

with the Firestone "Speed" by A. R. Pardington the

STARTS AT 10.

At 10 o'clock the race will be prevented accidents the cars starting as the smoke with a standing start would course that the machines in did not be able to get away cars were close upon them. minutes before 10 Carl G. dent of the Speedway Com- ke the field of forty cars, ar- ws of five according to the machines carry around the sed not to exceed forty miles -the first lap will not count- ed it will take the cars al- minutes to get around the this will give the drivers a lear the track of smoke, and an a show to get away on he cars will not be allowed peacemaker and will be re- ap their alignment and will fied to jockey for positions

has been rehearsed several as proved satisfactory. To ows when the race will be is will be fired into the air start. Commencing at five to a bomb will be fired at val and as the cars cross ible bomb will be fired into he letters I. M. S. in smoke ray mingled with the blue he throats of forty engines many drivers into the first e-century run. shadow of a doubt the fu- when track events are con- his country depends on the This is the first time that a t 500 miles has ever been never before has a purse of d been offered. The Speed- s cash purse for the race to mong the ten winning cars offers made by firms inter- dustry total \$12,500, making of \$37,500. If the race is a mean the staging of longer e offering of bigger purses

SCORING SYSTEM.

s have made various esti- speed that will be main- race. The average set by is between seventy-two three miles an hour, while drivers give the average as ty-eight miles an hour and sixty-five miles an hour as for the winner. The speed tent will depend on the tions, as a cool day would rage over seventy-five miles an exceptionally hot day it below seventy miles an of seventy-two miles an hour take about seven hours to he average drops below the k it will take about eight ing the race at 10 o'clock the weather conditions, the be finished shortly after 5 evening.

of Terre Haute will be head- g crowd. He is perhaps the in in the country to perform and important task. Imagine covered with smoke and across the tape in a mass- or a job seems impossible, has a keen eye and an- wledge of racing. every car a mile off and can and tell by the hum of the what car is passing. But guess work with this man, as though glued to his chair than one twenty-four hours will work almost as hard as in the race.

g system for the race will perfect as it is possible for men to make it. An army ill be employed on the boards crowds informed as to the the contestants. Charles A. be in charge of the Warner and as the tape comes from timing device a battery of and adding machines will get and send it by the aid of the all parts of the grounds. 0,000 men will be employed he race and the crowd. caution to take care of the

injured in case of accident has been made. Dr. H. R. Allen, the Speedway surgeon, will ride with P. P. Willis, chairman of the press committee, in the emergency car to all accidents and will look after the drivers in case of fainting on leaving their cars at the pits or blistering their hands holding the wheels. Three ambulances will be ready to go to any accident, one at the judges' stand, one at the south turn and one at the north turn. Hospital tents have been set up in the infield, and while every effort has been made to make the race free from accident by the Speedway management, they are prepared for any accidents that may occur.

Fred J. Wagner will be official starter, with E. J. McShane as his assistant. A. R. Pardington will be official referee and R. P. Hooper, president of the A. A. A. honorary referee, and Charles P. Root will be clerk of the course.

A. A. A. NAMES STARTERS.

The technical examination of the cars was completed yesterday at noon, and the track closed for practice. After the technical committee had passed on the cars and the remaining cars that did not qualify Friday had run off their time trials, the A. A. A. issued the following official bulletin:

The following cars have qualified as to speed and as to weight and are eligible to start in tomorrow's race. No post entries will be accepted.

