

SEBALL—AUTOMO

**D WIND
E SERIES**

**D TO HOLD
DAY.**

MONDAY

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Two games
Memorial day.
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SIMPLE COLOR SCHEME FOR BENEFIT OF PATRONS

A color scheme has been worked out by the speedway management to better enable the patrons at the race to keep tab on the many cars in an easy manner. On each of the five large score boards stationed in front of all the stands in the grounds are four large disks, in black, white, red and yellow, respectively. A glance is sufficient for one to see that cars numbering from 1 to 9, inclusive, are related to the black disk, and another glance at the cars on the track will show that the racers Nos. 1 to 9 carry black disks.

A white disk on the score board is opposite the numbers 10 to 19, inclusive, and the cars numbering 10 to 19 carry white disks, and so on. A short memorandum of the plan follows:

- Nos. 1 to 9, black disks
- Nos. 10 to 19, white disks
- Nos. 20 to 29, red disks
- Nos. 30 to 40, yellow disks

BUSY S

HARRY COBE NARROWLY ESCAPES BAD WRECK

BURSTING TIRE ON JACKSON



in Louisville, where college chump, Larry in a stinging defeat were fighting mad, ever expected Jimmy safe this afternoon, occupying the mound today. Tom Dougher-work for the Brew-

of Sunday's game the air grips for a long will start their first stern half of the circle Mud Hens at Tom-ernoon. Two games do on Memorial day series. The tribe will Louisville and then four of the western n's league, visiting kee, Minneapolis and r.

Flattering.
have been enjoying oak during the last hit the trail in none Burke has but three ch is just about half by a winning club he management has all the gap in right er or two may join they have traveled

ill need at least a rs and another out- hope to keep up in

AT EARLHAM.

This Afternoon Canceled.
baseball team went rning, where they y the Quakers this the first game the two weeks. Parker er, in place of Gar- g left college. The lose with a game bash at Crawfords-

which was to have awn on Irwin field en canceled by the Keach and coach an individual han- Butler men, Thurs-

the football team, ag the names of the quad entitled to the us follows: Silver n, Lewis, Hinman, Roberts, Badger. Monogram sweat- the men before the

o Stable.
7.—James R. Keeno he will add twelve s to his English ill be selected by manager of Mr. y.) farm.

short memorandum of the plan fol-
lows:
Nos. 1 to 8, black disks
Nos. 10 to 19, white disks
Nos. 20 to 23, red disks
Nos. 25 to 46, yellow disks

HARRY COBE NARROWLY ESCAPES BAD WRECK

BURSTING TIRE ON JACKSON RACER SWERVES RACER.

IN BRUSH WITH BRUCE-BROWN

During the practice spins of the cars at the speedway this morning, Harry Cobe, driving a Jackson, narrowly escaped a serious accident by splendid control of his car. Cobe and David Bruce-Brown driving a Fiat, were enjoying a brush around the course. Bruce-Brown had just passed Cobe on the south turn, when a rear tire on the Jackson blew up. The car swerved and started for the outer wall, when Cobe gave it a masterful swing, turning the car completely around and landing at the base of the incline. Pieces of tire were scattered along the track for a considerable distance. Cobe had the tire replaced and resumed practice.

An interesting test of tire changing speed was made by the Pope-Harford crew, in front of the main grandstand. Louis Disbrow, driving a Pope-Harford as if in a race, drew his car up in front of a pit, and the men exchanged a rim and tire in 13.3-6 seconds, counting from the moment the car stopped until it was under way again. The charge was timed by starter Fred Wagner and other A. A. officials, but does not stand as a record, as it was not formally announced.

The best previous known record was fifteen seconds. The official weighing-in of the cars for Tuesday's race will begin this afternoon.

Central League Cut Due.

SOUTH BEND, Ind., May 27.—Central League clubs must cut their teams down to fifteen men on or before next Wednesday. Practically all of the clubs are above that limit, having been unable to cut their playing force because of the poor showing made by the majority of the twirlers.



