

27 RACE CARS AWAIT BATTLE ON BRICK OVAL

Ready for Start of International
500-Mile Classic at Speed-
way This Morning.

DRIVERS OF MANY NATIONS
WILL STRUGGLE FOR PRIZE

Rain Before Start Is Only Thing
to Prevent Completion of
Annual Event.

Speedway Prize List.

First Prize.....	\$20,000
Second Prize.....	10,000
Third Prize.....	5,000
Fourth Prize.....	3,500
Fifth Prize.....	3,000
Sixth Prize.....	2,200
Seventh Prize.....	1,800
Eighth Prize.....	1,600
Ninth Prize.....	1,500
Tenth Prize.....	1,400

Total \$50,000

Remy Grand Brassard at the 200th mile.
Prest-O-Life trophy at the 300th mile.
Wheeler-Schebler cup at the 400th mile.
Other prizes have been offered by a
number of accessory manufacturers.

Number of cars entered, 27.

Time of start, 10 a. m.

ALL CARES BEFORE IN MOTOR IN

Enthusiastic Thron
by Jam In City, F
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MANY AGAIN WAL
HOTELS CROWD

"Night Before" Is
1912 Picture, Wit
of New Fi

Speedway Int

Estimated attendance
Gates open at 6 a. m.

fore start of race.

First Big Four train,
ploys exclusively, dep
Station at 4:30 a. m.

First Big Four train
departs at 5:30 o'clock;
minutes thereafter.

First Ben-Hur train
from Traction and Te
4:45 o'clock; cars ever
thereafter.

Automobile Routes—
Ohio streets out Indiana
way boulevard (princl

KILLING MEAGHER

Confesses to Mur-
der Territorial
in 1865.

100 FOR CRIME

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Near Death.

May 29.—A series
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Francis Meagher, a
territory, were ad-
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known as Pat Mil-
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BY A. S. BLAKELY.

With the cessation of practice last night at 6 o'clock on the Motor Speedway everything was placed in readiness for the running of the third annual International 500-Mile Sweepstakes today. Twenty-seven cars will face Starter Root at 10 o'clock this morning and begin a weird dash for fame and a cash prize of \$50,000, to which, has been added three famous trophies and other cash prizes offered by various auto accessory makers.

Every car which was not withdrawn qualified. The field has been reduced from thirty-one original starters to the present number, the Smada, Pennebaker Special, Shambaugh Special and Deltal having been withdrawn. The Pennebaker car is the last to step out. It was found yesterday that it would be impossible to get the car in condition to run in time to qualify. The Deltal car was forced out by a breakdown. The pilot of the Smada was the first to withdraw, being unable to complete his car in time to race. The pilot of the Shambaugh was refused reinstatement by the A. A. A. and consequently his car could not start.

GRANT LAST TO QUALIFY.

Four cars qualified during the day. Billy Knipper took the Henderson around the track in 1:52.13. Ralph DePalma drove his Mercer the two and one-half miles in 1:57.95, and Tetzlaff and Grant qualified with the two remaining Isottas. The former made the circuit in 1:50.70, and the latter in 1:47.50. When Grant finished his trial the end of the practice work had arrived and the workers at the track began to remove the oil and get the brick oval in condition for the long, weary grind.

When Carl Fisher leads the twenty-seven starters away from the wire on the practice lap, the track will be as white and clean as the car Mr. Fisher will

4:45 o'clock, cars every 10 thereafter.

Automobile Routes—From Ohio streets out Indiana-avenue way boulevard (principal routes are out West Tenth West Michigan street and Thirtieth street, past Rivers

Probable time of finish of about 4:15 to 4:30 o'clock.

Weather Forecast—Probab

Motor fans poured into In thousands yesterday from America and kept an eager v before the event that holds of the entire sporting world—Speedway race. The throng that came as a vanguard direction give assurance th decisions for a crowd of mor 000 at the race is conservati with favorable weather con event will set a new record fr of attendance.

