

AUTO PILOTS READY FOR THE BIG RACE

Auto Driver

Gold and Glory Await Winner of
Today's Long Grind at
Speedway.

FORTY CARS WILL START

Battle for \$25,100 Purse Starts
at 10 O'Clock—Parade of
Cars Precedes Race.

BY W. D. EDENBURN.

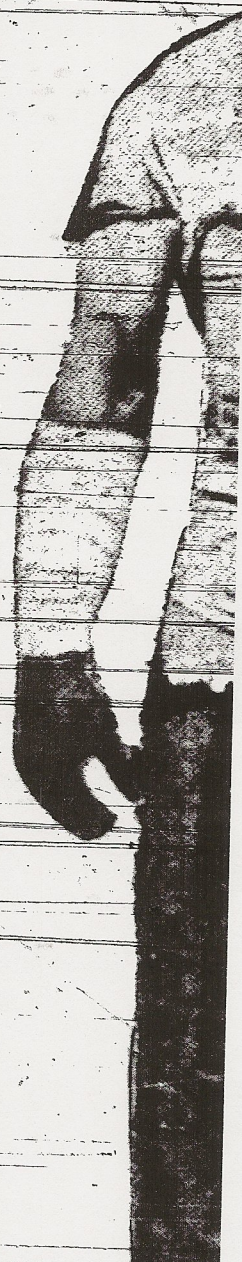
"King Motor" holds full sway today and the eyes of the automobile world will be centered on the Indianapolis Motor Speedway, where forty drivers of national as well as international fame will compete in the 500-mile 'international sweepstakes race and bend every effort to capture the greatest event in the history of automobile speed contests.

Gold and glory await the winner of this race and the mechanical products of the engineer of the old and new world will be pitted against each other, guided by the hands of the foremost racing pilots, in the game today. Never before in the history of speed contests has such a field been gathered together. Never before in a track race have forty cars answered that most dynamic word in man's lexicon hurled forth by the bass voice of a starter "Go."

Louis Chevrolet, the famous Franco-Swiss pilot, will be a relief driver on the Buick team; Ray Harroun and his famous Marmon "Wasp," Johnny Aitken in his National, Harry Grant in his Alco, twice winner of the Vanderbilt Cup race; Ralph De Palma in his Simplex, "Wild Bob" Burman in a Benz, Caleb Bragg in a Fiat, Bruce Brown, winner of the Grand Prize at Savannah in a Fiat, and many others of note have answered the call of speed and the lure of gold, and the race will be a battle of the swiftest machines that can be built, handled by the brainiest drivers in the world.

Preceding the race at 9 o'clock all the cars that will start in the event will be paraded around the course according to their names. The announcers will give the name of the driver and the car to the crowd as each car passes the stands and the race will start.

Few people know the care that is taken to prevent injury to the drivers in the long races. Joe Jag has posed for the camera man the way in which the average driver is prepared for the race. He is strapped around the abdomen and arms are wrapped in tape from



Proceeding the race at 9 o'clock all the cars that will start in the event will be paraded around the course according to their number. The winners will give the name of the driver and the place to the crowd as each car passes the stands and the pace will not exceed twenty miles an hour, the parade consuming about a quarter of an hour. Following the parade Bob Burmah will be presented with the Firestone "Speed King Crown" by A. R. Pardington, the official referee.

RACE STARTS AT 10.

Promptly at 10 o'clock the race will be started. To prevent accidents the cars will be given a flying start as the smoke of the motors with a standing start would so cloud the course that the machines in the rear would not be able to get away until the leaders were close upon them.

At three minutes before 10 Carl G. Fisher, president of the Speedway Company, will take the field of forty cars, arranged in rows of five according to the numbers the machines carry, around the track at a speed not to exceed forty miles an hour, and the first lap will not count.

At this speed it will take the cars almost three minutes to get around the course, and this will give the drivers a flying start, clear the track of smoke, and give every man a show to get away on the start. The cars will not be allowed to pass the pacemaker and will be required to keep their alignment and will not be permitted to jockey for positions on the first lap.

