

RACE DRIVERS BALK ON INSTRUCTION SCHEDULE

DEMANDS TO SEE KLAUS-DILLON
SCRAP ARE GRANTED.

SEDWICK USES DIPLOMACY

The regular business schedule for the speedway on the night before the big gasoline derby is a little bit upset, and it required some diplomacy on the part of Charles V. Sedwick, general manager of the speedway, to promote harmony. His schedule called for a meeting of all the drivers for final instructions on that evening, when he heard a concerted kick on the part of nearly all the drivers. They said they wanted to see the Klaus-Dillon scrap at Washington park, and that Sedwick would have to change his dates.

This being impractical Sedwick had to get busy. When the foreign drivers sided with the Americans in demanding that nothing interfere with their seeing the scrap, Sedwick notified them that he would make reservations for the whole bunch at the fight provided they would spend the early part of the evening in a meeting at which the race instructions would be given by the A. A. A. officials and Charles P. Root, the official starter.

Drivers are Placated.

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That sounded pretty good and on Sedwick's assurance that the meeting would be over in ample time for the drivers to see the main event on the fight card all the drivers expressed themselves as being satisfied. Sedwick lost no time in notifying the Indianapolis Athletic Club, which is promoting the fight, that he wanted between forty and fifty seats. Sedwick will make an effort to get the drivers to Washington park in time to see the semi-windup between Eddie Webber and Phil Harrison, of Chicago, which is sure to be one sizzling slugfest. Teddy Gavin and Kid Fortney will start the show.

Members of the fair sex are especially invited to see the scraps, the upper boxes being reserved for them.

The speedway fans are to be entertained with another fight show, which will be given at the Empire on the night of the big race. The principals will be Milburn Saylor and Battling Kelley, who will go on for ten rounds at 138 pounds.

DAVENPORT WILL COMPETE

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