The race spirit was noticea out the city last night. In where fans had gathered cities; on the streets, congest dreds of motor cars; in the ca nothing else was talked of.

Every car had its crowd o every driver his ardent adm all hands there was talk of skill and motor technicalities

CARE PREVENTS ACCI

Cars jammed the downt until it was only with the operation and careful manag traffic officers that semblanc was maintained. The side crowded with thousands of many of them visitors in th were forced to walk the stree park benches until the exc Speedway began with the com Every hotel lobby in Indian crush of human beings, augr hour by the thousands of ot who arrived by train, by tr motor car. The streets in th hood of the big downtown h to be almost solid with an every description. Streets f from the congested, sent

...day brought up the rear in the
...ation trials as far as place was
...ned. Harry was the last driver to

...he proves his assertion by quoting the
...old saying, "The first shall be last and
...the last shall be first."

l Cares Fly Before Intense -Motor Interests

27 Cars Race Await Battle on Brick Oval

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were posted at all the downtown
corners to aid the traffic officers
in checking pedestrians in check. To the
presence of these men is attributed the
fact that few accidents occurred.

a single "spill" has occurred. This lat-
ter fact is rather marvelous when it is
considered that in previous meets several
of the cars have overturned or crashed
into the wall.

greater variety of sounds never was
heard in Indianapolis streets, not even
on a busy day. Whistles, horns, musical
instruments and the exhaust of hundreds
of machines added to the din, which all
prohibited conversation.

Despite the fact that the Speedway
seems to bear a charm which prevents
serious accidents, death fears each driver
in the face and the stare becomes more
intense as the miles pass by. If a bolt
should break, a steering rod become dis-
connected, or more than one of the tires
blow out at the same instant, only the
goddess of luck could stave off death.
But the drivers do not view the race with
the thought of death in mind. The ma-
jority of them are fatalists and believe
that "what is to be will be." All of them
are ready to brave the dangers of the
course with a smile on their faces and
their bravery deserves the plaudits of
the multitude.

problem of caring for the morning
evening rushes today will be pro-
vided for. Many additional traffic offi-
cers will hold the crowds in check both
going and coming from the races. Judg-
ing from the experience of yesterday, lit-
tle difficulty is anticipated.

And it will be a multitude that will
watch the race from the stands and
paddock. Speedway officials estimate the
attendance at 100,000 and their figures
will not be far wrong. From the drop of
the flag until the announcement of the
winner, more than six hours later, the
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stirring to occur and as the minutes
grow into hours so will the feeling of
tension increase until the final relax-
ation after the winner has been cheered.

FT OF RIG IS CHARGED.

TECHNICAL END COMPLETE.

erson Man, Driving Outfit, Is Ar- rested at Greenfield.

F. E. Edwards, technical expert of
the A. A. A., turned over his official
figures concerning the measurements and
weight of the various cars to Referee
Pardington late in the afternoon and it
was announced that every car had been
found to come within the necessary
qualifications. No car was under the
prescribed 1,600 pounds and all were well
within the 450 cubic inch piston dis-
placement. Harry Grant in Isotta No.
26 was the last of the contestants to
weigh in.
For the first time in the history of the
class no insurance has been taken
against rain. In 1911, 1912 and

DERSON, Ind., May 29.—Claud Duf-
alleged to have stolen a horse and
belonging to Chester Stimson from
in street hitchrack shortly before
midnight, was brought back from
field today and placed in the County
charged with grand larceny. Green-
officials arrested Dorgan shortly after
ht when he drove into that city
a rig, the possession of which he was
e to explain.

After the Pink Boll Worm

HINGTON, May 29.—The "Pink Boll
" will be the subject of a hearing be-
the Department of Agriculture June 12
sider the advisability of placing an
go on all cotton seed and cotton seed
coming to the United States from
according to an announcement made

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more efficient
Announcers a

all the miles pass by. If a bolt should break, a steering rod become disconnected, or more than one of the tires blow out at the same instant, only the goddess of luck could stave off death. But the drivers do not view the race with the thought of death in mind. The majority of them are fatalists and believe that "what is to be will be." All of them are ready to brave the dangers of the course with a smile on their faces and their bravery deserves the plaudits of the multitude.