The start has been rehearsed several times and has proved satisfactory. To notify the crowds when the race will be started bombs will be fired into the air before the start. Commencing at five minutes of 10 a bomb will be fired at minute intervals, and as the cars cross the wire a double bomb will be fired into the air and the letters I. M. S. in smoke will float away mingled with the blue haze from the throats of forty engines carrying as many drivers into the first lap of the five-century run.

Without the shadow of a doubt the future of racing, when track events are considered, in this country depends on the race today. This is the first time that a track race of 500 miles has ever been started and never before has a purse of \$25,000 in gold been offered. The Speedway offers the cash purse for the race to be divided among the ten winning cars and the side offers made by firms interested in the industry total \$12,500, making a total prize of \$37,500. If the race is a success it may mean the staging of longer events and the offering of bigger purses.

INTRICATE SCORING SYSTEM.

The drivers have made various estimates on the speed that will be maintained in the race. The average set by the contestants is between seventy-two and seventy-three miles an hour, while some of the drivers give the average as high as seventy-eight miles an hour and others place sixty-five miles an hour as the average for the winner. The speed to a great extent will depend on the weather conditions, as a cool day would throw the average over seventy-five miles an hour and an exceptionally hot day would bring it below seventy miles an hour.

On a basis of seventy-two miles an hour the race will take about seven hours to run, and if the average drops below the seventy mark it will take about eight

cars in the long races. Joe Jackson has posed for the camera many times the way in which the average driver is strapped around the abdomen. Arms are wrapped in tape from the shoulders down to give the driver something to hold the vibrating steering

Injured in case of accident

made. Dr. H. R. Allen, the surgeon, will ride with P. P. W. man of the press committee emergency car to all accidents look after the drivers in case of an accident, one at the judge one at the south turn and one at the north turn. Hospital tents have been made up in the infield, and while there has been made to make the from accident by the Speedway men, they are prepared for accidents that may occur.

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

A. A. A. NAMES START

The technical examination of the track closed for practice. The technical committee had passed cars and the remaining cars that qualify Friday had run off trials, the A. A. A. issued the official bulletin:

"The following cars have qualified to speed and as to weight and to start in tomorrow's race. No tries will be accepted.

"Case, Lewis Strang; Simple De Palma; Interstate, Harry National, John Aitken; Pope Louis Disbrow; Pope-Hartford; Fox; Westcott; Harry Knight; Jagersberger; Case, Will Jon Gil Anderson; Mercedes, Sperhart; Amptex, W. H. Turn; Fred Belcher; Bulck, Arthur; Bulck, Charley Basle; Fla Hearne, Alco, Harry Grant; Charley Mers; National, Howcox; McFarlan, Bert Adams; Fred Ellis; Jackson, Harty Co son, Jack Tower; Cutting, Elaney; Flat, D. Bruce-Brown; Van Gorder, Firestone-Colum Prayer; Marmon, Joe Dawson; "Wasp," Ray Harrison; Lozie Mulford; Lozier, Teddy Tetzel; son, Herbert Lytle; Mercer Hughes; Mercer, Charley Bigel; Alex, Ralph Beardsley; Fla Bragg; Velle, Howard Hall; C ard; Bill Endicott; Amptex, Grenier; Benz, Robert Buri Benz, Billy Knipper.

Two cars named by the Fair of Chicago, were not made ready and did not come to the smaller McFarlan "six" was damaged Saturday. Van Gorder was wrecked Saturday, and one the Cole "thirty" did not make quired seventy-five miles an hour.

"The contests board of the Automobile Association upon the ratification of the Manufacturers' Association committee rules that t

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On a basis of seventy-two miles an hour the race will take about seven hours to run, and if the average drops below the seventy mark it will take about eight hours. Starting the race at 10 o'clock under favorable weather conditions, the event should be finished shortly after 5 o'clock in the evening.