Case, Lewis Strang; Simplex, Ralph De Palma; Interstate, Harry Endicott; National, John Aitken; Pope-Hartford, Louis Dlabrow; Pope-Hartford, Frank Fox; Westcott, Harry Knight; Case, Joe Jagersberger; Case, Will Jones; Stuts, Gil Anderson; Mercedes, Spencer Wis- hart; Amplex, W. H. Turner; Knox, Fred Belcher; Buick, Arthur Chevrolet; Buick, Charley Basle; Flat, Eddie Hearn; Alco, Harry Grant; National, Charley Mers; National, Howard Wil- cox; McFarlan, Bert Adams; Jackson, Fred Ellis; Jackson, Harry Cole; Jack- son, Jack Tower; Cutting, Ernest De- janey; Flat, D. Bruce Brown; Lozier, H. van Gorder; Firestone-Columbus, Leo Praver; Marmon, Joe Dawson; Marmon Wasp, Ray Harroun; Lozier, Ralph Mulford; Lozier, Teddy Tetzlaff; Apper- son, Herbert Lytle; Mercer, Hughie Hughes; Mercer, Charley Bigelow; Sim- plex, Ralph Beardsley; Flat, Caleb Bragg; Velle, Howard Hall; Cole "Wis- ard," Bill Endicott; Amplex, Arthur Grenier; Benz, Robert Burman; and Benz, Billy Knipper.

Two cars named by the Fiat Company of Chicago, were not made ready in time and did not come to the track. The smaller McFarlan "six" was damaged me- chanically Saturday. Van Gorder's Lozier was wrecked Saturday, and one Velle and the Cole "thirty" did not make the re- quired seventy-five miles an hour.

The contests board of the American Automobile Association upon recommen- dation of the Manufacturers' Contest As- sociation committee rules that tire chan- ges during the progress of the race of May 30 at the Indianapolis Motor Speed- way will be restricted to replenishments at the pits only.

A. R. PARDINGTON, Official Referee, A. A. A.

BURMAN'S CAR NOT DAMAGED.

The track was again washed yesterday afternoon, the Speedway using a chemical to remove the oil and grease that the lvs did not take off Sunday. The last re- hearsal of the start took place yesterday following the records trials of Bob Bur- man and eighteen cars lined up for the practice getaway, paced by Carl G. Fisher. Bob Burman's Benz (45), which he will drive in the race today, caught fire just after the practice start. The carburetor flooded and the high test gasoline ignited by the heat of the cylinders took fire and for a moment it looked as if Bob's car would be out of the race today. A volunteer fire department tore up a flower bed and by throwing earth and sand on the engine the fire was soon extinguished.

E. A. Moross, the owner of the Benz cars that Burman and Knipper will drive in the race today, announced last night that the car was not damaged and that the slight repairs necessary to make it ready for the race were made yesterday afternoon. The only damage the car sustained outside of the throwing of the earth on the engine was the burning of the insulation of the tires.

HARROUN RULES FAVORITE

LEADS ON BETTING BOARDS

Marmon "Wasp" Picked to Win 500-Mile Race, With National a Well-Played Second Choice.

The Marmon team of two cars was the favorite in the betting last night on the big race which will be run today. The National team of three cars was second on the list and the Mercedes and Alco followed closely. The Benz team of two cars driven by Burman, the "Speed King," and Billy Knipper ruled about fifth in the betting, with the other teams about equal in standing according to different kinds of wagers placed on local public boards.

On plain "dope" Ray Harroun and the Marmon "Wasp" form the best combi- nation on the track. Harroun was the Speedway King of 1910. From Atlanta to Indianapolis and Los Angeles the cau- tious Arab swept the boards in the long- distance competitions with the sturdy Marmon.

He knows every brick in the great track. He knows his car from radiator to rear system. He is cool, careful, courageous, confident. He has the faculty for running his own race with- out being influenced by the reckless pace of other drivers. He holds the record for the fastest drive over the 200-mile route on the Indianapolis track.

Pitted against this is the fact that he is driving a six-cylinder car. Many of the "dopers" calculate that a "six" has not the chance of a simpler four, but despite this Harroun reigns the favorite. Joe Dawson, driving the four-cylinder Marmon car, is regarded as another very dangerous competitor, but his uncontrol- lable desire for speed is held somewhat against him as a finisher. The same per- sons who admire Joe's fearlessness figure that this reckless courage works against his chances.

Next come the Nationals. The blue squadron rules a headliner because of the experience of the local boys on the track and the consistent long distance perform- ances of the National cars.

