

Speedway Auto Race Meet Closes

NATIONALS FIRST IN SPEEDWAY FEATURE

Indianapolis Cars Boom to Triumph in Thrilling Two-Hundred-Mile Race.

JOHNNYAITKEN WINS EVENT

Famous Pilot Followed by Teammate Livingston, Barndollar in McFarlan and Greiner.

[BY JULIAN J. BEHR.]

Booming its way through the gloaming of a cool September evening, Johnny Aitken's big blue National "four" darted to victory in the 200-mile battle for cars of 600 cubic inches piston displacement or under at the Indianapolis Motor Speedway yesterday afternoon, bringing to a brilliant end one of the most remarkable cylinder competitions ever seen in this country.

Aitken's time was 2:47:55.78, an average of 71.4 miles an hour, the record for the double-century strife being 2:43:20.12, made by Joe Dawson in a Marmon during the Cobe Trophy event here July 4. As a reward for his daring drive, the fearless Indianapolis pilot will receive \$1,000 from the Speedway management and \$300 from the Bosch Magneto Company, which offered three prizes of \$300, \$200 and \$100 to the victors in the 200-mile struggle, provided the winning cars were equipped with its ignition.

Second honors went to Al Livingston, English hero, known as the Pacific coast "dirt track king," who hurtled his National "four" eighty times around the circuit course in 2:53:26.30. His reward will be \$500 from the local management and \$200 from the magneto concern. W. J. Barndollar, piloting a McFarlan "six" made in Connersville, Ind., who drove without stop, covered the distance in 3:03:29.12, for which wonderful achievement he will be given \$200 by the Speedway people and \$100 by the ignition men. Arthur Greiner, the Chicago amateur, whirled a National home in 3:05:56.65, finishing fourth, while Fred Clemens at the wheel of a McFarlan "six" was last of the twelve drivers to finish. His time was not taken.

HEART-BREAKER FOR HARROUN.

The 200-mile race, the last event on a varied program of nine numbers, proved heart-breaking to Ray Harroun, Marmon pilot, who led for many miles and was a close second at the beginning of the sixty-eighth lap, when he stopped on the back stretch because of a broken coupling. Harroun found it impossible to continue and Al Livingston, who had been a good third, sprang into second place, from which position he was not dislodged. Joe Dawson, the other Marmon entrant and holder of the 200-mile record, was fourth, when the climax of a long series of mishaps caused him to retire on the seventy-second lap.

Fate frowned also on Jap Clemens, the veteran Indianapolis pilot, whose big red Speedwell flier lumbered around the course at lightning speed for sixty miles, being second in the struggle. Twice Clemens was compelled to stop for tire changes and finally on the sixty-fourth lap a rear rim was worn down, following a tire explosion on the back stretch. The downcast pilot had to abandon his chances for the rich monetary reward.

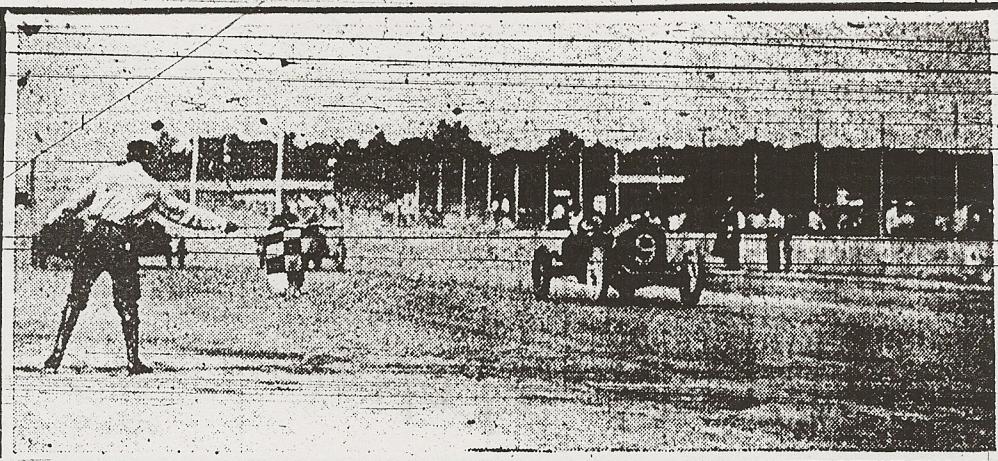
Rain cut down the attendance appreciably, but there were 18,000 persons in the grandstand and grand stand when the Maxwell-Briscoe and Overland bands stopped playing at 1:15 a.m. Starter Fred Wagner sent three Hertershaws off in the five-mile contest for cars of the 150 and under class. Driver Empson raced home first, with Smith second and McCormick third. The winner's time was 6:01.33.

The second race was a free-for-all handicap of ten miles, in which the 200-horse-power Flat out-sprinted the giant Benz and won in 6:48.3. Hearne's big car from Germany was second, with the Marmon "Wasp," piloted by Harroun, third.

COLE GETS SECOND.

Then came the five-mile contest for

National Pilots Reaping Rewards of Motor Strife.



STARTER WAGNER GIVES AITKEN FLAG IN 200-MILE RACE.



WILCOX RECEIVING REMY BRASSARD.

winner in the fifty-mile free-for-all, Harroun; in a Marmon, being second, and Livingston, in a National, third. The winning time was 35:02.55.

The seventh race was for cars of the 451-600 class. Wilcox, in a National, was victor; Basle, in a Matheson, second; and Merz, in a National, third. Wilcox made the distance in 4:09.89.

MCFARLAN A WINNER.

In the eighth event, a five-mile handicap, free-for-all, the cars "In the money" finished in the following order: McFarlan (Barndollar), first; Firestone-Columbus (Frayer), second; McFarlan (Clemens), third; Parry (Hughes), fourth; Cole (Edmunds), fifth; Speedwell (Clemens), sixth; Barndollar sent the McFarlan around the course twice in 5:08.32.

Then came the terrible struggle of 200 miles in length.

Nearly 20,000 motor fans, men, women and children, many of whom had come great distances, heard the report of Starter Fred Wagner's revolver which sent the following cars away in the long grind: Speedwell (Clemens), National (Aitken), National (Greiner), National (Livingston), Marmon (Harroun), Marmon (Dawson), Falear (Gelhaar), Midland (Ireland), McFarlan (Barndollar), McFarlan (Clemens), Matheson (Hulse), Black Crow (Stinson). There were an even dozen high-powered cars handled by experienced, restive pilots, each determined that one of the three big cash prize should be one of his.

AITKEN LEADS EARLY.

The positions at the end of the first lap showed how the wind was blowing and indicated how the fortunes of the battle would be distributed. Aitken was at the head of the entire field with Livingston soon behind. Dawson, in a Marmon, was third, with the Speedwell fourth. This situation was maintained for four laps with the exception that Jap Clemens and Dawson exchanged positions. Aitken

time for thirty miles was 25:07.4, while that of Harroun for forty was 33:02.5.

