

Engine Trouble is
Carbon Deposits!

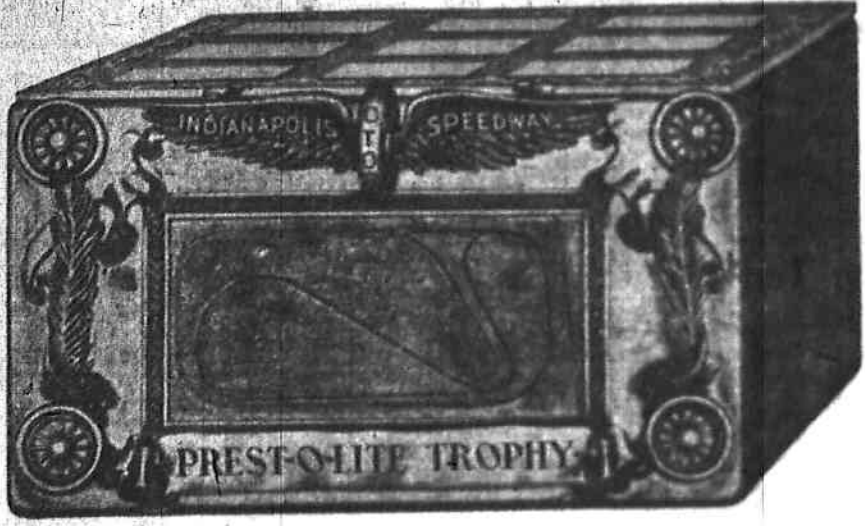
YRO
ALCOHOL

U.S. Gov't. Supervision
CARBON REMOVER,
which will prevent car-
bon deposits, endorsed by Auto Ex-

armless—Economical
While engine is
one-quarter of a
YRO through pet-
rocks in over night,
open throttle wide
will be blown
naust.

for Booklet
Alcohol Co., Mrs.
New York.
LYNN & CO.
Davidson St.
Indianapolis, Ind.

FORTUNES IN RACING TROPHIES



Additional thrills will be furnished to the spectators at the five-hundred-mile race this year by the important speedway originated accessory prizes, which have been hung up at the hundred-mile posts along the way. The customary tedium of six hours and over of resultless racing, barring occasional brushes and accidents, therefore, will be a thing of the past. Every sixty minutes or so there will be a sensational finish for one of the richest prizes in motordom. Beginning with the two-hundred-mile mark, and registering at intervals of every century thereafter, they list as follows: Remy brassard and trophy, Prest-O-Lite trophy and Wheeler & Schebler cup. Of the first of these, the brassard, or arm band, together with the attendant salary of \$75 a week, goes to the driver, while the cup goes to the manufacturer. Both must be defended as often as nominated. The second, a 150-pound silver brick, goes to the manufacturer, to become his permanent possession, if won on three separate occasions. Finally, the Wheeler & Schebler \$10,000 trophy, probably the most magnificent reward ever offered for a racing event, goes to the manufacturer. It must be raced for and recaptured at least every two years, however; in order to remain in his custody. It was last held by Nordyke & Marmon. When that firm quit the racing game it was compelled to relinquish it to the donors, according to the deed of gift under which it was established. It was originally also intended to offer a prize for the hundred-mile post, the G. & J. trophy, competed for during the first season of speedway racing. So much trouble was experienced in locating this emblem, however, it having been buried in the vaults of the Buick factory for a couple of years, that it was finally decided to abandon the attempt to use it in 1913, at least. The next year's event may see it on the job again, though, thus completing at century intervals the chain of speedway prizes, which, in its entirety, is the richest lot of awards ever offered anywhere in any class of sport.

SEMI-PROS AND AMATEURS

The Indianapolis Manhattans have no games for May 30, and would like to hear from any fast clubs in the state. Call either phone 729 and ask for Jim McDonald before 4 o'clock in the evening, or address 515 Lord street.