MANY FAVOR GRANT.

Spencer Wishart and his Mercedes form a formidable combination which appeals to the man with sporting blood in their veins. Although Wishart is not a veteran and his previous efforts on the Indian- apolis track have not been crowned with unusual success, he has driven many im- portant races and his car seems a won- derful creation. It hugs the ground closely and seems to ride with great ease at high speed.

The Alco, two-time winner of the Van- derbilt, with a reputation for sturdy con- struction and good speed, is another fa- vorite on the betting boards. Harry Grant is a driver of known ability and his car has shown consistently in the trials.

Burman and the Benz are another pair well liked by the sportsmen. The sturdy Benz, however, is not in the best of shape owing to the two fires that it has been through. Knipper has a small Benz car which ran well in the Vanderbilt Cup race, but it is not a fast machine, and while its plugging ability is respected, it is not picked as a likely winner over some of the others. Davy Bruce-Brown and his Flat, and Ralph De Palma and the Sim- plex have not ruled high in the betting, although each combination has a number of enthusiastic followers.

The wisest followers of the sport, how- ever, realize the futility of trying to

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"dope" the race and no one much surprised if the most fav betting falls to escape the vic motor warfare and goes out a struggle. It is a long battle, full of str of fate, and the slowest car may hang on, laps behind nee way mark, and close consisten ing a notable triumph, with highly touted competitors fall t side.

EXHIBITS TRUCK TO V

Brown Places Mais Chassis Yard for Speedway VI

Because so many automobile the state and in surrounding- anxious to see the Mats truck visit here for the races, Will president of the company, has on exhibition. Carl G. Fisher n modations in his garage yard, Speedway office, where a ten pitched and a two and one-half put there. It is too far out a factory to carry visitors. Mr. had several of his mechanical in- ing experts at the test showing the interesting features of this the only internal gear-driven in American market and is creel deal of interest among the tr Three of these trucks will be morning to carry the newspaper Speedway track

"WILD BOB" SUED ON A/

White Robert ("Wild Bob") E cutting down the mile record at way yesterday, he was being sued of the Reace W. O. McKinny's \$20.75, alleged to be due the Wrig- ing and Electrotyping Company Ga. The complaint says the ordered a number of three-cou himself made by the plaintiff and refused to pay for them. I was forwarded to Indianapolis. I wants firm learned he intended here.

Marmon Party From St. Louis Cc

The Firestone Tire & Rubber Co.

"America's largest exclusive tire and rim makers."

Branches, Agencies and Dealers Everywhere

"dope" the race and no one will be very much surprised if the most favored in the betting fails to escape the vicissitudes of motor warfare and goes out early in the struggle.

It is a long battle, full of strange twists of fate, and the slowest car in the race may hang on, laps behind near the half-way mark, and close consistently, attaining a notable triumph, while its more highly touted competitors fall by the wayside.

EXHIBITS TRUCK TO VISITORS.

Brown Places Mals Chassis in Garage Yard for Speedway Visitors.

Because so many automobile agents over the state and in surrounding states were anxious to see the Mals truck during their visit here for the races, Will H. Brown, president of the company, has placed one on exhibition. Carl G. Fisher made accommodations in his garage yard, next to the Speedway office, where a tent has been pitched and a two and one-half ton chassis put there. It is too far out to the Mals factory to carry visitors. Mr. Brown has had several of his mechanical and engineering experts at the tent showing the visitors the interesting features of this car. It is the only interest gas-driven truck on the American market and is creating a great deal of interest among the trade people. Three of these trucks will be used this morning to carry the newspaper men to the Speedway track.

"WILD BOB" SUED ON ACCOUNT.

While Robert ("Wild Bob") Burman was cutting down the mile record at the Speedway yesterday, he was being sued in Justice of the Peace W. O. McKinny's court for \$30.75, alleged to be due the Wrigley Engraving and Electrotype Company of Atlanta, Ga. The complaint says that Burman ordered a number of three-column cuts of himself made by the plaintiff and has failed and refused to pay for them. The account was forwarded to Indianapolis when the Atlanta firm learned he intended to appear here.