Joe Dawson now held down third place, but when he stopped for a new tire on the seventeenth lap, Basle, in a big Matheson "six," leaped into the breach and these positions were maintained until the twenty-first lap, when Johnny Aitken shot his blue speedster right in behind Livingston.

HARROUN FAIRLY FLIES.

Harroun was setting a dizzy pace, his rumbling yellow craft pounding its way seemingly to certain victory. Aitken, Livingston and Basle in the Matheson made all possible effort to overtake the flying Marmon, but it appeared in vain. Harroun's time for fifty miles was 41:00.8, for the sixty-mile post 49:20.6, and for the seventy-mile stage 57:36.

On the twenty-second lap the pit-pitting Marmon, its exhaust snapping as it lurched over the course, completely appalled the fair National, driven by Al Livingston, and this was the opportunity for Aitken to forge into second place with a right rear tire worn down under the ruthless competition. Harroun was forced to seek the pit on the twenty-ninth lap for the first time, and cheers burst from thousands of throats as the red Speedwell, with Livingston third.

The Speedwell was now second, but the veteran Clemens, driving so gamely as to call forth the applause of the big crowd, as he sped by on the trail of young Aitken, took time out for a tire change and Ray Hulse, whose damaged Marmon was replaced as fast as made—twenty seconds only being consumed—replaced the red Speedwell, with Livingston third.

AITKEN MAINTAINS SPEED.

Aitken covered the eighty miles in 1:07:34.5, the slowest no sign of letting down, but on the contrary seemed to be getting all the power out of his engine.

Livingston, unable to close in on the yellow Indianapolis-built steel demon, was however, a safe third, with Art Greiner fourth and Joe Dawson fifth. Aitken's time for the century distance was 83 minutes 54.8-10 seconds.

The stern struggle between Aitken and Harroun for the \$1,300 prize and the glory of the whole world now became more heated as Harroun closed in on his gritty opponent and made every effort to pass him. At the 110-mile post they were running almost neck and neck, but the shouts of the throng, directed at the Marmon pilot, appeared to stimulate Aitken, and while Harroun cut down the National driver's lead somewhat he could not overtake him.

OTHER DRIVERS SUFFER.

Their pace was so fast, however, that they were constantly lapping the other drivers. Aitken's time for the first ten miles past the century post was 1:32:00.7.

Livingston continued third, Art Greiner fourth, with Basle and Jap Clemens fighting pluckily to reduce their handicaps. The two McFarlan cars, all this time had been running consistently though not brilliantly, one being lapped three times and one four at this stage of the journey. The driving of Clemens and Barndollar was the kind that is successful in the long run, and this was no pleasure jaunt or joy ride. Instead it was a combat that called forth all the nerve and daring possessed by the man behind the wheel, to say nothing of the use of every ounce of strength and will power.

Aitken and Harroun were still battling like demons when they had traversed 130 miles, the time of the former being 1:48:10.3. At 140 miles Aitken's figure was 1:56:21.28, with the Marmon always spurting him on to his most valiant efforts, and when three-fourths of the journey was done the peerless Indianapolis driver of the National still headed the procession, with Harroun and Dawson his tenacious sandwiching in Al Livingston's wake. The time of the leader was 2:04:24.3. Greiner was fifth, the Speedwell sixth and Barndollar, in a McFarlan, seventh.

The Matheson, the Midland, and the Falear had retired. On the sixty-second lap Livingston stopped for a right rear tire. The time lost was no more than a few seconds, but they were valuable indeed, for Joe Dawson hurled his car into third place. Early in this same lap Harroun electrified the crowd by shooting past Aitken, but it was for a trifce only, as Aitken regained his lost territory and was in the fore when the cars roared past the grand stand on the sixty-third lap. Aitken had made the 160 miles in 2:12:13.2.

Now ensued a bit of racing that shook the members of the crowd to their very depths and caused the red blood to pump faster through the veins. Every one had glued his eyes on the two front cars, plodding along, regardless of conditions, but fate seemed too friendly to Aitken and the majority expected the National driver to beat Harroun home by a few heads. But the Marmon pilot was creeping up inch by inch and the pace seemed too cruel for the blue National steel steel.

As the leaders rounded the north curve and swept past the grand stand there was a wild cry; Harroun was again in the lead.

Jap Clemens then, heartbroken by sister fortune, left the course, while fate, as if evening up for the good turn done Harroun, caused Dawson to lose some extremely valuable time because a rear tire

stopped on the back stretch because of a broken coupling. Harroun found it impossible to continue and Al Livingston, who had been a good third, sprang into second place, from which position he was not dislodged. Joe Dawson, the other Marmon entrant and holder of the 200-mile record, was fourth, when the climax of a long series of mishaps caused him to retire on the seventy-second lap.

Fate frowned also on Jap Clemens, the veteran Indianapolis pilot, whose big and Speedwell-driven "Hummer" around the track at lightning speed for twenty miles, twice, before second in the struggle. Twice Clemens was compelled to stop for tire changes, and finally on the sixty-fourth lap a rear rim was worn down, following a tire explosion on the back stretch. The downcast pilot had to abandon his chances for the rich monetary reward. Rain cut down the attendance appreciably, but there were 18,000 persons in the spacious bleachers and grand stand when the Maxwell-Briscoe and Overland bands stopped playing at 1:15 as Starter Fred Wagner sent three Herreshofs off in the five-mile contest for cars of the 160 and under class. Driver Emmons raced home first, with Smith second and McCormick third. The winner's time was 6:01.33.

The second race was a free-for-all handicap of ten miles, in which the 200-horse-power Fiat outstripped the giant Benz and won in 6:48.3. Hearne's big car from Germany was second, with the Marmon "Wasp," piloted by Harroun, third. The winner's time was 6:01.33.

COLE GETS SECOND.

Then came the five-mile contest for cars of the 161-230 class, in which a Firestone-Columbus, with Lee Frayer up, triumphed. "Bill" Endicott, in a Cole "thirty," was second, and Kiefer, in a Staver, third. Time, 4:47.87.

In the fourth event, a five-mile race for cars of the 231-300 class, Harroun, in a Marmon, outstripped the field, his time being 4:33.27, overcoming an early lead obtained by Pierce, in a Falcar, which gained second honors. Barnardollar, in a Marfan, finished third.

Event No. 5, which followed, was a five-mile competition for cars of 301-450 cubic inch piston displacement. It was captured by Aitken in a National, with Dawson's Marmon next, and Greiner in a National, third. The time was 4:16.22.

Hearne's speedy Benz romped home a

few seconds later, in the eighth event, a five-mile handicap, free-for-all, the cars "in the money" limited in the following orders: McFarlan (Barnardollar), first; Firestone-Columbus (Frayer), second; McFarlan (Clemens), third; Parry (Hughes), fourth; Cole (Barnardollar), fifth; Speedwell (Clemens), sixth; Barnardollar sent the McFarlan around the course twice in 5:08.42.

