

JOE HORAN BREAKS LEG ON SPEEDWAY

Drives Amplex No. 12 in Practice, Skidding Off Track in Fourth Lap.

THROWS DRIVER THIRTY FEET

Machine Is Ditched at Head of Stretch, Where Several Accidents Have Occurred.

Joe Horan, driving an Amplex in practice at the Speedway about 3 o'clock yesterday afternoon, skidded coming off the northwest turn into the home stretch, rolled over twice and the car stopped in the soft mud at the edge of the track. Horan received a fracture of the right leg below the knee and a bad gash over the right eye. Everett Ward, his mechanic, was badly shaken up, being thrown out of the car when it started to skid, but escaped with a bruised right hip, elbow, leg and left elbow. Horan was thrown thirty feet from the car.

Horan took Amplex No. 12, the car that W. H. Turner had been handling for some weeks, and stopped at the pits to have his photograph made. Then he started in to learn his new mount and the track. On the fourth lap at the same spot that has marked several accidents, the car turned half around on the track, and after a triple somersault, stopped in the soft sand and mud of the infield with the frame badly bent, the tanks and seats ripped clear of the car, the steering wheel broken and the right rear wheel crushed. The Amplex did not blow a tire and the momentum of the car on leaving the track smashed the rear wheel. The car will be ready for the time trials tomorrow and the race Tuesday.

When the accident happened there were a number of cars on the track and assistance was quickly given to the injured crew. Harry Stutz, Douglass Wheeler, Seymour Avery, Earl Stone and Herb Meek reached the scene of the wreck first, driving through the infield from the pits in a touring car. Stutz and Wheeler found Horan leaning on his elbow, unable to rise, and the only thing he said was, "Let me see the front end of my car."

HOLDS 250-MILE RECORD.

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Horan's Amplex Racing (



CAPT. CARPENTER AND W. H. TURNER, THE WRECKED CAR FROM INFELD.

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Horan said last night that the left front wheel dropped off into the soft mud inside the track when he was running close to the edge at about fifty-five miles an hour, and he was unable to pull the machine back on the track. "The car turned over twice," said Horan. "I thought when it started over the first time that my time had come and I bid good-by to every one, but when the support on the steering post saved me on the first whirl over, I kicked myself free and was thrown clear of the car. I don't know whether it was the fall or getting away from the car that broke my leg. It all happened too quick to remember." Fred J. Wagner, the official starter of the race, came in from New York yesterday morning. Wagner held a consultation with Carl G. Fisher yesterday and arranged several of the details of the starting and running of the big race.

BOB BURMAN ARRIVES.

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HOLDS 250-MILE RECORD.

Before the rescue party could reach the wreck, Ward, the mechanic, started to walk to the pits along the infield fence and he appeared to be suffering intensely, but refused all offers of aid and gamely walked into the pits, where Dr. Wadsworth Warren of the Buick team dressed his injuries.

Spencer Wishart, in his Mercedes, with Herb Meek holding the injured driver in his arms, brought Horan to the Speedway office and the ambulance took him to the Methodist Hospital.

Drawn to the scene of the 500-mile race by the irresistible force that brings men back to the racing game, whether they have been seriously injured or not, Horan arrived in Indianapolis Tuesday morning. He had been a mechanic for years and had driven in a Lozier last fall, though he was not familiar with this track. He was offered another position as a relief driver, but the Amplex needed a driver and he agreed to take their entry that was driverless since Gaston Morris hit the wall Sunday.

Horan was for years Ralph Mulford's mechanic on the Lozier team and did his first driving last year. He served as mechanic to the blonde pilot in the Elgin race, the Vanderbilt and Fairmount Park. The Lozier gave him his first mount, a six-cylinder car, and he now holds the A. A. A. speedway record for 250 miles, driven on the Atlanta Speedway, Nov. 7, 1910, in 3:26.15. He also drove next to Mulford in all the races the team entered in last fall and finished fifth in the Grand Prize at Savannah in November.

STARTER WAGNER ARRIVES.

The probable cause of the accident was Horan's unfamiliarity with the nature of the course and the car he was handling. There is a slight grade on coming off the turn into the home stretch and he may have not known this and the car getting away from him caused the accident. The steering knuckles were not broken and, except for the twisting of the frame, the damage will be slight. W. H. Turner, the regular driver of the car, said last night that he would have the car in shape for the trials tomorrow. This was the first accident for this Amplex, although its mate, No. 44, had gone into a ditch near

WHY ARE CHRONIC DISEASES SO FREQUENTLY AND UNWISELY NEGLECTED?