And it will be a multitude that will watch the race from the stands and paddock. Speedway officials estimate the attendance at 100,000 and their figures will not be far wrong. From the drop of the flag until the announcement of the winner, more than six hours later, the vast crowd will watch for something stirring to occur and as the minutes grow into hours so will the feeling of tenseness increase until the final relaxation after the winner has been cheered.

TECHNICAL END COMPLETE.

F. E. Edwards, technical expert of the A. A. A., turned over his official figures concerning the measurements and weight of the various cars to Referee Pardington late in the afternoon and it was announced that every car had been found to come within the necessary qualifications. No car was under the prescribed 1,600 pounds and all were well within the 450 cubic inch piston displacement. Harry Grant in Isotta No. 26 was the last of the contestants to weigh in.

For the first time in the history of the classic no insurance has been taken against rain. In 1911 and 1912 the Speedway owners took insurance at a fancy figure. This year they decided to take their chances. A ruling by the A. A. A. at the drivers' meeting Wednesday night will compel the drivers to finish the race if rain falls after the start. No postponement of the event will be made after the race is once under way. Each driver was warned by Referee Pardington that they must exercise due care and precaution if rain overtook them before the finish. Should it rain before the start of the event the meet will be postponed until tomorrow, when the same schedule will go into effect.

SAFETY GREAT OBJECT.

Speedway officials announced last night that everything has been done which will add to the safety of those driving the race and also the spectators. Militiamen will guard every approach to the track and bar those who have no business there. No one in the pits will be

Possibly the car is real features which the most ers abandoned a year a a handicap.

For example: Most only because they want date features. If there the Premier features, i the trend of public dema

Premier Mo

allowed on the track unless the car they are serving needs their presence. Exceptional efforts have been made by the management to keep the spectators informed as to the progress of the event and score boards are expected to be more efficient this year than ever before. Announcers also will aid in keeping the various stands informed as to the standing of the cars.

WILL RECORD FALL?

Until the race has been decided two big questions stand out before the fan. The first, Who will be the winner? and the second, Will the last year's record stand? Both queries are impossible to answer, for too many angles have to be considered, and luck plays the important part. A hot day, and the record will stand, in all probability. Given a cool day, and it is quite possible that one of the twenty-seven will perform the feat.

The record for the event is held by Joe Dawson, in a National. He made the mark last year, when he negotiated the 500 miles in 6:21:06, or an average speed of 78.72 miles an hour. The previous mark was made by Ray Harroun in the Marmon "Wasp" in 1911, when he averaged 74.61 miles an hour for the distance in 6:42:08. Both previous races have been won by Indianapolis-made cars.

This year sees two "home" cars in the event. The Stutz is represented by a three-car team and the Henderson concern has one entry under the guidance of Billy Knipper. They have the local repu-

will forget the driver to finish the race if rain falls after the start. No postponement of the event will be made after the start is under way. Each driver was warned by Clarence Partridge that they must exercise due care and precaution if rain overtook them before the finish. Should it rain before the start of the event the meet will be postponed until tomorrow, when the same schedule will go into effect.

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permitted to enter and leave the track until the last lap is around. Both quarters are impossible to arrange, but less many angles have to be considered and have played the important part. A hot day and the record will stand, in all probability. Given a good day and it is quite possible that one of the twenty-seven will perform the feat.

The record for the event is held by Joe Dawson, in a National. He made the mark last year, when he negotiated the 400 miles in 4:21.06, or an average speed of 147.7 miles an hour. The previous mark was made by Ray Harroun in the Marmon "Wasp" in 1911, when he averaged 146.61 miles an hour for the distance in 6:42.08. Both previous races have been won by Indianapolis-made cars.