CLABBY

If there is any one of his own weight in pugdom that Jimmy Clabby has not met since 1906, it is Paddy Lavin, the Buffalo welterweight scrapper, with whom he is matched for a ten-round bout at Washington park, Monday night. Jimmy has been one of the busiest pugs for five years, and in that time he has met almost every one of his weight worth meeting. However, he is to be introduced to one in his class in the person of Lavin, and the bugs are eagerly awaiting the outcome of the introduction. Both boxers are in the best of condition and they will get together regardless of their weight, which will be about 152 pounds.

Of equal importance is the bout scheduled between Young Saylor and Matty Baldwin. The fame of Saylor has

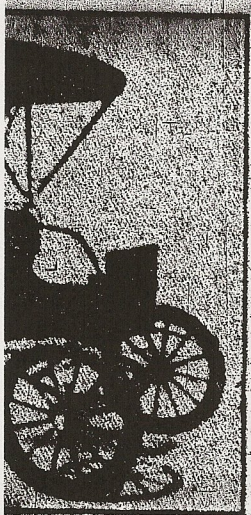
STANDING OF THE CLUBS

American Association.			
	Won.	Lost.	Pct.
Columbus	23	17	.574
Kansas City	22	18	.554
Minneapolis	20	20	.500
Milwaukee	21	20	.512
Louisville	19	21	.475
St. Paul	18	21	.461
Toledo	18	21	.461
Indianapolis	16	23	.410

National League.			
	Won.	Lost.	Pct.
New York	22	13	.623

post-graduates who
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ch and Shoemaker.
se, Cochrane and Me-
ton, Graves, Elchrod-
ton, Shoemaker and
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ton, Curtis, Fauber,
Easch, Payton, Shoe-
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Hilken, Riggs, Stay-
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hillipps, Jones and
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Froel, Hatfield,
measures, Duttor
Alburger, Kane and
Miller Hamilton;



RLEY
n-a-Bout
REPAIR
Sacrifice
DOLER CO.
East of City Hall

Major Dahnert, manager of Mr. Keene's Castleton (Ky.) farm.

ABOUT THE SPEEDWAY.

The Indianapolis motor speedway has an area of 328 acres, and the total cost exceeds \$700,000. There are forty-one buildings, including garages, aerodromes, aviation sheds, clubhouses, cafes, restaurants, office buildings, oilhouses and machine shops.

The grandstands and boxes have a seating capacity of 40,000. The entire grounds will accommodate upward of 200,000. There are parking facilities on the grounds for 10,000 automobiles.

The turns are banked sixteen feet and have a radius of 1,500 feet.

Big Four railroad trains and inter-urban car service to the main gates of the grounds permit of the comfortable handling of 10,000 people every fifteen minutes.

The speedway has the largest enclosed aviation park in the world, and the finest balloon park in the world; from ten to fifteen balloons may be inflated and sent away simultaneously.

Special telegraph and telephone wires connect the speedway with the city and the principal cities in the United States. These wires, together with wires for timer and phone systems at the quarter mile, half mile, kilometer and mile posts, as well as wires to team score boards on the back stretch and score boards in the main section and bleacher sections of the grounds, are all carried in underground conduits. Thirty sets of telegraph instruments are installed in press stands for the convenience of press operators.

The speedway measures 2 1/4 miles to each lap, and has a surface of vitrified brick. Three million five hundred thousand brick were required to pave the course. A cement wall three feet in height by eleven inches in thickness extends around the outer edge of the turns.

Indianapolis

A. A. A. Representative



CHARLES W. SEDWICK.

An important personage at the speedway race next Tuesday, as well as at the preliminary events incident to the big meet, will be Charles W. Sedwick, of 2237 North Meridian street. Sedwick is the Indiana official representative for the American Automobile Association, which makes all the laws that govern race meets and the participants. There are not a few race tracks in the west that are now idle because of suspension by the association for violating the rules, and there are also many drivers who find themselves barred from the great tracks of the country for racing on disqualified tracks. Sedwick attends all the race meets in Indiana that are sanctioned by the A. A. A., and he sees that the rules of the association are obeyed. The work of the association has raised auto racing to a high plane.

PURDUE HUMBLER ILLINI.

