

## GALAXY OF STARS ENTERED FOR BIG AUTOMOBILE RACE

Purses of Substantial Weight Offered for Classic to Be Run at Indianapolis Monday.

With a road of exhausts, with sparks of fire rebounding from the brick facing of the great track, and amid the shouts of one of the largest attendance tolls ever recorded at an American race, 30 speed demons of the old and new worlds will plunge away for the finish line 500 miles off, and will make the Indianapolis International Sweepstakes scheduled for tomorrow, one of the fastest and most gruelling speed stunts held in the history of American racing.

Some of the oldest hands in the racing game will be at the wheels of their cars when the start is made. One or two, like Barney Oldfield, Dario Resta and Eddie Patten, will not get away with the gun, but there will be enough famous names on the roster to make practically every entry a possible winner.

### GREAT RECORDS LAST YEAR

Great time was made last year, when Howdy Wilcox, piloting a Peugeot, raced past the checkered flag and set himself forward some thousand people. Three drivers and mechanics were killed in the races last year, the largest casualty list noted since the track was faced with brick. Two were injured, and four cars came out total wrecks.

The classic for tomorrow is the eighth race held in the clay saucer, all of them being for purses of substantial weight. This year the time will be unusually fast, owing to the lap prizes placed by the business men of Indianapolis. The track is 2 1/2 miles in circumference, making a total of 200 laps for the 500 miles.

For each man who leads the field one lap there is a full century of iron men. For a driver to lead the field most of the race and even then lose the prize, the lap dough would make the race worth while as far as he is concerned. This lap money will cause about half the entries to fight for the lead on every lap, although the old hands will undoubtedly lay back for the bigger roll. The teams have a better chance to cop the coin than the individual entries, for one or two can fight for the lap money and the others driving the same make of car may hold their machines in reserve for the fight at the finish.

Speed stars of four nations will take part in the melee—France, England, Italy and the United States—the big four among the allies of the late world war, now meeting in strenuous rivalry for world's premier racing honors.

Three four-cylinder teams, Peugeot, Monroe and Duesenberg, two three-cylinder teams—Ballot and Frontenac—and two two-cylinder teams—Greigore and Verano—will endeavor to outpace and outguess each other, in addition to staving off the assault of the individual entrants, of which there are six.

France is represented by three teams aggregating nine members, Peugeot, Ballot and Greigore; and though numerically inferior to the other nations, it has an even bet for first honors, including on her roster of pilots four former winners: Jules Goux, 1913; Rene Thomas, 1914; Ralph De Palma, 1915, and Howard Wilcox, 1919.

Among the American contingent, Monroe, Duesenberg and Frontenac are named commanders of the race. The American team includes Louis Chevrolet, Arthur Chevrolet and Roscoe Searles; the Duesenberg team, Tommy Milton, Eddie Hearne, Eddie O'Donnell and Jimmy Murphy; and the Frontenac outfit, Joe Boyer, Gaston Chevrolet and Art Klein.

May have a chance. Individual entrants, who are thought to have a chance, though operating at a disadvantage against team competition, are Cliff Durant, Chevrolet; Ralph Mulford, Mulford Special; Art Vail, Philbrin and Waldo Stein, Oldfield Special.

Fully 20 of the drivers entered have taken honors at one or more races in this country and abroad in the last few years. Automobile racing is practically the newest of the great sports, and the faces that were well known at its inception may still be seen in the hall of fame at the present time, and their names will conjure up memories of mighty deeds on the track where craftiness and speed are combined to stave off death for the contents of a purse.

The friendly rivalry existing among the four quondam allies in the great war will give all the zest to the contest. From France comes Jean Chassagne, Andre Bollet and Jules Goux; Italy sends Jean Porporato. England's colors are worn by Jack Scates. From America have been chosen the Chevrolet brothers, Cliff Durant, Tommy Milton, Jimmy Murphy and Waldo Stein as favorites. As a galaxy of stars, the Indianapolis roster rivals the heavens on a summer night in brilliancy, and with all the money up the brick soup-dish will be filled with shooting stars from start to finish of the great race.

Speed Chart at Indianapolis

|    |      |         |         |         |      |
|----|------|---------|---------|---------|------|
| 38 | 1:35 | 1:03.20 | 2:38.20 | 5:16.40 | 92.7 |
| 39 | 1:36 | 1:03.20 | 2:42.30 | 5:25    | 94.3 |
| 40 | 1:40 | 1:06.00 | 2:50.00 | 5:32.00 | 94.7 |
| 41 | 1:42 | 1:06.00 | 2:56.50 | 5:41.40 | 97.8 |
| 42 | 1:47 | 1:11.40 | 3:09.10 | 5:58.20 | 87.7 |
| 43 | 1:51 | 1:15.40 | 3:22.00 | 6:14.50 | 88.1 |
| 44 | 1:52 | 1:16    | 3:27.40 | 6:20    | 88.2 |
| 46 | 1:58 | 1:18.60 | 3:31.40 | 6:23.20 | 78.8 |
| 47 | 1:59 | 1:19.00 | 3:34.00 | 6:26.00 | 79.2 |
| 48 | 2:00 | 1:20    | 3:32.00 | 6:40    | 73.4 |
| 49 | 2:01 | 1:21    | 3:24.10 | 6:48.20 | 73.5 |
| 50 | 2:05 | 1:25.00 | 3:38.00 | 6:56.00 | 73.6 |
| 51 | 2:07 | 1:25    | 3:32.30 | 7:05    | 70.5 |
| 52 | 2:08 | 1:26    | 3:34.00 | 7:10.00 | 70.6 |
| 53 | 2:12 | 1:28.20 | 3:40.00 | 7:21.40 | 64.2 |
| 54 | 2:15 | 1:30    | 3:45    | 7:30    | 66.2 |
| 55 | 2:16 | 1:31    | 3:46.00 | 7:34.00 | 66.2 |
| 56 | 2:20 | 1:33.00 | 3:53.20 | 7:40.40 | 64.2 |
| 57 | 2:21 | 1:34    | 3:54.00 | 7:44.00 | 68.1 |
| 58 | 2:25 | 1:36.40 | 4:01.00 | 7:52.20 | 68.1 |
| 59 | 2:27 | 1:38    | 4:05.00 | 8:11.40 | 64.2 |
| 60 | 2:28 | 1:39    | 4:06.00 | 8:14.00 | 64.2 |

|                      |  |                           |
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| Catch time by lane,  |  | 1 mile first column, 2    |
| miles second column, |  | last column shows average |