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Sufferers should bear in mind that in treating at the Dr. Ferris Institute they receive the personal attention of Dr. Ferris himself, and not some cheap, hired doctor. This is who cures are cured so

The king of the speed world, with a stable of six of the fastest racing automobiles ever built, is at the Speedway. "Wild Bob" Burman, who recently broke all of the world's straightaway records from the kilometer to the two-mile distances, arrived in Indianapolis yesterday, together with his teammate, Billy Knipper, Baron Von Glenaouth of Mannheim, Germany, representing the Benz company and their Benz cars which they will pilot through the 500-mile International Sweepstakes Race next Tuesday.

In addition to the two German cars which they are to drive in the long race, they have with them the 200-horse power Blitzen Benz, which Burman uses in his record drives, Prince Henry Benz, another fast Teuton racing car, the Giant Knox, formerly owned by Barney Oldfield, and the Buick Bug, with which Burman made some long distance—free-for-all records in Florida recently.

Burman took the track for a few fast laps, and, after driving his car to the pits, found that a fire had started beneath the hood. An improvised fire department jumped the contents of one of the flower beds at the Speedway on to the motor of the big car and extinguished the flames. While these valiant fire fighters were finishing the extinguishing of the fire, "Handsome Howdy" Wilcox appeared, trundling the Speedway fire extinguisher and got a hand from the railbirds. The only damage done was the burning of a few wires off the magneto. The car will be ready for practice work again today.

Burman has been a favorite in Indianapolis during the last two or three years, and last year at the Speedway July meeting he won nearly all of the big events of the program, but later lost his laurels because of the disqualification of the Marquette-Bulcks.

BELCHER MAKES FAST RUN.

There is a peculiar distinction between the present holder of the world's speed title and his predecessor. Burman is quiet, unassuming and a man of exemplary habits. He is not given to the use of barn-storming methods to gain notoriety, but rather seems to shrink from exploitations of his skill and daring.

Burman's rise in the motor racing game has not been one of a meteoric character. He has spent several years at the wheel of an automobile, first as a tester, then as a racing driver, and fairly earned his title of "Wild Bob." Just as fairly he gained the name of "Speed King" and motor experts are inclined to believe that it will be some time before his laurels are wrested from him. Burman was 27 years old April 23, the day on which he lowered the straightaway records. Burman's car is No. 45 in the race and his teammate, Billy Knipper, drives car No. 46.

Fred Belcher, at the wheel of the Knox entry, drove one of the longest of the practice tests yesterday morning when he made 185 miles, averaging 1:49 per lap, or a speed of 82.5 miles per hour. Belcher made three tire changes during the run. The Knox pilot has tuned his car on the roads in Massachusetts and announced that he would not drive his car again until the time trials tomorrow and then rest until the day of the race.

Gil Anderson, at the wheel of the Stutz, turned one of the speediest laps yesterday, making one circuit in 1:46. Ray Harroun in his Marmon "Wasp" did his first practice of the week and drove eighteen laps at a speed of 78 miles per hour.

