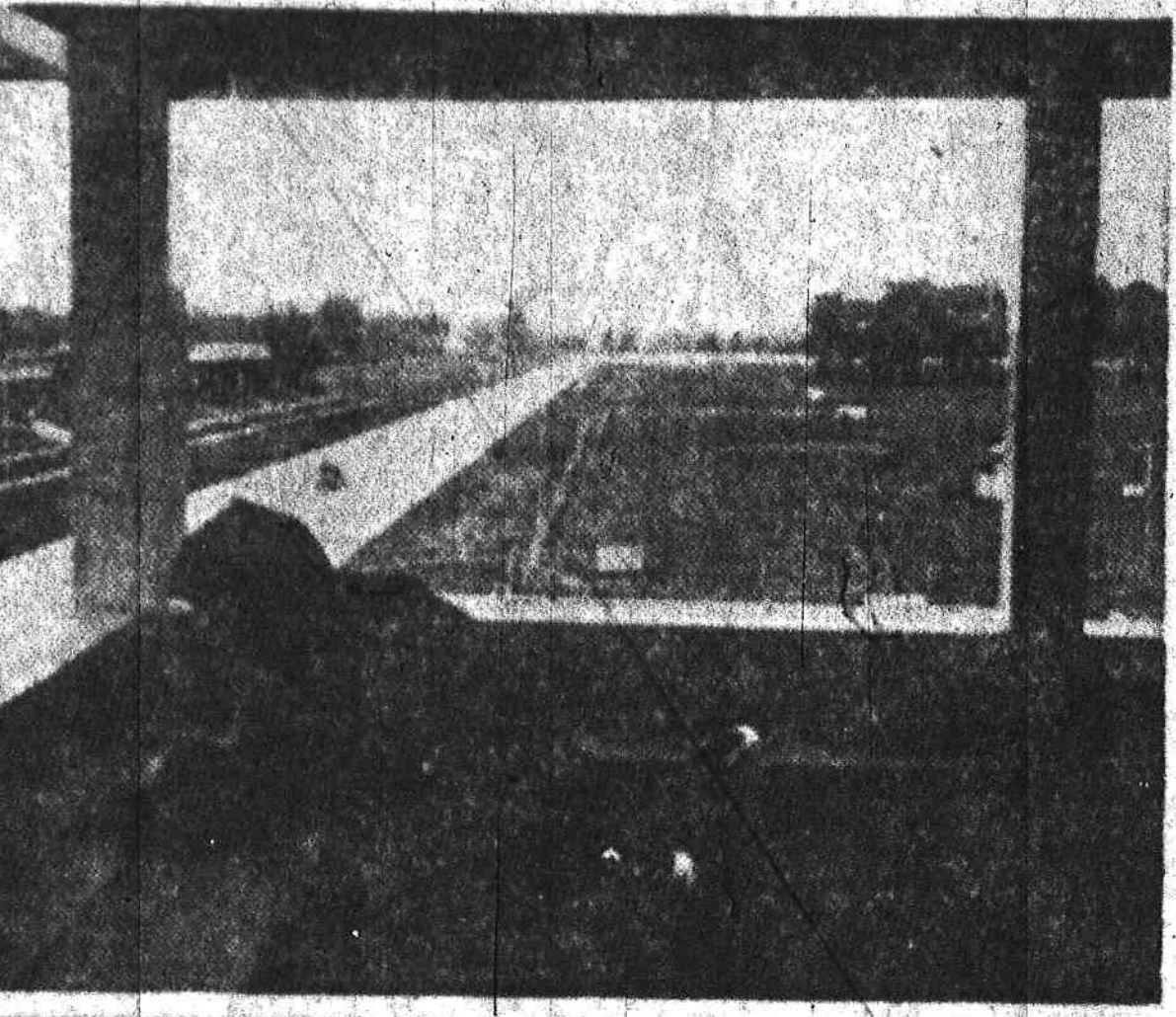
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VIEW FROM TOP FLOOR of PAGODA

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Pilette Relief Driver.

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

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An air of secretiveness hovers around the foreign camps and serves to whet 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 to the Frenchmen, but they have enough music in their souls to catch time with the tune when they hear it whistled. They beat time with their hammers, and then laugh heartily when the whistler finishes his melody. They know nothing about "Be My Baby Bumblebee," or

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SUNBEAM.

"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 go lean winner. But Zucarrelli—robust Zucar—home giggling to music.

The foreigners have had little to say regarding the qualities of the speedway as a racing course. The fact is its magnitude 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 sufficiently high. The American drivers say they will know better after they have tried the turns for a while. Both Goux and Zucarrelli have sent thrills into the hearts of spectators by climbing high on the banked turns, and several American drivers have expressed wonder that they did not topple. The foreigners glided down to safety 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 year ago. A new four-story stand 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 new stand is built after the fashion of a Hindoo or Chinese pagoda and will afford better facilities both for the newspaper men and the race officials. The newspaper men will occupy the first floor of the pagoda.