John Cox of Terre Haute will be head of the scoring crowd. He is perhaps the best fitted man in the country to perform this tedious and important task. Imagine twenty cars, covered with smoke and dust, hurtling across the tape in a mass, and the scorer's job seems impossible. Cox, however, has a keen eye and an intimate knowledge of racing.

He knows every car a mile off and can shut his eyes and tell by the hum of the motor almost what car is passing. But it won't be guess work with this man, who has sat as though glued to his chair through more than one twenty-four-hour race. He will work almost as hard as any driver in the race.

The scoring system for the race will be as near perfect as it is possible for experienced men to make it. An army of scorers will be employed on the boards to keep the crowds informed as to the standing of the contestants. Charles A. Warner will be in charge of the Warner horograph, and as the tape comes from the electrical timing device a battery of dictaphones and adding machines will get it in shape and send it by the aid of the telephone to all parts of the grounds. More than 1,000 men will be employed in handling the race and the crowd.

Every precaution to take care of the

Cox; McFarlan, Bert Adams; Fred Ellis; Jackson, Harry Co son, Jack Tower; Cutting, El laney; Flat, D. Bruce-Brown; van Gorder; Firestone-Colum Erayer; Marmon, Joe Dawson "Wasp," Ray Harrison; Lozie Mulford; Lozier, Teddy Tetzlai son, Herbert Lytle; Mercer Hughes; Mercer, Charley Bige plex, Ralph Beardsley; Fu Bragg; Velle, Howard Hall; C ard, Bill Endicott; Amplex Grenier; Benz, Robert Bur Benz, Billy Knipper.

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A. R. PARDIN
Official Referee, A

BURMAN'S CAR NOT DAM

The track was again washed afternoon, the Speedway using to remove the oil and grease ti did not take off Sunday. The hearsal of the start took place following the records trials of man, and eighteen cars lined practice getaway, paced by Carl Bob Burman's Benz (45), wh drive in the race today, caught after the practice start. The flooded and the high test gasoli by the heat of the cylinders and for a moment it looked a car would be out of the race volunteer fire department tore u bed and by throwing earth an the engine the fire was soon ex

E. A. Moross, the owner of cars that Burman and Knipper in the race today, announced that the car was not damaged the slight repairs necessary t ready for the race were made afternoon. The only damage sustained outside of the throw earth on the engine was the the insulation of the tires.

NOTICE

TO

Speedway Patrons

The only official program of the

with the Firestone "Speed"
by A. R. Pardington, the
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injured in case of accident has been
made. Dr. H. R. Allen, the Speedway
surgeon, will ride with P. P. Willis, chair-
man 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 blis-
tering 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 manage-
ment, they are prepared for any acci-
dents 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 en-
tries will be accepted.

"Case, Lewis Strang; Simplex, Ralph
De Palma; Interstate, Harry Endicott;
National, John Aitken; Pope-Hartford,
Louis Disbrow; 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
Hearne; 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-
laney; Flat, D. Bruce Brown; Lozier, H.
van Gorder; Firestone-Columbus, Leo
Frayer; 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
Greiner; Benz, Robert Burman; and
Benz, Billy Knipper.

Two cars named by the Fal 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 lye
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 "dopesters" 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 men 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 v
much surprised if the most fav
betting fails 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 Mals Chassis

Yard for Speedway Vi

Because so many automobile
the state and in surrounding
anxious to see the Mals 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 i
factory to carry visitors. Mr.
had several of his mechanical
ing experts at the test showing
the interesting features of this
the only internal gear-driven i
American market and is creat
deal of interest among the tr
Three of these trucks will be
morning to carry the newspaper
Speedway track.

"WILD BOB" SUED ON A While Robert ("Wild Bob") B

cutting down the mile record at
way yesterday, he was being sue
of the Reace W. O. McKinny's
\$20.75, alleged to be due the Wrig
ing and Electrotape Company
Ga. The complaint says the
ordered a number of three-cou
himself made by the plaintiff and
and refused to pay for them. T
was forwarded to Indianapolis w
lanta firm learned he intended
here.

Marmon Party From St. Louis Cc