Then came the terrible struggle of 200 miles in length.

Nearly 20,000 motor fans, men, women and children, many of whom had come great distances, heard the report of Starter Fred Wagner's revolver which sent the following cars away in the long grind: Speedwell (Clemens), McFarlan (Aitken), National (Greiner), National (Livingston), Marmon (Harroun), Marmon (Dawson), Falcar (Endicott), Midland (Barnardollar), McFarlan (Barnardollar), McFarlan (Clemens), Matheson (Hasle), Black Crow (Stinson). There were an even dozen high-powered cars handled by experienced, resolute pilots, each determined that one of the three big cash-prize should be his.

AITKEN LEADS EARLY.

The positions at the end of the first lap showed how the wind was blowing and indicated how the fortunes of the battle would be distributed. Aitken was at the head of the entire field with Livingston behind. Dawson—in a Marmon was third, with the Speedwell-fourth. This situation was maintained for four laps with the exception that Jap Clemens and Dawson exchanged positions. Aitken made the sixteen miles in 8:24.4.

The Speedwell put its tail into second place, and the start of the eleventh mile with Ray Harroun right-on its heels, but the Marmon became runner-up to Aitken on the sixth lap, whirling into leadership at the beginning of the eighth lap. Harroun's time for twenty miles was 1:16.46.35. Aitken regained the lead at the beginning of the tenth lap, lost it to the Speedwell for a few moments on the back stretch, and was displaced by Harroun on the thirteenth lap. On the next trip around the course the Marmon wizened "made the phenomenal" time of 1:55, and put a big lead between his car and Aitken's National. Al Livingston again rushed into second place on the sixteenth lap, when Aitken lost almost two miles by reason of a tire change. Aitken's

Harroun was setting a dizzy pace, his rumbling yellow craft pounding its way seemingly to certain victory. Aitken, Livingston and Hale. In the Matheson made all possible effort to overtake the flying Marmon, but it appeared in vain. Harroun's time for fifty miles was 41:00.8, for the sixty-mile post 49:20.6, and for the seventy-mile stage 57.36.

On the twenty-second lap the palpitating Marmon, its exhaust snarling as it whirred over the course, compactly lapped the rapt National driven by Al Livingston, and this was the opportunity for Aitken to leap into second place with a right-hand drive. The Marmon ended the tireless competition. Harroun was forced to seek the pit on the twenty-ninth lap for the first time, and cheers burst from thousands of throats as the redoubtable Aitken, by an amazing flight, jumped into the lead—not to be headed until eighty-eight miles had been reeled off, and then for a few laps only.

The Speedwell was now second, but the veteran Clemens, driving so gamely as to call forth the applause of the big crowd as he sped by on the trail of young Aitken, took time out for a tire change and Ray Harroun, whose damaged pneumatic was replaced as if by magic—twenty seconds only being consumed—replaced the red Speedwell, with Livingston third.

AITKEN MAINTAINS SPEED.

Aitken covered the eighty miles in 1:07:34.5. He showed no sign of letting down, but on the contrary seemed to be getting all possible power out of his big blue steel monster. On the thirty-fifth trip around the speedy course Aitken opened up the throttle and gained so much ground that by the beginning of the next circuit he had lapped all but Harroun, who, with great tenacity, remained second. Aitken's time for ninety miles was 1:15:40.9.

The hundred-mile half-way station found all twelve of the cars hurrying around the course in the mad race for the gold, and each and every one of the speed-mad pilots was extending himself in an effort to rob Father Time of a few precious seconds. Johnny Aitken was still in the lead, and the flying Harroun was urged by more than 18,000 motor-crazed fans to reduce the lead which separated him from the great National driver. At

the time of the tender was 2:04:23. Greiner was fifth, the Speedwell sixth and Barnardollar, in a McFarlan, seventh.

The Matheson, the Midland, and the Palae had retired. On the sixty-second lap Livingston stopped for a right rear tire. The time lost was no more than a few seconds, but they were valuable indeed, for Joe Dawson hurried his cut-throat third place early in the race in. However, Aitken, but it was for a trice only, Aitken regained his lost territory and was in the fore when the cars roared past the grand stand on the sixty-third lap. Aitken had made the 160 miles in 2:12:13.2.

Now ensued a bit of racing that shook the members of the crowd to their very depths and caused the red blood to pump faster through the veins. Every one had glued his eyes on the two foremost pilots, hoping for a reversal of conditions, but fate seemed too friendly to Aitken and the majority expected the National driver to beat Harroun home by a few rods. But the Marmon pilot was creeping up inch by inch and the pace seemed too cruel for the blue National steel speed.

As the leaders rounded the north curve and swept past the grand stand there was a wild cry; Harroun was again in the lead.

Jap Clemens then, heartbroken by sinister fortune, left the course, while fate, as if evenning up for the good turn done Harroun, caused Dawson to lose some extremely valuable time because a rear tire let go.

Harroun and Aitken were now neck and neck on the back stretch, each burning the track in an almost superhuman endeavor to snatch the chief honors of the day from his rival. Three times Harroun flashed past the grand stand and then ensued a desperate struggle on the back stretch, with the result that the National driver came into his own, regained lost laurels and made such a wonderful spurt that there was much doubt if Harroun could catch him.

But the adverse fortune which caused the Marmon hopes to go glimmering returned with a vengeance and struck home on the sixty-eighth lap when Harroun, after driving a magnificent race, was compelled to abandon his car on the back stretch. A broken coupling caused the trouble.

AITKEN TRIUMPHS.

Harroun's time for 170 miles was 2:20:16.5, and that of Aitken for 180 miles was 2:29:01.2.

When the small field of drivers who survived the keen competition swung into the 190-mile stage Aitken, who had made the distance in 2:38:47.9, was king of all. Courageous Livingston still was second, with Greiner practically certain of third had he not run out of gasoline on the back stretch. By the time he could push his car around-to-the-pit he was almost a forlorn hope, losing several laps, but he buckled down to the hard grind, falling in fourth behind Barnardollar in the sturdy McFarlan.

They finished in that order. Aitken's time for the century thriller, which ended in darkness, being 107 minutes 64:73.100 seconds. Aitken stopped three times in the grueling battle—twice for tires and once for gasoline.

The summary:

Event No. 1 (five miles, stock chassis, 160 cubic inches and under) Firestone-Columbus (Frayer), first; Herreshoff (Smith), second; Herreshoff (McCormick), third. Time—6:01.33.

Event No. 2 (ten miles, free-for-all, open)—Flat 200 (De Palma), first; Benz 120 (Hearne), second; Marmon 62 (Harroun), third; National 40 (Livingston), fourth. Time—6:43.82.

Event No. 3 (five miles, stock chassis, 161-230 cubic inches)—Firestone-Columbus (Frayer), first; Cole (Bill Endicott), second; Staver-Chicago (Kiefer), third. Time—4:47.87.