This year sees two "home" cars in the event. The Stutz is represented by a three-car team and the Henderson concern has one entry under the guidance of Billy Knipper. They have the local reputation to sustain, and from the practice laps it seems that Indianapolis is represented by "no mean cars."

GOODRICH REPRESENTATIVE CO-OPERATES WITH DRIVERS

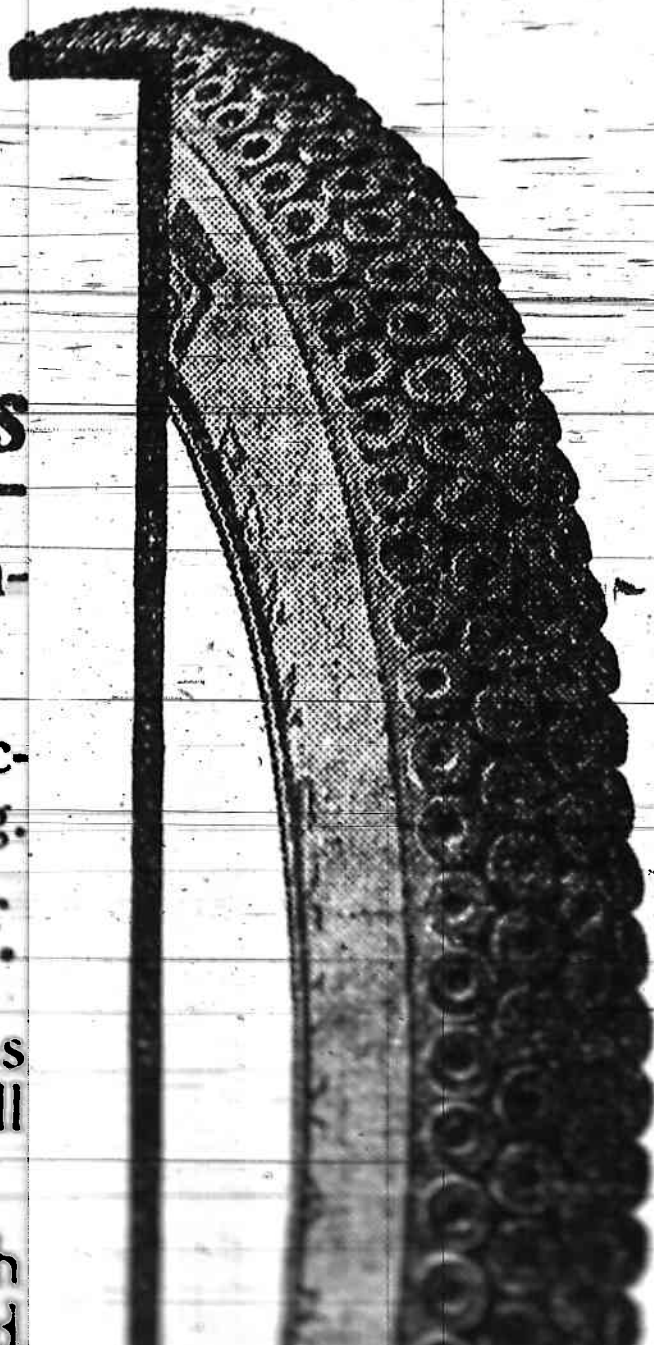
F. T. Reynolds Comes From Akron to Advise Speedway Contestants Using Silvertown Cord Tires.

F. I. Reynolds of the Goodrich Rubber Company arrived here from Akron this morning. Several cars in the 500-mile race have been equipped with Silvertown cord tires and Mr. Reynolds is here to co-operate with the drivers who selected these tires.

Silvertown cord tires are a combination of cords and rubber, and are considered far more efficient than the regular rubber tire in riding comfort and mileage. Silvertown cord tires are made by special machinery which has practically the intelligence of a human being. Little fingers take the cords and place them perfectly on a base of rubber. The second layer is placed at right angles to the first layer. Each cord is composed of many strands which are practically welded into one piece.