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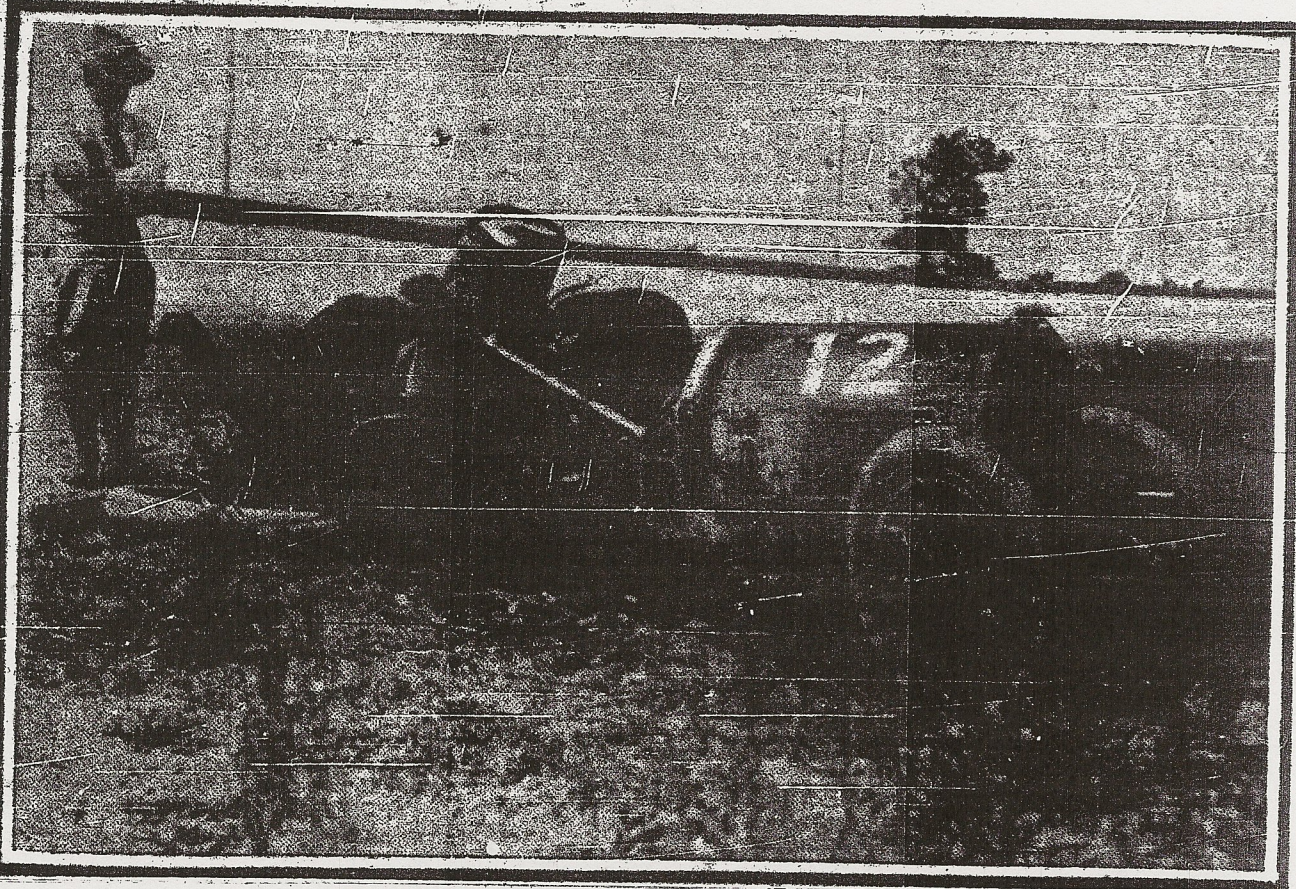
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Horan's Amplex Racing Car After Wreck at Speedway



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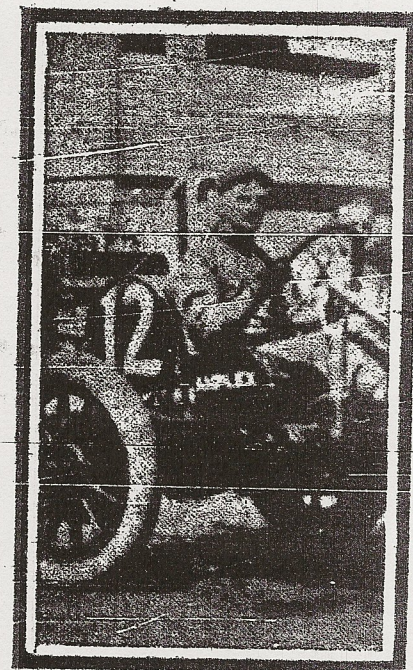
CLABBY HERE FOR BIG BOUT

WILL TRAIN AT MARION CLUB

Owens, Clabby's Trainer on World Tour, Will Condition Badger's Next Opponent.

Jimmy Clabby's match with Paddy Lavin the night before Memorial day at the Washington Baseball Park will be the clever welterweight's first engagement since his return from merry England some time ago after his trip around the world. Jimmy is now in the city and works out for his rival championship claimant at Volrath's Club on Madison avenue. He intends to complete his work at the Marion Club, working out with Hugh McGann.

A unique gathering will focus its talent upon the principals of the Clabby-Lavin go next Monday night. Walter Owens, who circled the globe with Jimmy Clabby and Ray Bronson, when these pugilists were assailed by the scions of seven different lands, will be in Paddy Lavin's corner on the night of his fight with the Milwaukee man. Bronson, who was Clabby's particular pal on their long jaunt, will act as the chief adviser of his friend. It's a pretty keen collection of ring knowledge and ring science that clashes in this important contest.



JOE HORAN AT WHEEL OF AMPLEX JUST BEFORE WRECK.

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