Event No. 4 (five miles, stock chassis, 231-300 cubic inches)—Marmon (Harroun), first; Falcar (Pierce), second; McFarlan (Barnardollar), third. Time—4:33.27.

Event No. 5 (five miles, stock chassis, 301-450 cubic inches)—National (Aitken), first; Marmon (Dawson), second; National (Greiner), third. Time—4:16.22.

Event No. 6 (fifty miles, free-for-all, open)—Benz (Hearne), first; Marmon (Harroun), second; National (Livingston), third. Time—38:02.8. Average—78.8 miles per hour.

Event No. 7 (fifty miles, stock chassis, 451-600 cubic inches)—National (Wilson), first; Matheson (Hasle), second; National (Merz), third. Time—49:58.

Event No. 8 (five miles, free-for-all, handicap)—McFarlan (Barnardollar), first; Firestone-Columbus (Frayer), second; McFarlan (Clemens), third; Parry (Hughes), fourth; Cole (Edmunds), fifth; Speedwell (Clemens), sixth. Time—4:53.4.

Event No. 9 (200 miles, free-for-all, cars limited to machines with motor piston displacement of not over 400 cubic inches)—National (Aitken), first; National (Livingston), second; McFarlan (Barnardollar), third. Time—2:47.54. Average—71.4 miles per hour.

SWIMMER LOWERS RECORD.

Clips Twelve Minutes Off Time in Winning Ten-Mile Event.

ST. LOUIS, Mo., Sept. 5.—L. H. Goodwin of the New York Athletic Club won the national ten-mile river swim here this afternoon. Michael McDermott, unattached, of Chicago was second and W. S. Merritt of the

Chicago Athletic Club was third. The official time was 1:30:49, which is more than twenty minutes faster than the best time made by H. J. Handy of Chicago, a three-time winner of the event.

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CARS EQUIPPED WITH **BOSCH MAGNETOS** WIN 200 MILE RACE

NATIONAL.....AITKEN.....FIRST
NATIONAL.....LIVINGSTON.....SECOND

50 Mile Free For All

BENZ.....HEARNE.....FIRST
MARMON....HARROUN.....SECOND
NATIONAL...LIVINGSTON....THIRD

AND 6 OTHER RACES

BOSCH EQUIPPED CARS

Captured 15 Out of 18 Races

In Two Days Speedway Meet

Bosch Magneto Co.

New York Chicago Detroit San Francisco

USE

Header

(E'S MEN TAKE TWO

PAIR OVER GRAND RAPIDS

yne Captures Opener by Close
gin, but Gives Stags Sound
Whitewash Trashing In
Second.

WAYNE, Ind., Sept. 4.—Fort
won both games of today's dou-
er with Grand Rapids. Webb
good ball for the visitors, but
is fluke hits as a result of care-
handicapped the pitcher. Score:

FIRST GAME.

...	0	1	0	0	0	0	0	3	—	4	11	8
pids	1	0	1	0	0	0	0	0	—	2	3	8

s—Pfeffer and Lemon; Webb and
Sacrifice hit—Manda. Stolen bases
2. Gainer, Lemon, Craven, Kahl.
Two-base hits—Young, Lemon,
hit—Webb. Struck out—By Pfeff-
er. Webb, 7. Bases on balls—Off
off Webb, 1. Hit by pitcher—
Left on bases—Ft. Wayne, 7; Grand
1. Time—1:45. Umpire—Agur.

SECOND GAME.

...	0	2	1	6	0	0	—	9	16	9
pids	0	0	0	0	0	0	—	0	1	3

s—Alberts and Lemon; Jacobson-
erick. Sacrifice hit—Alberts. Stolen
mon, 2. Two-base hits—Young,
McDermott. Struck out—By Al-
by Jacobson, 2. Bases on balls—Off
1. Left on bases—Ft. Wayne, 6;
rapids, 2. Time—1:05. Umpire—

MARTIN BAFFLES VETS.

Tall Hurter Triumphs Over
ton for Second Time in Week.

ON, O., Sept. 4.—Big Dave Mar-
Vets' Jonah, downed the home club
or the second time in a week.

...	0	0	0	0	0	0	0	0	1	—	1	8	4
nd	0	1	3	1	0	0	0	0	0	—	5	11	1

s—Asher and H. Martin; D. Martin
Two-base hits—Sykes 2. Sacri-
-D. Martin. Double plays—McCar-
scher to Schmick; De Haven to H.
Sykes (unassisted). Stolen bases—
Crey 2. McCarthy, D. Martin,
Doubart, Ragon. Struck out—By
by Martin, 1. Bases on balls—Off
1. Hit by pitcher—Welschance.
Time—2:00. Umpire—Jacobs.

ERS HOPEFUL FOR TEAM

Expects Formidable Eleven

s Fall—Stanley Mainstay.

OND, Ind., Sept. 4.—While losing
the best men of last year, the Earl-
ege football team will start the sea-
a strong bunch in the field. Of the
varsity, Coach Thistlethwaite will
banks and Kelsay, guards; Overman
pock, tackles; Regan, Furnas and
ends; Capt. Bruner and Cook, half-
erveral of the new men look prom-
anley, the big shot putter of last
ooks like a whole line in himself.
s 200 pounds when in condition and
ing as an ox.

TOMOBILES

RACE OF 200 MILES ENDS SPEED MEET

Fourteen Famous Cars Will Start
in Marathon Event This
Afternoon.

FIAT AND BENZ IN BATTLE

Big Foreign Machines Matched
With Local Fliers in Fifty-
Mile Free-for-All.

The speed kings are waiting impatiently for the shrill of the siren to clear the curse and sound the first call to competition in a glorious tribute to the gasoline heroes this afternoon and for the last time this season upon the vitrified surface of the Indianapolis Motor Speedway. Drivers and cars from the striped Herreshoffs to the giant 200-horse-power Fiat, a list that includes the flower of America's stock and special motor draft, are prepared for the final whirl of the local season at the records and for a king's ransom in gold and glory unfading.

Chief of all the struggles, the first of which starts at 1 o'clock, will be the magnificent 200-mile flight, which will determine the distribution of \$2,500 in cash prizes. And this double century strife of the greatest aggregation of motor racing talent in the history of American speed classics should prove a fitting climax to a series of two and three-day spectacles, unequaled in the annals of this new, fascinating sport.

In the Wheeler-Schebler Cup race May 30, run under similar conditions, the victorious Marmon set a record pace and broke a score of marks, posting a new time at nearly every mile post. Today's field is even greater than that which took the signal in May.

SMALL CARS FIRST:

A trio of red, white and blue colored Herreshoffs will answer the cry of the siren in the first call to arms. These cars from Detroit are the only entrants in event No. 1 for stock chassis cars, class B, division 160-cubic-inches-piston displacement and under. They will speed twice around the circuit in a five-mile sprint with \$75 cash reward for the victor, \$50 for second man and \$25 for third. Emmons, McCormick and Smith will pilot the machines, which have had things all their own way in this class upon the Indianapolis Speedway this season.