Boiler Makers Stop Hitherto Unbeaten Suckers, 5 to 3.
LAFAYETTE Ind., May 21.—After

New York
Philadelphia
Chicago
Pittsburg
St. Louis
Cincinnati
Brooklyn
Boston
Detroit
Philadelphia
Chicago
Boston
New York
Cleveland
Washington
St. Louis

Dayton
Zanesville
Fl. Wagon
South Bend
Grand Rapids
Evansville
Wheeling
Terre Hau

Milwaukee
Minneapolis
St. Paul
Kansas
Brooklyn
Philadelphia
Chicago
Cincinnati
New York
St. Louis
Cleveland
Boston

Grand Rapids
Fl. Wagon
Dayton
South Bend
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CHICAGO
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ets and, of course, if there are any, will turn the holders away from the gates. In order to be perfectly safe every person should buy from one of the five places we have named as offices for Saturday, Sunday, Monday and Tuesday.
"Another warning I wish to issue is regarding pickpockets. These people work everywhere when there is a crowd assembled. They are men and women both, and I wish every speedway patron would be on the lookout. We have places to lock them up at the speedway and men to do it."

portunity for Trained

MR. C. NEWBY,
e-President.

CARL G. FISHER,
President.

JAMES A. ALLISON,
Secretary-Treasurer.

CORRECTED LIST OF PROBABLE ENTRANTS

Car No.	Car	Driver	Relief	Cyl-inder	Bore	Stroke	Piston Dia. placement	Car Color	Uniform Color
1	Case	Lewis Strang	Elmer Ray	4	4 1/4	5	584	Red and gray	Red sweaters, khaki suits.
2	Simplex	Halpin de Palma		4	5 1/2	5 1/2	587	Red and white	Khaki.
3	Inter State	Harry Radleott	C. E. Sprague	4	5	6	481	Gray and black	Gray and black.
4	National	John Aitken	Len Zengle	4	5	7 1/2	589	Blue and white	Blue and white caps.
5	Pope-Hartford	Louis Disbrow	Nell Whalen	4	4 1/2	5 1/2	390	Red and black	Dark blue.
6	Pope-Hartford	Frank Fox	Gulla Scott	4	4 1/2	5 1/2	390	Bright red	Red and blue.
7	Westcott	Harry Knight	John T. Glover	6	4 1/2	5 1/2	421	Battleship gray	Brown and red.
8	Case	Joe Jagersberger	Louis Larsonneur	4	4 1/2	5	384	Red and gray	Khaki suits.
9	Case	Will Jones	Russell Smith	4	4 1/2	5	384	Red and gray	Khaki suits.
10	Stutz	Gil Anderson	Chiff Alley	4	4 1/2	5 1/2	390	Battleship gray	Battleship gray.
11	Malco	Spencer Wishart	D. D. Murphy	4	5.1	7.1	583	Gray	Gray.
12	Amplex	W. H. Turner	Walter Wood	4	6 5-16	5	443	Red	Red.
13	Knox	Fred Belcher	John J. Coffey	6	5	4 1/2	559	Brown	Brown.
14	Buick	Arthur Chevrolet	L. Chevrolet	4	6	5 1/2	594	White and red	Brown khaki.
17	Buick	Charles Basie	L. Chevrolet	4	6	5 1/2	594	White and red	Brown khaki.
18	Flat	Edw. Hearne	Louis Lindensmith	4	5 1/2	5 1/2	487	Red	Red.
19	Alco	Harry Grant	Frank Lee	6	4 1/2	5 1/2	580	Black	Black.
20	National	Charles Merz	Donald Herr	4	5	5.1-16	447	Blue and white	Blue and white caps.
21	National	Howard Wilcox	Arthur Beck	4	5	7 1/2	589	Blue and white	Blue and white caps.
22	McFarlan	Fred Clemens	Harry Wainwright	6	3 1/2	4	248	Head and white	Khaki.
23	McFarlan	Bert Adams	James R. Hill	6	4	5	377	Head and white	Khaki.
24	Jackson	Fred Ellis	E. F. Scheffler	4	4 1/2	4 1/2	355	Dark maroon	Dark maroon.
25	Jackson	Harry Cobe	L. L. Judd	4	5	5 1/2	432	Dark maroon	Dark maroon.
26	Jackson	Jack Tower	Bob Evans	4	4 1/2	4 1/2	255	Dark maroon	Dark maroon.
27	Cutting	Ernest Delaney	J. D. McNay	4	4 1/2	5 1/2	390	Gray and black	Khaki.
28	Flat	D. Bruce Brown	Joe Matson	4	5	7 1/2	589	Maroon	Khaki.
29	Luzier	H. Van Gorder	George Ainslie	4	5 1/2	6	544	White	White.
30	Fireston-Columbus	Les Frayer	Edw. Rickenbacher	4	5	5 1/2	432	Scarlet and gray	Scarlet and gray.
31	Marmon	Joe Dawson	W. L. Studabaker	4	4 1/2	7	495	Yellow and black	Yellow and black.
32	Marmon	Ray Harroun	W. L. Studabaker	6	4 1/2	5	477	Yellow and black	Yellow and black.
33	Lezler	Ralph Mulford	John Turcotte	4	5 1/2	6	544	White	White.
34	Lezler	Teddy Tetzlaff	Dave Lewis	4	5 1/2	6	544	White	White.
35	Apparson	Herbert Lytle	W. W. Clifton	4	5 1/2	5 1/2	546	Verd'n & white	Khaki.
36	Merced	Hugh Hughes	Clarence Kittell	4	4 1/2	5	390	Yellow and blue	Blue and yellow.
37	Merced	Chapley Bigelow	E. H. Sherwood	4	4 1/2	5	390	Yellow and blue	Blue and yellow.
38	Simplex	Ralph Beardsley	George Scott	4	5 1/2	5 1/2	597	Red	Red.
39	Flat	Caleb Bragg	E. H. Parker	4	5.5	5.1	487	Maroon	Maroon.
40	Vello	Arthur Gibbons	R. Jeffkins	4	4 1/2	5 1/2	334	Battleship gray	Khaki and red caps.
41	Vello	Howard Hall	R. Jeffkins	4	4 1/2	5 1/2	334	Battleship gray	Khaki and red caps.
42	Cole	Wm. Endicott	Louis Edmunds	4	5	6	471	Green	Green.
43	Cole	John Jenkins	Louis Edmunds	4	4 1/2	4 1/2	286	Green	Green.
44	Amplex	Arthur Greiner	Walter Jones	4	5 5-16	5	443	Red	Red.
45	Henz	Rollie Burman		4	5 1/2	6 5-16	520	White	White.
46	Henz	Wm. Knipper		4	4 1/2	5 1/2	444	White	White.