Motor Racing Benefits Maker of Automobiles

Among the arrivals yesterday who were keenly interested in the wonderful performances of Bob Burman, was H. S. Firestone, donor of the famous "Speed King Crown" and president of the company that bears his name.

Mr. Firestone takes issue with the remarks of an Eastern critic against motor racing. "It is asserted," said Mr. Firestone, "that motor racing is no longer necessary to aid in the development of the automobile. I am not an automobile manufacturer, but I doubt if absolute perfection has been reached in cars any more than in tires. We never expect to stop trying to make our tires stronger, more durable and more economical in cost per mile. On the contrary, we are spending many thousands of dollars in various ways to bring about this very result and our efforts have been amply rewarded by securing greater durability and mileage than ever before.

"The same should be true of cars, and anything that so plainly aids in their development as does motor racing should be encouraged rather than antagonized. It does not materially benefit the motor industry to make special racing tires for racing drivers and then sell to the car owner something else. That is why we discontinued making racing tires back in 1908 and since then have always tried to give to the man who buys his tires from the dealer just the same quality and durability as we give to the racing driver.

"No one doubts that high-speed racing is the severest test a tire can possibly have and, because tire expense is one of the items already too large, anything that will so greatly aid in tire improvement is worth all that it costs."

CLASSIC EXAMPLE.

Knicker—What is scientific management?
Bocker—The way a woman manages her husband.—Ex.

Loving Message Spurs Youthful Auto Driver

Jennie Dollie, the Hungarian dancer who has agreed to marry Harry Knight, if he gets in the money in the 500-mile race at the Speedway today, wired the Wescott pilot from New York yesterday as follows:

"Mr Harry Knight, Indianapolis: Wish you all the luck. God shall be with you, love, Jennie."

Harry received the wire at the pits and after getting the message started out to tune his car and get it properly groomed for the race today. Harry Knight was one of the drivers making the last of the practice laps for the big event. When questioned as to whether he expected to win a bride as well as fame today, Knight smiled and said, "Wait and see."

TRUCKMAKER FAVORS MORE STOCK CAR COMPETITIONS

Garford Discusses Future Speed Contests After Seeing Speedway Qualification Trials.

After having been a maker of chassis that for several years were utilized in standard makes of automobiles bearing other names than his own, A. L. Garford of Elyria, O., has arrived at conclusions relative to speedway racing that must be favorably criticized by his fellow manufacturers of motor cars or condemned as impracticable.

"It was my good fortune," said Mr. Garford, "to see the time and qualifying trials at the Indianapolis Speedway and meet manufacturers who agree with me that the big event that has attracted to Indianapolis the greatest throng of motor enthusiasts ever assembled in a Western city for an automobile race will be the last big nonstock competition essayed on such a speedway.

"In my opinion there is a persistent demand for racing, but that the makers and the public wish to see more competition among stock chassis cars. I have talked with big men of the American Automobile Association and the Manufacturers' Contest Association since coming here and find that my idea of getting stock cars to race for the big events of the future has been seriously discussed among the leaders.

"The way to make the plan successful is to have a joint committee of A. A. A. and Manufacturers' Association experts take the entry of a maker as official and visit the factory of the entrant. There, from a supply of stock cars on the floor, the committee would select, at random, a machine or machines as the case might be, and according to the number of entries made, and formally stamp and seal the car as the entry for the speed competition. This would give the maker an official mark on the performance of his stock car and provide the public with the spectacle of the car of practical use competing in a great race.

HE WEDS HIS STENOGRAPHER.

Inventor Marries When He Receives Word of Divorced Wife's Death.

ELYRIA, O., May 29.—Following the death of his divorced wife in England, W. W. Dean, a wealthy resident of Ridgeville, O., returned home with Miss Mary Miser, his former stenographer, who

From St. Louis Comes for Speedway Race