Event No. 2 is open to stock chassis performers in the 161-230 cubic inch class and names five miles as the distance. Two Coles, driven by Edmunds and Endicott, a Hudson, handled by either Olin or Steele and a Firestone-Columbus, piloted by Frayer, will constitute the field of starters.

Event No. 3 is another five miles competition and open to cars in the 231-300 cubic-inch displacement department. Pierce and Gelaw will appear in a pair of Falcars; Dawson and Harroun will bring forth the two yellow Marmons;

BATTING AVERAGES AND PLAYERS IN AMERICAN

AMERICAN ASSOCIATION BATTING

Player and Club	G	AB	R	H	2B	3
Powell, Kansas City	11	26	3	10	0	0
Barrett, Milwaukee	50	166	32	59	5	1
Hunter, Kansas City	131	464	85	150	22	1
Cravath, Minneapolis	137	506	82	163	32	1
Sage, Minneapolis	16	28	1	9	2	1
J. Williams, Minneapolis	138	471	62	148	31	1
Ryan, St. Paul	34	68	7	21	2	1
Hickman, Toledo	138	503	56	155	20	1
Congalton, Columbus	113	428	45	132	27	1
Downs, Columbus	138	538	75	164	28	1
O. Clymer, Minneapolis	129	547	102	164	25	1
Altizer, Minneapolis	135	480	88	142	13	1
Bowerman, Indianapolis	87	266	21	78	6	1
West, Toledo	40	95	7	28	5	1
Hayden, Indianapolis	123	472	50	136	22	1
Hughes, Louisville	88	265	27	76	2	1
Leise, St. Paul	63	149	22	42	4	1
Randall, Milwaukee	119	466	63	131	25	1
Rossman, Minneapolis	124	489	38	130	18	1
Gilligan, Milwaukee	13	29	2	8	1	1
W. Hallman, Toledo	121	444	69	122	8	1
De Grot, Milwaukee	24	84	16	23	3	1
Love, Kansas City	128	460	63	125	20	1
J. Clarke, St. Paul	115	435	72	118	19	1
Steiger, St. Paul	14	30	4	8	0	1
Murray, St. Paul	125	447	68	118	17	1
Jones, St. Paul	140	529	80	180	16	1
Smith, Minneapolis	66	180	27	47	2	1
Hinchman, Toledo	142	543	74	137	15	1
Ferris, Minneapolis	114	440	45	115	13	1
Milligan, Indianapolis	81	245	23	64	3	1
Wrattan, Columbus	41	111	19	29	2	1
Carr, Indianapolis	128	478	58	126	16	1
D. Sullivan, Toledo	132	496	70	128	17	1
Meyer, Louisville	26	97	7	25	3	1
Stanley, Louisville	138	519	66	184	18	1
Doyle, Louisville	65	198	27	51	4	1
Abbott, Toledo	75	214	27	55	9	1
McCormick, St. Paul	136	487	63	125	20	1
Shay, Kansas City	42	113	13	29	5	1
J. O'Rourke, Columbus	84	308	49	79	10	1
Spencer, Milwaukee	77	271	34	69	7	1
Kelley, St. Paul	49	145	18	37	3	1
James, Kansas City	106	300	31	78	15	1
Shannon, Kansas City	140	514	90	190	11	1
H. Clark, Milwaukee	123	421	66	106	16	1
Rutherford, Kansas City	127	468	67	147	19	1
Hinchman, Columbus	137	483	77	121	23	1
Freeman, Toledo	142	505	41	126	11	1
Kendall, Indianapolis	10	36	3	9	0	1
Howard, Louisville	102	337	38	84	12	1
Charles, Milwaukee	95	359	43	89	9	1
C. Robinson, Louisville	118	435	60	107	6	1
Reilly, Columbus	108	417	43	102	12	1
Autrey, St. Paul	144	501	52	122	19	1
Flournoy, Louisville	53	168	14	41	4	1
Cantwell, Milwaukee	14	37	4	9	1	1
Fiene, Minneapolis	30	70	8	17	2	1
Perring, Columbus	44	165	34	40	8	1
Smoot, Kansas City	106	369	37	89	11	1
Woodruff, St. Paul	87	332	40	80	6	1
Gill, Minneapolis	138	471	74	113	10	1
Hughes, Minneapolis	40	104	15	25	5	1
Pickering, Louisville	132	452	53	108	11	1
Barry, Milwaukee	107	351	31	84	9	1
Gehring, St. Paul	50	117	14	28	3	1
Ritter, Kansas City	53	143	11	34	6	1
Murch, Indianapolis	132	458	47	109	13	1
Lewis, Milwaukee	125	447	41	106	10	1
Barbeau, Kansas City	103	354	47	84	16	1
Hall, Louisville	66	127	9	30	1	1
Butler, Toledo	124	454	44	106	8	1
Odwell, Columbus	136	496	60	116	15	1
McGann, Milwaukee	125	438	61	101	13	1
Carisch, Columbus	67	199	24	46	7	1
Ed Spencer, St. Paul	62	218	18	50	4	1
Mahling, Columbus	48	166	14	38	6	1
Dougherty, Milwaukee	45	109	10	25	2	1
Elwert, Toledo	110	347	31	78	7	1
Slagle, Louisville	26	57	5	13	2	1
Cocash, Kansas City	68	189	23	43	6	1
Williams, Indianapolis	103	369	36	83	2	1
Downey, Kansas City	134	451	36	101	14	1
B. McCormick, Minneapolis	86	269	23	60	6	1
Packard, Columbus	38	72	11	16	2	1
Boucher, St. Paul	132	494	60	108	14	1
Wrigley, St. Paul	101	364	32	79	7	1
O'Neill, Minneapolis	34	83	7	18	0	1
Allen, Louisville	14	47	4	10	0	1
Yingling, Toledo	45	85	13	29	3	1
McCarthy, Toledo	36	261	28	55	10	1
Goodwin, Columbus	13	19	4	0	0	1
Marshall, Milwaukee	78	242	14	51	3	1
Berger, Columbus	10	19	2	4	0	1
O'Day, Indianapolis	13	43	6	9	0	1
Magee, Louisville	104	254	36	74	10	1
Owens, Minneapolis	89	243	25	69	7	1
Coffey, Indianapolis	64	208	15	43	5	1
Lilevelt, Minneapolis	18	34	6	7	2	1
Dawson, Minneapolis	17	20	3	4	2	1
Fisher, Louisville	26	80	6	16	1	1
Altreich, Minneapolis	11	24	2	4	0	1

TOMOBILES

rebel, variety, Coach Instithwaite will have Hubanks and Kelsay, guards; Overman and Coppock, tackles; Regan, Furnas and Francis, ends; Capt. Bruner and Cook, halfbacks. Several of the new men look promising. Stanley, the big shot putter of last spring, looks like a whole line in himself. He weighs 200 pounds when in condition and is as strong as an ox.