It will be reached by a stairway leading from an inclosed room on the ground floor. The press stand will be available

had made. On the contest, have all scores officials' stand. will serve to tell the number of will then be operators' and have been placed and it is expected faithfully record

Handling

An effort is to handle the auto confusion. The issued appeals other automobiles the situation by over one route. The plan is to course by way Emrichville ville road. The automobiles move On the return management way of Tent roadway via town of Speed the main entrance confusion and avoided.

It is expected the history of next Friday's have been sold speedway's in served to find eral thousand Hundreds of years—remain cities adjacent here the next start of the race and people, sa

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floor. The press stand will be available
only for newspaper men actively en-
gaged in handling the race. The entrance
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 writ-

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

The pits are all south of the pagoda and these will be screened so that only those employed around the pits will gain admission to them. Heretofore scores of friends of the various racers have been allowed to flock around the pits, often hampering the mechanics in their efforts to quickly get their cars back in the race.

The crowd will find the scoreboards more accurately handled than heretofore. In years gone by the management depended solely on the accuracy of men to turn a number at every lap the cars made. Oftentimes, in the excitement, these human recorders would grow lax in their duty and all cars were not properly credited with the number of laps they had made. Charles Sedwick, director of the contest, has arranged this year to have all scoreboards 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 timing devices have been placed in the speedway pagoda and it is expected that every lap will be faithfully recorded.

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 Emrichville bridge and the Crawfordsville road. This will help to keep the automobiles moving in the same direction.

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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 Emrichville bridge and the Crawfordsville 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 year ninety 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 run.

W. M. HERSCHELL.

E RIVALS OR SPEEDWAY

Great Crowd Expected Here for 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 Scoring 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 south of the pagoda and these will be screened so that only those employed around the pits will gain admission to them. Heretofore scores of friends of the various racers have been allowed to flock around the pits, often hampering the mechanics in their efforts to quickly get their cars back in the race.

The crowd will find the scoreboards

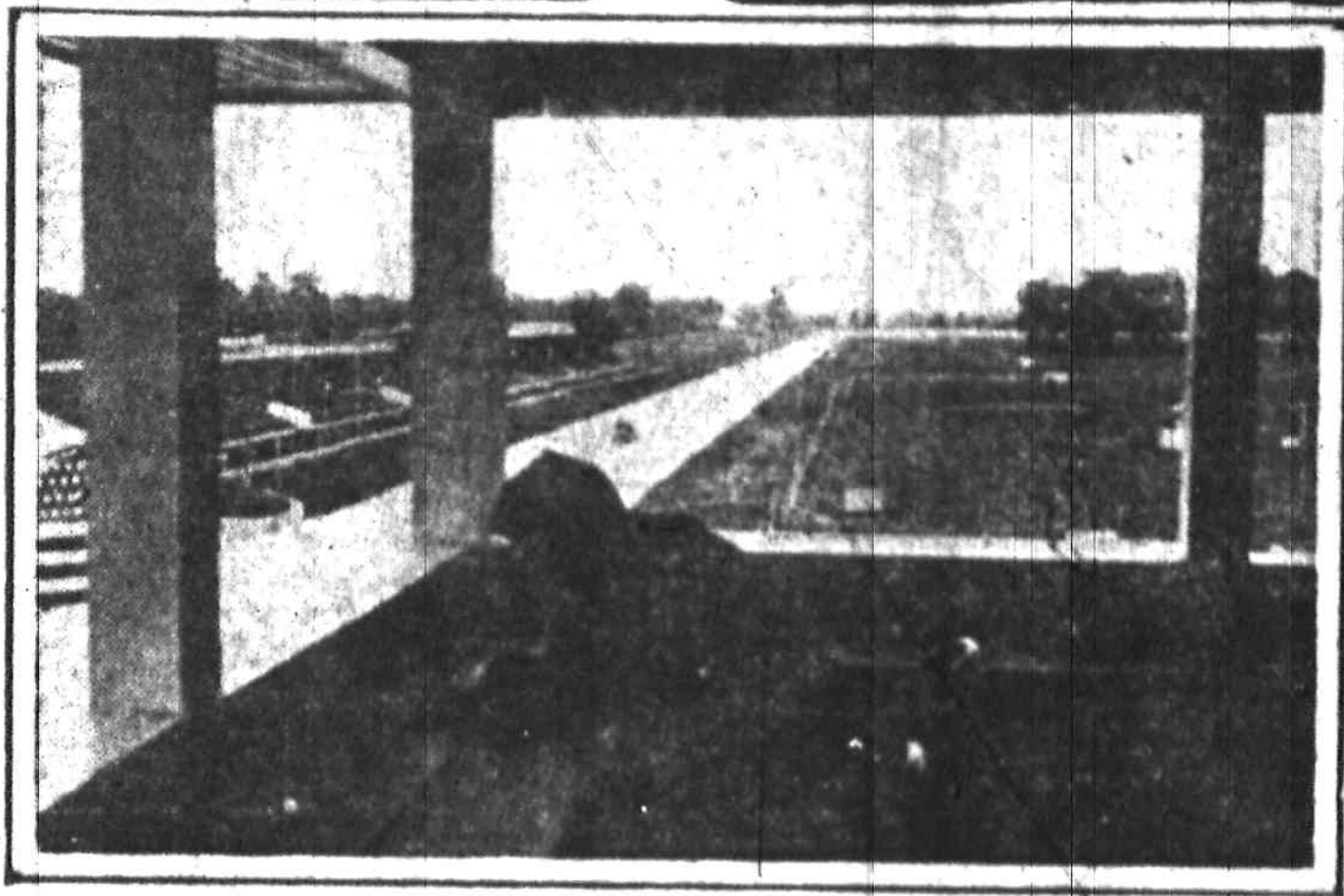
THEO. PILETTE, MERCEDES-KNIGHT



ADJUSTING TIMING DEVICE.

