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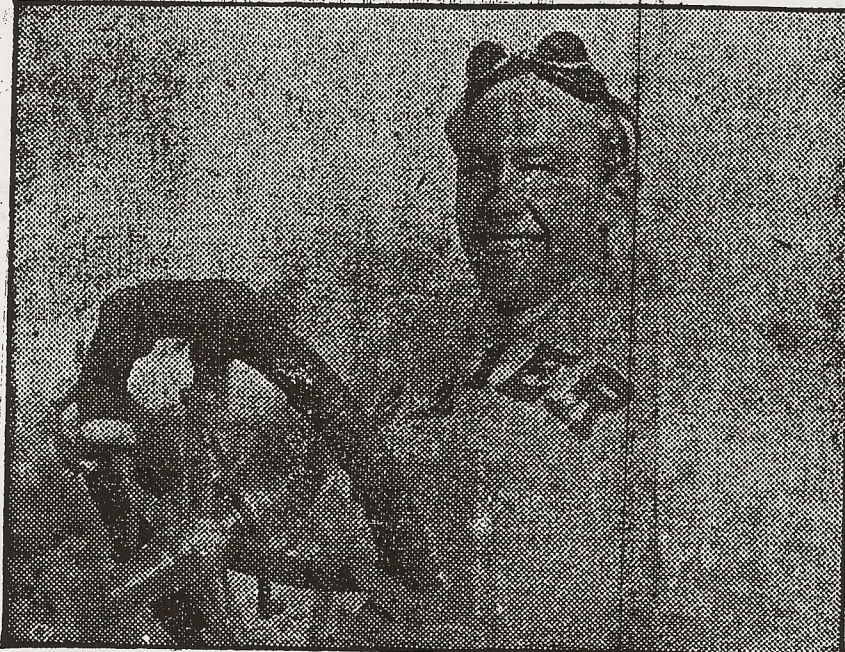
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# Plan to Prevent Congestion on Road to and From the Motor Speedway

## Autoists Advised to Crawfordsville Road Going Out and Coming in by Way of West Washington Street—Visitors Should Read All Signs at Speedway.

Every means is being employed by the management of the Indianapolis Motor speedway to prevent congestion in traffic on the roads leading to the speedway May 30. With this end in view they have erected signs along the Crawfordsville road which

## Ralph Mulford Will Watch Girl in Stands During Grinding Race



RALPH MULFORD.

"Grinning Ralph" Mulford was first inoculated with the speed germ as a motor boat pilot on eastern waters about his home at Redbank, N. J., and when he found he couldn't go fast enough through green waters he tried blue gasoline vapor.

Last year Mulford won the road championship of America by winning the Elgin trophy event at Chicago, second in the 200-mile at Atlanta, fourth in the 415-mile grand prize grind, fifth in the Vanderbilt and first at Fairmount park.

"Watch the kid in white," is the cry with Mulford at the starting line.

He drives with one eye—a cyclops—say the rival drivers. When he broke

into the racing game in 1907 he was unmarried. The day before the twenty-four-hour race at Brighton Beach in October, 1910, he married a black-haired girl who has never missed one of his races since. She sits in the stand and even though Mulford may fail to see the "average" bulletins and the "place" cards in the pits he can glimpse that veil of the little woman's hat. It's generally at a seventy-five-mile-an-hour speed, too.

"I'm not afraid I'm going to get tired watching her in the 500-mile at Indianapolis, either," says Ralph.

When Mulford drives he always has a bag of gumdrops beside him. And that is why they sometimes call him the "Gumdrop Kid."

branches off from Indiana avenue, advising drivers of all kinds of vehicles and especially wagons, to use the road only for traveling west or toward the speedway. In this way they believe that they can prevent accidents which might occur if too many vehicles would try to pass going in opposite directions.

It is the plan of the speedway management to have vehicles travel west on Indiana avenue and the Crawfordsville road, and in returning from the speedway to Indianapolis to take the road which runs south, directly west of the speedway. This will bring vehicles into the city by West Washington street, which is a road as good as the other, excepting that it has not been the main traveling route to the speedway.

This loop system, as planned now, it is believed will preclude the possibility of many accidents and at the same time make traffic driving much easier for every automobilist. Large signs are being placed so that there can be no mistake in the road. The speedway management requests especially the local motorists to observe this so as to give the visitors as much opportunity as possible to spend the day in absolute comfort.

Inside of the speedway new signs have been erected which will direct visitors to their seats almost without the aid of ushers. These signs have been placed in every part of the grounds indicating what that exact part is for and who is to occupy it. All parking space tickets and all seat tickets have been numbered to correspond with the spaces and the seats much the same as in the metropolitan theaters.

Three large signs at the entrance of the speedway bear the lexicon: "Read our signs and your tickets to locate your seats." In addition to these, announcers have been placed in all parts of the grounds to direct the patrons as they enter the gates. They believe that this will do away with the confusion that is almost always attendant in as large a crowd as will assemble next Tuesday.

For the convenience of the visitors while in the city, the speedway information bureau, established at the Speedway office at Vermont street and Capitol avenue, is attending to the details of obtaining accommodations for these. Letters have been pouring in daily and despite the large number of rooms which have been volunteered by hundreds of Indianapolis citizens, the demand is almost equal to the supply. The civic bodies of Indianapolis have been making appeals to the citizens to open their homes to the visitors, and the results obtained have been excellent. It is believed that no visitor will be left without a lodging place the night before and after the race.