AUTOMOBILES DIRECTORY Motor Cars — AND — Accessories

Accessories

Hearsey-Willis Co., 113-117 West Market.

American

Factory and Sales Dept., 420-20 N. Illinois, cor. Henry

American Garage

Storage and Repairs 318-320 E. Market

Auto Livery

Claypool Garage, 27 N. Capitol Ave. Phone M 806; New 1587

Auto Repairing

H. C. SATTERTHWAITE 22nd St. Garage

Buick & Olds

Buick Motor Company, 130-132 E. New York St.

Cadillac

Cadillac Automobile Co. of Ind., 504 N. Capitol Ave.

Commercial Car CO.

202 Board of Trade Building

Cole 30

COLE MOTOR CAR CO. Factory, 742-750 E. Wash.

E-M-F "30"

STUDEBAKER, 300-15 N. Penn. St.

Empire

Empire Motor Car Co. Factory, 29th St. and Canal

Dupont Tires

Empire Tire Co., 208 North Delaware, Both phones.

EVERITT

Motor Car Sales Co. 218 N. Delaware St.

Flanders "20"

STUDEBAKER, 300-15 N. Penn. St.

Finch & Freeman

Abner, DeTamble, Richmond, Rider, Lewis, 322 N. Del. St.

Firestone

Sterling Motor Car Co., 142 West Market Street.

GARAGE

WASHINGTON AUTO CO. 842 East Washington Street.

G & J Tires

Indianapolis Rubber Co. Ga. and S. Liberty Sts.

Great Western, Halladay

PECK MOTOR CAR CO. 324 North Delaware Street

Henderson

Motor Sales Co., Illinois and Vermont Sts.

Hupmobile

Hearsey-Willis Co., 113-117 West Market street.

International

International Harvester Co. of America, 230 S. Capitol Ave.

Inter-State "40"

\$1,750. 427 N. Meridian Street.

Jackson & Wescott

Auto Sales Co. 23-25 Kan. Av.

Knox

Conduit Automobile Co., 332-334 N. Del. St., 1/2 Block N. Mass Ave

Kohl Mfg. Co.

Maker of Brass Wind Shells 10th Street and Canal

KRIT

Sterling Motor Car Co., 142 West Market Street.

MARION

MARION MOTOR CAR CO. Factory, 10th St. and Canal

Marmon

Nordyke & Marmon. Factory Local Branch Mer. and N. Y.

"Maxwell"

United Motor Indpls. Co., Illinois and Vermont.

McFarlan Six

McFarlan Six Sales Co. 23-25 East Ohio St.

Metal Polish

International "Blue Ribbon" 2142 N. Capitol Ave. Shines Everything

Mitchell

Hearsey-Willis Co., 113-117 West Market street.

Moline

Norton Pl. Livery and Garage, 1840 North New Jersey.

Moon "30" & "45"

Moon Motor Car Co. 334 N. Capitol Ave

National

National Motor Vehicle Co. Factory, 22d St. & L. R. & W.

OILS

Greases and white Rose Gasoline. NATIONAL REFINING CO. Phones 19

Overland

Oliver Avenue and Drovers Motor Dept. 15th and Big 4

PARRY AUTO CO. FACTORY

Standish and Division Sts. St.

Parry

SHOEMAKER-SMITH AUTO CO. 240 North Pennsylvania street.

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MOTOR CARS AND ACCESSORIES

Accessories

Hearney-Willis Co., 113-117 West Market.

American

Factory and Sales Dept., 420-430 N. Illinois, cor. May.

American Garage

Storage and Repairs, 315-320 E. Market St.

Auto Livery

Cayce's Garage, 217 W. Capitol Ave.

Phone M. 806, New 1567.

Auto Repairing

H. G. SATTERWHITE, 22nd St. Garage.

Buick & Olds

Buick Motor Company, 130-132 E. New York St.

Cadillac

Cadillac Automobile Co. of Ind., 504 N. Capitol Ave.

Commercial Car CO.

202 Board of Trade Building, COLE MOTOR CAR CO.

Cole 30

Factory, 742-750 E. Wash.

E-M-F "30"

STUDEBAKER, 309-15 N. Penn St.

Empire

Empire Motor Car Co. Factory, 29th St. and Canal.

Empires

Empire Tire Co., 208 North Delaware. Both phones.

EVERITT

Motor Car Sales Co., 215 N. Delaware St.

Flanders "20"

STUDEBAKER, 309-15 N. Penn St.

Finch & Freeman

Avery DeMolby, Richmond Rider, Lewis, 322 N. Del. St.

Firestone

Sterling Motor Car Co., 142 West Market Street.

GARAGE

WASHINGTON AUTO CO., 842 East Washington Street.

G & J Tires

Indianapolis Rubber Co., Ga. and N. Liberty Sts.

Great Western-Halladay

PECK MOTOR CAR CO., 324 North Delaware Street.

Henderson

Motor Sales Co., Illinois and Vermont Sts.

Hupmobile

Hearney-Willis Co., 113-117 West Market street.

International

International Harvester Co. of America, 230 S. Capitol Ave.

Inter-State "40"

\$1,750, 427 N. Meridian Street.

Jackson & Wescott

Auto Sales Co., 23-25 Kun. Av.

Knox

Conduit Automobile Co., 332-334 N. Del. St., 1/2 Block N. Mass Ave.

Kohl Mfg. Co.

Maker of Brass Wind Shields, 10th Street and Canal.

KRIT

Sterling Motor Car Co., 142 West Market Street.

MARION

MARION MOTOR CAR CO. Factory, 10th St. and Canal.

Marmon

Nordyke & Marmon Factory Local Branch Mor. and N. Y.

"Maxwell"

United Motor Co., Indianapolis, Ind., Illinois and Vermont.

McFarlan Six

McFarlan Six Sales Co., 23-25 East Ohio St.

Metal Polish

International "Blue Ribbon," 2142 N. Capitol Ave. Shoes Everything.

Mitchell

Hearney-Willis Co., 113-117 West Market street.

Moline

Morton Pl. Livery and Garage, 1850 North New Jersey.

Moon "30" & "45"

Moore Motor Cars Co., 330 N. Capitol Ave.

National

National Motor Vehicle Co. Factory, 22d St. & L. R. & W.

OILS

Greases and white Rose Gasoline. NATIONAL REFINING CO., Phone 19.

Overland

Oliver Avenue and Drovers Motor Dept., 18th and Big 4.

PARRY AUTO CO. FACTORY

Standard and Division Sts. St.

Parry

SHOEMAKER-SMITH AUTO CO., 240 North Pennsylvania street.

Pierce-Arrow

ARCHEY ATKINS CO., Texas Quarries, Midway Garage.

Premier

Motor Car Co. Factory, 221-225 S. Shellby street.

Randolph

Commercial Trucks, Van Camp Hardware & Iron Co.