This car holds speed honors for the Grand Prix of Brussels, and Pilette 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, in the coming season.



VIEW NORTH FROM TOP FLOOR of
PAGODA

in years. He is an enthusiastic sports-man declares, now that he has sized up man, and anxiously awaits the crack of the bone and sinew of his American the pistol in the big race. His team-mate is young Robert Crossman, an Englishman, with an accent that would make any Britisher jolly glad to hear. 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 motor racing game. He has a keen eye and a friendly smile.

"It's going to take brains as well as car endurance to win this race," Cross-

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

Pilette Relief Driver.

Theodore Pilette, a Belgian, is to be the principal pilot of the Mercedes-Knight, 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 to enter the international competition.

NT BYSTANDER—RV T

AT THE MOTOR SPEED



ILETTE,
DES-KNIGHT



ROBERT CROSSMAN, R.N.
SUNBEAM.

"When Mrs. McNott Learned to Dance
the Turkey Trot," but the catchy refrain

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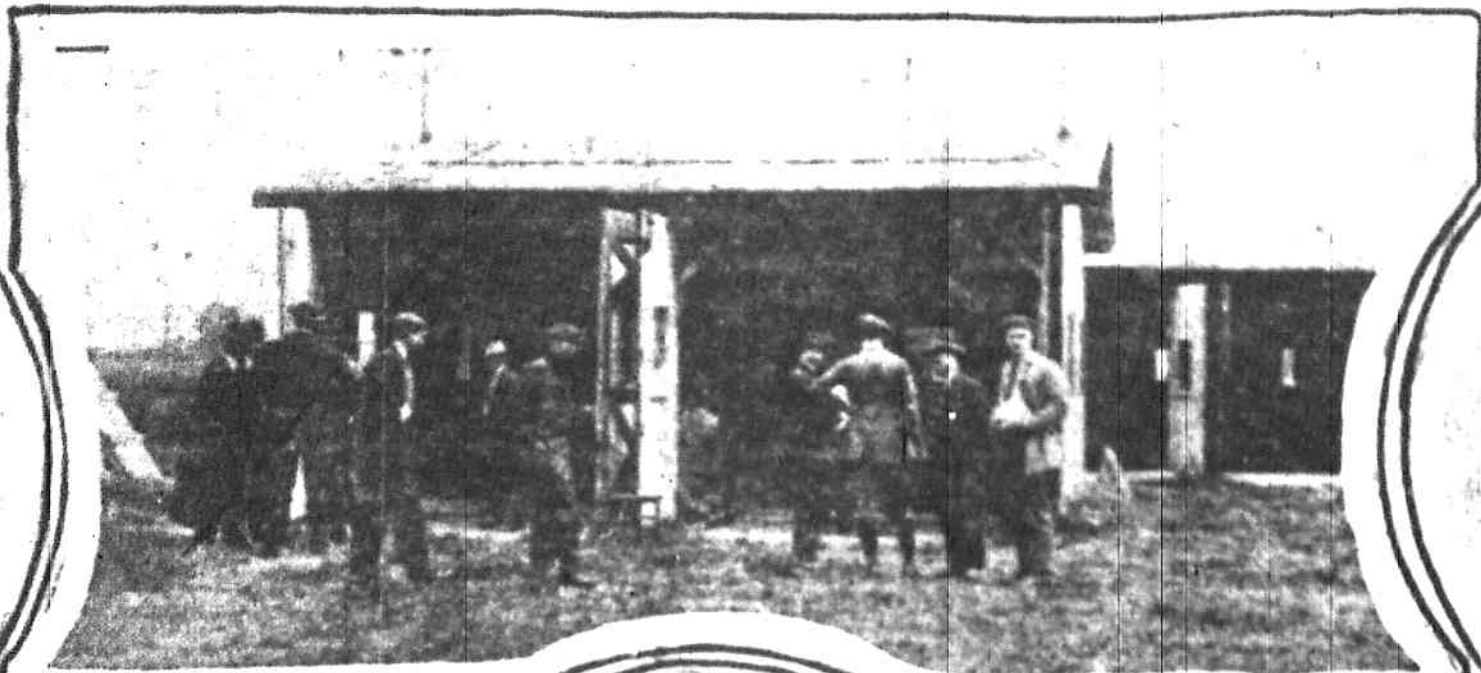
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EATEST GASOLINE DERB



"FOREIGN

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AT SPEEDWAY

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ALBERT
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