



BILL ENDICOTT.

ance for cing Pilots Costs Big Sum

bble racing dangerous?
actuary. The actuary is the
o knows—not guesses—when
be mowed down by the re-
the.

ousand dollars' worth of insur-
cost you who are not racing
9 14-100 cents for forty-eight

ousand dollars' worth of insur-
rty-eight hours costs a driver
mile race a premium of \$175.
words, your chances for life
forty-eight hours, including
g of the race on May 30, is
and a fraction better than
the speed pilots. At least that
the London Lloyds company

ousand dollars' worth of in-
vided among eight men, four
l four mechanics, netted the
Moore Company, a local insur-
y, a premium of \$1,400.

Motor Car Company applied
ach upon its three drivers and
anics. Frank Fox, who en-
ray Fox applied for \$5,000 each
iver and mechanic.

ies call for \$5,000 in case of
100 per week for total disa-
George Moore Company had
the London Lloyds for special
none of the regular accident
would handle the insurance at

There is always some mem-
ds, however, that seems will-
ble with anything, hence Stutz
ere able to get their insurance.

ATER BEING BURNED

LOUIS DISBROW.

Speedway Reports In Willis's Hands

*Assistant Director of Contests
Names Assistants for
Big Race.*

At a meeting of Speedway managers and the newspaper representatives, plans for giving the public the reliable and instant information of the 500-mile race were considered and the details turned over to P. P. Willis, assistant to Charles Sedwick, director of contests.

The Speedway management has made elaborate arrangements to take care of the hundreds of newspaper representa-tives who have signified intentions of attending the contest.

H. C. Bradfield, chairman of the press committee, has been appointed by Willis to be in charge inside the press stand, as-sisted by Paul Richey and H. G. Deupree.

REPORTS FROM PITS.

Bruce Daniels and Harlo Hyde will be in charge of the two press pits. These two pits will be equipped with telephones connecting with the press stand and Hyde and Daniels will make instant reports of all that happens at the repair pits.

Willis also will station experienced men around the track to watch events and a system is being devised so that these men can get their reports quickly into headquarters.

Telephone, telegraph and photographic arrangements are being made complete in every detail. Reports from the judges' stand, just above the press boxes, will be constantly received by means of an elevator. Photographers will be required to communicate with Paul Martin, pub-licity manager, at the Speedway office.

White Car Does

Naval Work

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Low unde
Maximum
Record er
Equipped
Easiest w
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Best in th
Underprio
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