Rambler

Rambler Auto Co., 224 South Pennsylvania Street.

Rapid

Indianapolis Motors Car Company, 419-423 East Market street.

Rauch & Lang

Berger, Fisch, Fox & Co., 27-33 N. Capitol Ave. +

R.A.C. Six

RICKETTS & DIAMOND CO., 4001 N. Capitol, Phone North 1308.

Regal

Factory Branches, 219 North Delaware Street.

Speedwell

WILCOX AUTO CO., 10 W. Ohio St.

Studebaker

Indala Co., Frank B. Willis, Gen. Mgr., 303-15 N. Penn.

TIONA MOTOR CAR CO.

DEFINING CO., INDIANAPOLIS.

UNIVERSAL

Motor Co., Tencies, 127 Deacon Hotel.

Vulcanizing

Waverley Electric Co., The Waverley Co., 129 South East street.

Westcott

MOTOR CAR CO., General Sales Office, Ill. and Ver. Sts.

White

STEAM Hearney-Willis Co., 113-117 West Market St.

WINTON

Interstate Auto Sales Co., 427 N. Meridian St.

reward is the same as for events Nos. 1, 2 and 3.

TEN BIG RACES.

Ten of the larger cars will face Starter Wagner in event No. 4, open to stock chassis with motor rating between .30 and .450 cubic inches. Three Nationals, two Marmons, two Falcars, a Speedwell, Midland and Firestone-Columbus are entered for this contest, which offers three money prizes of \$100, \$75 and \$50 for first, second and third, respectively.

Only four cars, three Nationals and a Matheson Six, are nominated for event No. 4, which is limited to stock cars with not more than 600 cubic-inch piston displacement. This is another five-mile sprint and the money awarded is a duplicate of that for the winners in event No. 4.

Event No. 6 is a free-for-all handicap, with twenty cars scheduled to start. This is the banner field of the day and includes nearly every car entered at the present meeting. The cars will be sent away at intervals, the length of which will be designated by the official board of handicappers. There will be the usual amount of smoke and burning oil before the cars are launched in the parade. Six prizes await the men who finish this five-mile contest. The money will be divided \$100, \$75, \$50, \$40, \$30 and \$20.

Event No. 7 is the ten-mile free-for-all and will bring together De Palma, in the 200-horse-power Flat; Eddie Hearne, in the 120-horse-power Benz; a National "four," a National "six," Matheson Marmon and two McFarlands. This should prove one of the strongest features of the program, as the big cars are expected to cut out record-breaking pace. The struggle between the Benz and the Flat specials promises to be fast and bitter, although the prowess of the other machines and the turn of racing fate make them serious contenders.

WESTCOTT OPPOSES FIAT.

The next competition on the program is another free-for-all race, and at a distance of fifty miles. A-classy field of twelve cars will start in this classy battle. De Palma will launch the Flat 200, the youthful Knight will start the Westcott; Hearne will bring out his Helmet-wining Benz, Al Livingston will pilot a National "four." Greiner will line up in his National stock car, Aitken will be at the helm of the big National "six." Harroun will bring forth the new Marmon four-cylinder. Jenkins will drive the American. Frayer will manage the Firestone-Columbus and Barndollar and Clemens will face the starter in McFarlands. Two hundred dollars in cash awaits the winner at the end of the half-century dash; \$400 will go to the driver annexing second honors, and \$200 will be the reward for the driver finishing third. With anything like favorable weather conditions this array of cars should send many old records glimmering, as they represent the pick of the speediest gasoline craft in the country.

The ninth and last event on today's card is the 200-mile struggle, open to cars under 600 cubic-inches, and without stock chassis limitation. The conditions of this race are the duplicate of those which governed the double century competition for the Wheeler-Schebler Trophy in May. One thousand dollars cash, augmented by \$300 from the Bosch Magneto Company, with the proviso that the victor uses that ignition, awaits the man who finishes first in this long grind. Five hundred dollars is posted by the Speedway management and \$200 by the magneto people for second place honor winner, and \$300 from the Motordrome officials and \$100 from the Bosch firm is offered to the man bringing the third car across at the finish.

GREAT FIELD TO START.

The list of cars announced for this rich race follows:

Speedwell, Clemens; National, Livingston; Marmon, Dawson; National (6), Aitken; Matheson, Basile; Falcar, Pierce; Falcar, Galnah; National "forty"; Greiner; McFarlan, Barndollar; McFarlan, Clemens; Black Crow, Stinson; Midland, Ireland; Firestone-Columbus; Frayer; Marmon, Harroun; American, Jenkins.

AUTO PILOTS RIDE IN AIR.

Harroun and Galnah Take Trip In

Balloon With Bumbaugh.

Carl G. Fisher's new balloon, a candidate in the national aerial race which starts from the Indianapolis Motor Speedway Sept. 17, had a tryout Saturday night when George L. Bumbaugh, who made it, piloted the big gas bag to Millersville. The balloon has a capacity of 80,000 cubic feet of gas, the limit permitted under the rules of the Aero Club of America, which will conduct the national meet. The monster was inflated at the Speedway and after the races Bumbaugh started with two passengers in the basket, Harry Harroun and F. E. Galnah, two speed demons who had participated in the races. Another flight of the balloon will be made from the Speedway this afternoon and several of the motor drivers will be Bumbaugh's guests. A smaller balloon, of 20,000 cubic feet capacity, and belonging to Dr. Kestrel of Dayton, Ohio, will also be sent in, the owner being the pilot. The Dayton balloon will probably start in the free-for-all at the national meet.