Forty-four May Start

SPEEDWAY RECORDS, REGARDLESS OF CLASS, A NUMBER OF WHICH MAY BE BROKEN IN THE 500-MILE RACE. FIGURES FOR ALL DISTANCES ABOVE 200 MILES WILL BE ESTABLISHED

The indications are there will be forty.

43	Amplex	Arthur Greiner	Walter Jones	4	5 5-16	5	443	Red	Red.
44	Benz	Robert Burman		4	5 5-8	5 5-8	420	White	White
45	Benz	Wm Knipper		4	4 3/4	5 7/8	444	White	White

Forty-four May Start

The indications are there will be forty-four starters in the five-hundred-mile race at the speedway next Tuesday, or all of the original entrants, except the two F. A. I. cars that were entered as Nos. 13 and 14. While a number of the racers failed to qualify at the elimination trials yesterday, there were reasonable excuses for all of them, and other trials will be recorded the cars Monday morning. The cars that have not qualified are a Mercer, a McFarlan, two Velles, De Palma's Simplex, a Cole, an Amplex, a Cutting and a Lozier. De Palma broke a cylinder head early yesterday morning, a McFarlan broke a cam, and the others had troubles of various kinds. It was said that all the cars had been doing much better than the required seventy-five miles an hour in all the practice work, and that the machines would be able to qualify without trouble Monday. The F. A. I. cars were withdrawn without being sent to the track. The company stated the cars could not be prepared in time for the race. C. G. Fisher, the president of the speedway company, and Fred J. Wagner, the starter of the race, both said they were confident all the original entrants, except the F. A. I. cars, would be in the struggle. The Amplex car that was wrecked several days ago is about repaired, and the company has made arrangements with drivers to have both machines in the race. Art Greiner will drive Amplex No. 44, and Walter Jones will act as relief driver. Jones withdrew from the race several days ago, but he is now back in the ring. W. H. Turner and Walter Wood will take turn about at the wheel of Amplex No. 44. No. 44 qualified without trouble, and it is thought No. 12 will have no trouble at the Monday trials.

