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NE IS DEAD AND MANY ARE INJURED

Continued From Page One.

ffaff's car burst a rear tire. This sed his machine to swerve into Dis- w's car, overturning the Lozier and sing the Pope-Hartford to spin around ral times on the track until it stopped r the pole. The Lozier also stopped r the pole and men dragged the cars of the way of the other racers that e thundering down the course.

t the hospital where Lewis was taken examination showed that his leg was ken. Tetzlaff was only shaken up.

F. Dickson, mechanician for Ar- r Greiner, driver of Amplex car 14, was the first victim of the race. ntly after the thirtieth mile, Greiner y sweeping around the back stretch, n both rear tires exploded, wrecking car. Dickson was instantly killed. ner was seriously injured.

reiner is a millionaire driver from cago, who came here and volunteered services to the Amplex people, follow- the wreck of the Amplex car No. 12. eral days ago, in which Joe Horan was red.

Taken to the Hospital.

e ambulance was sent across the field Greiner and the body of Dickson were n to the hospital. After an examina- it was said that Greiner had a frac- of the skull and a broken arm.

he machine left the track and turned r, Dickson being crushed beneath it Greiner being thrown a distance of ut twenty-five feet. There had been e or less concern among the racing for a week concerning the Amplex s. One of them, No. 12, had several idents and was withdrawn.

Dickson Lived in Chicago

ickson's body was badly lacerated. er Greiner had been examined in the pital the physicians said he did not m to be as badly injured as was first posed. Dickson lived in Chicago and father is Major Dickson, on the edi- al staff of the Chicago Record Herald. was twenty-four years old and un- rried. He was known as an experi- ed man in the racing game.

Many People Leave.

owever, all jumped to places of safe- when they saw Knight's car coming at m broadside. Not a few of the horror-

MASHUP

REPAIR PITS SWARMING WITH BUSY MOTOR MEN

COOL BREEZES GRATEFUL TO PILOTS AND MECHANICIANS.

SIX CARS FAIL TO START

[Special to The Indianapolis News.]

INDIANAPOLIS MOTOR SPEEDWAY, May 30.—There were no happier persons at the speedway because of the drop in the temperature than the drivers when they appeared at an early hour to get their racers in order. It meant to them less danger from bursting tires and consequently greater speed. Several of the pilots who kept their racers in the city during the night were at the gates before they were opened and the moment they got in all began overhauling their cars.

Six Fail to Qualify.

S. M. Butler, the chairman of the contest board of A. A. A., gave out the official list of the eligible starters. It included forty of the original forty-six entrants. The racers that failed to qualify for various reasons were:

Falcar No. 13, J. F. Gelnaw, driver, and Falcar No. 11, W. H. Pearce, driver. These cars did not even enter the elimination trials as the company could not get them ready in time. McFarlan No. 22, Fred Clemens, driver; Velie No. 40, Arthur Gibbons, driver; Cole No. 43, John Jenkins, driver, and Lozier No. 29. The Lozier was wrecked in a trial spin last Friday, injuring Harold Vanderorder and George Bardell, of Brooklyn. It could not be repaired in time for the race. The wrecked car was a private entrant by Dr. Chambers, of McKeesport, Pa.

Repair Pits Swarming.

At 7 o'clock the pits along the track edge swarmed with mechanics and tire men laying out their tools where they could be snatched up in an emergency. All the drivers were busy about their cars examining every part for a possible defect. Starter Wagner was the first of the course officials to appear, and he strictly enforced the rule that no car should be permitted on the course before the race was called.

Many of the pilots and team managers had slept with their cars, fearing that their weeks of patient testing might, through some mishap, come to nothing when the great trial of endurance should put its strain upon the motors.

Millionaire Out Early.

One of the first cars before the pits was the Amplex, No. 14, with Arthur Greiner, young millionaire sportsman, at the wheel. Greiner was perhaps the last driver to get into the race and this was due to an accident to Amplex No. 12, which was partly wrecked about a week

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Millionaire Out Early.

One of the first cars before the pits was the Amplex, No. 44, with Arthur Greiner, young millionaire sportsman, at the wheel. Greiner was perhaps the last driver to get into the race and this was due to an accident to Amplex No. 12, which was partly wrecked about a week ago, when Joe Horan, the pilot, was injured. The car was repaired and Greiner came post haste from Chicago to accept the company's proposition, Greiner taking charge of No. 44 and Wild Bill Turner No. 12.

A buzz of gossip spread about the pits when it became known that Louis Chevrolet, a driver of international reputation, would be one of the emergency drivers for the Benz company. Louis Chevrolet was entered in the races weeks ago as the relief driver for his brother Arthur, who is at the wheel of Buick No. 16. It did not become generally known until today that Louis made application as a post entry for the Buick company yesterday and that other manufacturers entering cars objected. Finding he was barred as a lead driver, Chevrolet left his brother and made arrangements to assist Bob Burman and Billy Knipper, who are at the wheels of Benz cars Nos. 45 and 46. Ollie Savin was also announced as an emergency pilot for the Benz people.

Scenes of Hurry and Work.

The early scenes around the repair pits and the racing garages was like unto those at a county fair just before the 2:30 trot. All the pits had white canvas covers and the vari-colored machines and uniforms made the picture kaleidoscopic. Those possessing paddock privileges hovered around the pits and watched the drivers and mechanicians give their charges the last bit of grooming. Oil and gasoline motor wagons hurried back and forth distributing fuel at the pits. The only horse visible in the broad paddock was that ridden by Captain Carpenter, of the guards. In the inner circle of the speedway in which the automobiles were massed, Captain Herbert W. McBride commanded the guard and kept the crowd within the high wire fence bordering the track. A novel system was used for moving the crowd from the danger zone. Two automobiles were at the ends of several hundred feet of rope. These cars ran along the front of the crowd and tightened the rope, then moved slowly back. It proved an easy and efficient persuader.

The brick track stretched away "clean as a floor. At the turns it had been spread with alkali powder, to cut the oil that would drip from the cars and otherwise make the curves dangerously slippery. Following the "house cleaning" of yesterday much of the powder was left on the course, giving parts of it the appearance of being snow swept. Several of the drivers expressed displeasure at having the powder on the course, believing it would be injurious to their eyes. Others, however, laughed at the complaint, saying the powder would soon be wiped out. With the management it was anything to avoid a slippery surface.

BETTING LESS BRISK.

Uncertainties Great, but Marmon and