	Shut	Outs,	G	W	L	T	SO	BB
Pitcher and Club.			3	1	0	0	3	5
Furchner, Milwaukee	38	25	10	6	0	0	153	117
Hughes, Minneapolis	25	15	10	3	0	0	84	48
Fleene, St. Paul	25	16	10	4	0	0	83	48
Ryan, St. Paul	19	12	1	1	0	0	11	1
George, Indianapolis	10	6	3	2	0	0	25	28
Powell, Kansas City	84	18	9	4	1	2	84	59
Yingling, Toledo	18	5	3	1	0	0	6	1
Collier, Columbus	18	5	3	1	2	0	32	32
Schmidt, Milwaukee	43	18	10	4	0	0	43	47
Patterson, Minneapolis	37	17	10	2	4	0	89	62
Higginbotham, Louisville	11	5	3	1	0	0	18	1
Rhodes, Kansas City	37	18	11	6	0	0	86	65
Eastek, Toledo	18	8	5	0	1	1	42	28
Sutton, Columbus	33	14	9	0	2	0	74	85
Lelhardi, Columbus	39	19	13	1	4	1	81	86
West, Toledo	39	19	13	7	1	1	100	78
I. Robinson, Toledo	32	13	9	6	3	0	59	80
Dougherty, Milwaukee	27	13	9	5	2	0	73	75
Baskette, Toledo	25	5	4	0	2	0	57	51
Swann, Kansas City	34	11	9	3	1	1	68	60
Leroy, St. Paul	34	12	10	2	3	2	74	40
Chech, St. Paul	39	14	13	4	2	2	84	59
Hardkove, Indianapolis	34	15	15	5	4	0	94	62
Steiger, St. Paul	6	1	0	1	0	0	6	13
Stremmell, Columbus	13	4	4	1	0	0	22	38
Gilligan, Milwaukee	12	5	5	0	1	0	28	52
Berger, Columbus	10	3	3	0	1	0	20	23
Slagle, Louisville	26	11	12	1	2	0	63	64
Packard, Columbus	31	9	11	1	1	0	69	40
Brandom, Kansas City	46	15	17	4	1	0	104	18
Kilroy, St. Paul	23	7	8	2	3	0	57	68
Schmidt, Milwaukee	35	14	16	4	1	0	123	77
Gehrung, St. Paul	42	14	16	3	1	0	107	82
Owen, Kansas City	27	10	12	3	2	0	45	75
Cheney, Indianapolis	30	8	10	0	0	0	83	72
Sage, Minneapolis	13	4	5	0	1	0	20	29
Roger, St. Paul	14	5	1	0	0	0	23	14
Cutting, Milwaukee	39	11	16	2	2	0	70	62
Campbell, Kansas City	33	8	13	2	2	0	37	44
Weaver, Louisville	30	9	15	3	4	0	134	68
Italla, Louisville	26	6	10	2	4	0	79	51
Calbraith, Louisville	4	1	2	0	1	0	7	6
Carter, Kansas City	15	2	4	0	0	0	18	23
Doyle, Louisville	9	2	4	0	1	0	30	20
Richter, Louisville	40	5	9	0	2	1	97	54
Oberlin, Indianapolis	9	2	5	0	3	0	33	27
Rogers, Toledo	7	1	3	0	1	0	33	13
Leise, St. Paul	12	1	3	0	0	0	83	14
Kirsch, Columbus	6	1	3	0	0	0	4	7
Cantwell, Milwaukee	20	1	7	0	1	0	18	37
Kroh, Louisville	1	0	1	0	0	0	8	6
Hixon, Indianapolis	3	0	1	0	0	0	10	11
Merz, Indianapolis	1	0	1	0	0	0	0	1
Byrd, Louisville	2	0	2	0	0	0	4	7
Pennsylvania, Columbus	2	0	2	0	0	0	4	7
Osborne, Louisville	6	0	1	0	0	0	9	6

TEN LEADING RUN GETTERS.

Player and Club.	G	R	Av.
Clymer, Minneapolis	129	102	.79
Altizer, Minneapolis	135	88	.65
Shannon, Kansas City	140	90	.65
Hunter, Kansas City	131	85	.65
J. Clarke, St. Paul	115	72	.63
Jones, St. Paul	137	80	.60
Hallman, Toledo	121	69	.57
Gill, Minneapolis	138	74	.64
II. Hinckman, Toledo			

MOTOR CARS ACCESSORIES											
Accessories											
Hearsey-Willis Co., 113-117 West Market.											
Factory and Sales Dept., 420-430 S. Illinois, cor. Henry											
American Garage											
Service and Repair, 315-320 E. Market.											
Auto Livery											
Capitol Garage, 27 N. Canal St., Phone M. 806. New 1567.											
Auto Repairing											
H. C. SATTERTHWAITE											
22nd St. Garage.											
Buick & Olds											
Buick Motor Company, 136-138 E. New York St.											
Cadillac											
Cadillac Automobile Co. of Ind., 804 N. Capitol Ave.											
Commercial Car CO.											
202 Board of Trade Building.											
COLE MOTOR CAR CO.											
Factory, 742-750 E. Wash.											
E-M-F "30"											
STUDEBAKER, 306-15 N. Penn. St.											
Empire											
Empire Motor Car Co. Factory, 29th st. and Canal.											
Dixiefires											
Empire Tire Co., 306 North Delaware. Both phones.											
EVERITT											
Motor Car Sales Co., 218 N. Delaware St.											
Flanders "20"											
STUDEBAKER, 306-15 N. Penn. St.											
Finch & Freeman											
Astoria, DeLamble, Richmond, Rider, Lewis, 322 N. Del. St.											
Firestone											
Sterling Motor Car Co., 142 West Market Street.											
GARAGE											
WASHINGTON AUTO CO., 842 East Washington Street.											
G & J Tires											
INDIANAPOLIS-RUBBER CO. and S.黎黎 STS.											
Great Western , Halladay											
PECK MOTOR CAR CO., 324 North Delaware Street.											
Henderson											
Motor Sales Co., Illinois and Vermont Sts.											
Hupmobile											
International Harvester Co. of America, 230 S. Capitol Ave.											
Inter-State "40"											
\$1,750, 427 N. Meridian Street.											
Jackson & Wescott											
Auto Sales Co., 23-25 Kossuth Av.											
Knox											
Conduit Automobile Co., 323-324 N. Del. St., 4 Block N. Mass Ave.											
Kohl Mfg. Co.											
Makers of Brass Wind Shields 10th Street and Canal.											
KRIT											
Sterling Motor Car Co., 142 West Market Street.											
MARION											
MARION MOTOR CAR CO. Factory, 10th St. and Canal											
Marmon											
Nordyke & Marmon. Factory Local Branch Mor. and N. Y.											
"Maxwell"											
United Motor Co., Indiana and Vermont.											
McFarlan Six											
McFarlan Six Sales Co., 23-25 East Ohio St.											
Metal Polish											
International "Blue Ribbon," 2142 N. Capitol Ave. Shines Everything.											
Mitchell											
Hearsey-Willis Co., 113-117 West Market street.											
Molline											
Morton Pl. Livery and Garage, 1840 North New Jersey.											
Moon "30" & "45"											
Moan Motor Car Co., 334 N. Capitol Ave.											
National											
National Motor Vehicle Co. Factory, 22d St. & L. E. & W.											
OILS											
NATIONAL REFINING CO. Phones 19											
Overland											
Oliver Avenue and Droyer Motor Dept. 15th and Big 4											
PARRY AUTO CO. FACTORY											
Standard and Division Sts. St.											
Parry											
SHOEMAKER-SMITH AUTO CO., 240 North Pennsylvania street.											
Pierce-Arrow											
ARCHETY ATKINS CO. Young, Quarters, Midway Garage											
Premier											
Premier Motor Car Co., Factory, 221-225 S. High Street.											
Randolph											
Commercial Trucks, Van Camp Hardware & Iron Co.											
Rambler											
Rambler Auto Co., 224 South Pennsylvania street.											
Rapid											
Indianapolis Motors Car Company, 410-425 East Market street.											
Rauch & Lang											
Elmwood, Frank P. Fox & 27-33 N. Capitol Ave. +											
R.A.C. Six											
RICETTS & DIAMOND CO. 400 N. Capitol, Phone North 1308											
Regal											
Speedwell											