This tire already has enjoyed great success, having enabled the fastest European cars to exceed their best previous records.

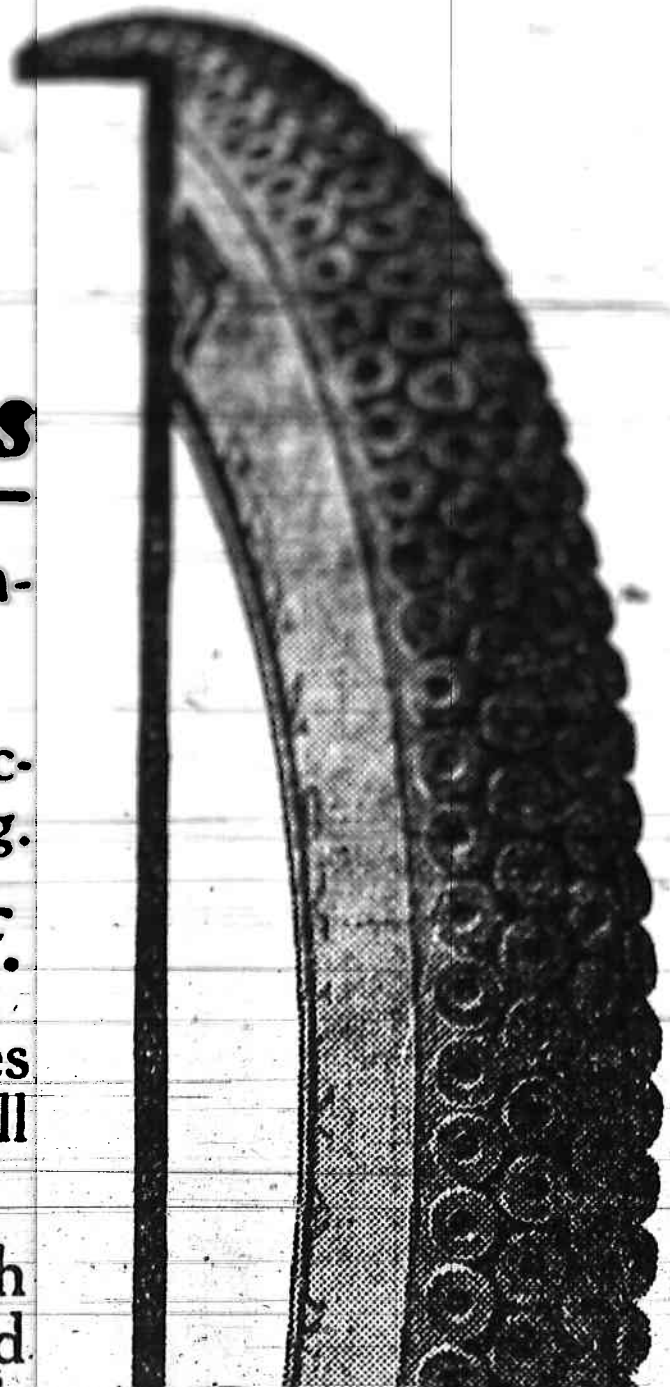
Mr. Reynolds said that Indianapolis men and Carl Fisher and his associates are entitled to great credit for enabling the public to witness such a wonderful race. Its value to automobile manufacturers can not be estimated.



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**GOODRICH REPRESENTATIVE
 CO-OPERATES WITH DRIVERS**

**F. I. Reynolds Comes From Boston To
 Advise Goodrich Corporation
 Using Silvertown Cord Tires**

F. I. Reynolds of the Goodrich Rubber Company arrived here this morning. Several sets of the silvertown tires have been equipped with silvertown cord tires and Mr. Reynolds is here to co-operate with the drivers who collected these tires.

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Chicago Tourists