The Star Pharmacy team will play out of town Sunday, and the following players are requested to attend the meeting Friday night: O'Neil, Tucker, Hoover, Williams, Meehan, Beyley, Creek, Phillips, Miller, Hackney, Springer, Robinson, Schmidt and Eddie Harmony. For games address C. Robinson, 24 West Washington street.

The Assumption school team has reorganized under a new management and desires games with twelve or thirteen year-old teams. Call Belmont 802 and ask for Hagon.

The Tuxedos have open dates in June, and would like to hear from some fast out-of-town teams. Address Willie Paff, 11 North Deady street.

The Monarchs will play at Brighton Beach



WHEELER SCHEBLER TROPHY

PAT

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In the race, t
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then does the r
glamour of the
buying a racin

Your car, wh
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speeds and pos
the swiftest rac

You buy you

Prepared

Lunches and Sandwiches

PREPARED FOR
SPEEDWAY RACES

AT THE
BY BEE LUNCHES

BY BEE LUNCH, No.
north of Terminal
N. Illinois St.

BY BEE LUNCH, No.
north of Union Sta-
Illinois St.

BY BEE LUNCH, No.
east of Pennsylvania
Washington St.

BY BEE LUNCH, No.
om Claypool, corner
Washington Sts.

AT CALGARY.

Must Stand Trial
June 23.

May 29.—The crown
that no postponements
ed, and that the trial of
Tommy Burns, in con-
death of Luther McCarty
na last Saturday, would
e 23. Both men will be
at liberty under bond.
inated McCarty's estate
ared that \$55,000, the fig-
the dead fighter's wife.

Sprinter Neff.
Indianapolis (News)

Ind., May 29.—On the
athletic track meet of the
Athletic and Oratorical
high school officials
sensation by demanding

epared

ches and
wiches

SEPARATED FOR
WAY RACES

THE
LUNCHES

SEPARATED LUNCH, No.
10th of Terminal
Building St.

SEPARATED LUNCH, No.
10th of Union Sta-
tion St.

SEPARATED LUNCH, No.
10th of Pennsylvania
Building St.

SEPARATED LUNCH, No.
Claypool corner
Washington Sts.

AT CALGARY.

Must Stand Trial

May 2 - The crown

Additional thrills will be furnished to the spectators at the five-hundred-mile race this year by the important speedway originated accessory prizes, which have been hung up at the hundred-mile posts along the way. The customary tedium of six hours and over of resultless racing, barring occasional brushes and accidents, therefore, will be a thing of the past. Every sixty minutes or so there will be a sensational finish for one of the richest prizes in motordom. Beginning with the two-hundred-mile mark, and registering at intervals of every century thereafter, they list as follows: Remy brassard and trophy, Prest-O-Lite trophy and Wheeler & Schebler cup. Of the first of these, the brassard, or arm band, together with the attendant salary of \$75 a week, goes to the driver, while the cup goes to the manufacturer. Both must be defended as often as nominated. The second, a 150-pound silver brick, goes to the manufacturer, to become his permanent possession, if won on three separate occasions. Finally, the Wheeler & Schebler \$10,000 trophy, probably the most magnificent reward ever offered for a racing event, goes to the manufacturer. It must be raced for and recaptured at least every two years, however, in order to remain in his custody. It was last held by Nordyke & Marmon. When that firm quit the racing game it was compelled to relinquish it to the donors, according to the deed of gift under which it was established. It was originally also intended to offer a prize for the hundred-mile post, the G. & J. trophy, competed for during the first season of speedway racing. So much trouble was experienced in locating this emblem, however, it having been buried in the vaults of the Buick factory for a couple of years, that it was finally decided to abandon the attempt to use it in 1913, at least. The next year's event may see it on the job again, though, thus completing at century intervals the chain of speedway prizes, which, in its entirety, is the richest lot of awards ever offered anywhere in any class of sport.

SEMI-PROS AND AMATEURS