SPEEDWAY RECORDS, REGARDLESS OF CLASS, A NUMBER OF WHICH MAY BE BROKEN IN THE 500-MILE RACE. FIGURES FOR ALL DISTANCES ABOVE 250 MILES WILL BE ESTABLISHED

Distance	Miles	Time	Driver	Car	Place	Date
1	1	1:15.63	Oldfield	Benz	Indianapolis	May 30, 1910
5	5	1:15.96	Bragg	Fiat	Los Angeles	April 12, 1910
10	10	3:15.62	De Palma	Fiat	Los Angeles	April 8, 1910
15	15	6:15.62	Robertson	Simplex	Los Angeles	April 9, 1910
20	20	10:15.17	Hearne	Benz	Indianapolis	July 4, 1910
25	25	14:16.72	Hearne	Benz	Indianapolis	July 4, 1910
30	30	18:18.22	De Palma	Fiat	Los Angeles	April 13, 1910
35	35	22:18.52	De Palma	Fiat	Los Angeles	April 13, 1910
40	40	26:18.79	Harroun	Marmont	Los Angeles	April 17, 1910
45	45	30:18.90	Harroun	Marmont	Los Angeles	April 17, 1910
50	50	34:19.43	Dawson	Marmont	Los Angeles	April 17, 1910
100	100	1:16:21.90	Dawson	Marmont	Atlanta	November 7, 1910
150	150	2:01:29.43	Dawson	Marmont	Indianapolis	July 4, 1910
200	200	2:43:30.14	Dawson	Marmont	Indianapolis	November 7, 1910
250	250	3:26:15	Horan	Lozier	Atlanta	November 7, 1910

(Hour Records)

74	1:00:00	Harroun	Marmont	Los Angeles	April 16, 1910
145	2:00:00	Harroun	Marmont	Los Angeles	April 16, 1910

RECORDS, WHICH STILL STAND, MADE AT INDIANAPOLIS SPEEDWAY

Distance	Miles	Time	Driver	Car	Date
1 kilo	1.609	21:45	Oldfield	Benz	May 30, 1910
1 mile	1.609	35:43	Oldfield	Benz	May 30, 1910
15 miles	15	10:15.17	Hearne	Benz	July 4, 1910
20 miles	20	14:06.12	Hearne	Benz	July 4, 1910
250 miles	250	3:26:15	Dawson	Marmont	July 4, 1910
5 miles	5	4:01.26	Oldfield	Knox	May 30, 1910
5 miles	5	4:05.78	Kingsaid	National	May 27, 1910
10 miles	10	7:55.12	Aicken	National	July 2, 1910
10 miles	10	11:49.73	Aicken	National	July 1, 1910
20 miles	20	15:57.53	Dawson	Marmont	May 27, 1910
75 miles	75	1:06:16.34	Dawson	Marmont	May 27, 1910
100 miles	100	1:33:43.11	Kingsaid	National	May 27, 1910
250 miles	250	4:32:57.4	Burman	Butch	August 9, 1909
5 miles	5	4:14	Dawson	Marmont	July 2, 1910
10 miles	10	8:16.08	Harroun	Marmont	May 27, 1910
25 miles	25	11:43.92	Harroun	Marmont	May 30, 1910
50 miles	50	14:41.33	Harroun	Marmont	May 30, 1910
5 miles	5	4:35.47	L. Chevrolet	Butch	July 2, 1910
10 miles	10	8:53.40	L. Chevrolet	Butch	July 2, 1910
5 miles	5	8:22.57	Roberts	Herrshoff	July 4, 1910
10 miles	10	16:37.53	Roberts	Herrshoff	July 2, 1910

OCTO AUTO ATTRACTS ATTENTION

a c e n t r a l i n f o r m a t i o n s e r v i c e

PRELIMINARY ROUND AT FORTY-MILE GAIT

PILOTS TO BE KEPT IN SOLDIER-
LIKE FORMATION.

NOT ALLOWED TO JOCKEY

The eyes of the racing world are turned toward the speedway, where all the arrangements for the five-hundred-mile race are completed except a few minor details. Yesterday afternoon and this afternoon the drivers rehearsed the get-away under the direction of Carl Fisher and starter Fred Wagner. It has been erroneously stated that the pilots would jockey for position in the preliminary round. Instead the cars will remain in line or soldierlike formation, during the first round, when Fisher acts as pace-maker. The reason for the preliminary round, which will not be counted in the race, is to eliminate the smoke that would mar the spectacle were the cars to start from a standing position in front of the grand stands. It has been decided that Fisher will set a pace of only forty miles an hour during the first round. The racers will follow him and the rows remain abreast until Fisher drops out. This he will do after encircling the track once. As he leads them to the wire after the round a great pyrotechnical bomb will be exploded in the air as a signal that the greatest race of modern times is on. From their forty-mile-an-hour gait the racers will spurt ahead, with the explosion of the bomb, and it is not unlikely that the leaders will be hitting well above the eighty-mile-an-hour gait by the time they again cross the wire. In the rehearsals yesterday afternoon Fisher drove his machine at sixty miles an hour, and this gait was found to be too fast for the racers to remain abreast. The drivers voted on the proposition, and the majority were of the opinion that forty miles would be the best speed for the preliminary round.

Close Speedway on Sunday.

Tomorrow the speedway will be closed to every one except the pilots and their mechanics, and even they will not be allowed to use the track for practice work. On Monday morning at 9 o'clock Bob Burman will make an attempt to break the speedway track record of 35.33 for the mile established a year ago by Barney Oldfield. A nominal charge of 25 cents will be made at the gates and the proceeds will be given to charity by the



ARTHUR C. NEWBY,
Vice-President.

speedway management. The Burman trials should not require more than a few minutes. The balance of the forenoon will be given to the drivers for practice work. At noon Monday the speedway will be closed and the grounds and stands put in tip top condition. The track will be thoroughly cleaned and the drivers will not be allowed to use it until the start of the big race.

The first thing on the program of race day will be the parade of the cars at 3:15 o'clock. The cars will be run singly about the track and the drivers thus introduced to the spectators. At 9:30 the racers will prepare for the preliminary round, which will be timed to us to start the race proper at 10 o'clock as possible. There will be a meeting of the officials, pilots and chief drivers at Town-ship hall tonight. The speedway management has 1,200 employees who are being coached as to their duties.

Delahanty Out of Game.

DETROIT, Mich., May 27. Jim Delahanty's injured leg has not recovered its full strength and since the Tigers have been compelled to stretch themselves against the eastern teams he has not been able to favor it as he did in the early games. Consequently he has spoiled many plays. Manager Jennings has practically decided to give Jim a rest and put O'Leary on second until Delahanty is right.

No.	Car
1	Cash
2	Simplex
3	Inter State
4	National
5	Pop-Hartford
6	Pop-Hartford
7	Westcott
8	Cash
9	Cash
10	Stutz
11	Mercedes
12	Amplex
13	Kudx
14	Buick
15	Buick
16	Flat
17	Alco
18	National
19	National
20	McFarlan
21	McFarlan
22	Jackson
23	Jackson
24	Jackson
25	Jackson
26	Jackson
27	Cutting
28	Flat
29	Lester
30	Fleeton-Colum
31	Marcion
32	Marcion
33	Lozier
34	Lozier
35	Apperson
36	Merced
37	Merced
38	Simplex
39	Flat
40	Velia
41	Velia
42	Cole
43	Cole

