

Drivers and Cars in Tomorrow's Speedway Automobile Races

Event 1—Five miles, stripped chassis; 231 to 300 cubic inches piston displacement: 11, Marlon; 12, Marlon; 14, Marlon; 15, Marmon; 16, Marmon; 41, Buick (Burman); 42, Buick (Ryall); 43, Buick (DeWitt).

Event 2—Ten miles, stripped chassis. 401 to 450 cubic inches piston displacement: 3, Knox (Hourque); 6, National (Kincaid); 7, National (Merz); 29, Stoddard-Dayton; 21, Stoddard-Dayton; 44, Buick (Chevrolet); 46, Buick (Strang); 52, Jackson; 53, Jackson.

Event 3 Trials, to lower world's track records, free for all cars. Each car will be permitted to make two attempts, electrically timed, for the kilometer and mile records. Gold-plated automobile for fastest mile in 1909: 26, Christie (Christie); 27, Benz (Oldfield); 54, Fiat (De Palma); 46, Buick (Strang).

Event 4—Ten miles, for cars Class No. 1, that will compete in Event 8, Saturday: 1, Apperson (Lytle); 2, Apperson; 4, Knox (Dennison); 5, Lozier (Mulford); 7, National (Aitken); 9, National (Oldfield); 12, National (Reed); 17, Marmon (Stilman); 22, Stoddard-Dayton; 23, Stoddard-Dayton; 24, Fiat (Hearne); 28, Buick (Strang); 29, Buick

(Chevrolet); 40, Buick (Burman); 55, Marlon; 56, Marlon; 57, Marlon.

Event 5—Fifty miles, stripped chassis, 161 to 230 cubic inches piston displacement: 18, Stoddard-Dayton; 19, Stoddard-Dayton; 30, Buick (DeWitt); 31, Buick (Ryall); 48, Velle; 49, Velle; 51, Jackson.

Event 6—Ten miles, free-for-all; open, Class E (for Ford trophy): 4, Knox (Dennison); 5, Lozier; 8, National (Aitken); 23, Stoddard-Dayton; 26, Christie (Christie); 27, Benz (Oldfield); 28, Peerless (Croker); 46 Buick (Strang); 50, Chadwick (Zeingal); 54, Fiat Cyclone (De Palma).

Event 7—Five miles, free-for-all handicap; \$100 gold, silver medals: 1, Apperson (Lytle); 2, Apperson; 3, Knox (Hourque); 4, Knox (Dennison); 5, Lozier (Mulford); 6, National (Kincaid); 7, National (Merz); 8, National; 11, Marlon; 12, Marlon; 14, Marlon; 15, Marmon; 16, Marmon; 17, Marmon; 18, Stoddard-Dayton; 20, Stoddard-Dayton; 22, Stoddard-Dayton (Burman); 26, Christie (Christie); 27, Benz (Oldfield); 28, Peerless (Croker); 30, Buick (De Witt); 41, Buick (Burman); 44, Buick (Chevrolet); 48, Velle; 49, Velle; 51, Jackson; 52, Jackson; 53, Jackson; 54, Fiat Cyclone.

Event 8—231 to 300 cubic inches piston displacement: 11, Marlon; 12, Marlon; 14, Marlon; 15, Marmon; 16, Marmon; 32, Buick (Burman); 33, Buick (Strang); 34, Buick (De Witt).

SIGNALS IN AUTO RACING

Joe Mason, famous driver of Chalmers-Detroit racing cars, was talking the other day of his racing signals.

"One of the most important things is signals," he said. "The rush of the wind, the bark of the exhaust, the roaring of the other cars and other things make talking impossible in a race. One has to have signals and on them often depends victory or defeat.

"One usually has signals with the man in the repair pit, though for the most part the holding up of one arm, to show that a stop will be made on the next lap, takes care of the pit. This time is, of course, always shown on a board in front of the grand stand. But the signals between driver and mechanic are most important. I always devote a lot of time to perfecting my code and making sure that my mechanic is perfectly familiar with it.

And if anything happened behind, of course the driver has to know it. That makes signals necessary.

"Mine are simple. If the mechanic holds one finger before my eyes it means 'car coming.' If he holds up two fingers it means 'car close behind.' Three fingers signify 'car very close.' And four mean 'car wants to pass.' When he holds his thumb and first finger in the form of an 'L' I know we are out of oil. That about covers them, but it is mighty important that both of us shall be perfectly familiar with the code. In many a race those few signs are the only communication between driver and mechanic. Until one has been in a race without well developed signals the real value of them doesn't strike home."

"The code worked well at Crown Point and there's no use changing a good thing. Besides, it's simple, and simplicity counts for a lot when you are dashing along at anywhere from fifty to seventy-five miles an hour.

"It's a fact that when one is travelling at that speed there would be very little conversation even if it were possible. It takes an hour a man's brains

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Joe Matson, famous driver of Chalmers-Detroit racing cars, was talking the other day of his racing signals.

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"The mechanic spends most of his time looking behind. This the driver can't do because the removal of his eyes from the course, for even an instant, might mean either a lost race or instant de-

struction. And if anything happened behind, of course the driver has to know it. That makes signals necessary.

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"The code worked well at Crown Point and there's no use changing a good thing. Besides, it's simple, and simplicity counts for a lot when you are dashing along at anywhere from fifty to seventy-five miles an hour.

"It's a fact that when one is traveling at that speed there would be very little conversation, even if it were possible. At seventy miles an hour a man's primal instincts are uppermost. He becomes a kind of taciturn brute and doesn't want to talk. That's why signals are adequate for all emergencies."

SPORT-THOUGHTS OF THE DAY



Extra! The Indians lost a game. Extra! Oh, well, you can't expect them to win all the time. The rest of the \$10,000 trotting stakes might just as well step up and be labeled, before hand. Indianapolis gets 'em all.

Noteworthy Features of Yesterday's Games

William Borque, Knox, Johnny Aitken, National, Charlie Merz, National, Bob Burman, Buick, Lewis Strang, Buick, Walter Christie, Christie, Len Zengal, Barney Oldfield, Benz, Ralph Mulford, Lozier, Barney Oldfield, National, Herb Lytle, Apperson.

Davis and Laroy getting one each. Laroy pitched a good game, giving the Colonels only four hits. Fenton, Louisville's new man, played in left field and drove out one of the four hits. Southpaw Manske was right again, and defeated the Senators. He gave them only three hits, but one of these a lucky triple by Od-

THE INDIANAPOLIS NEWS, THURSDAY, AUGUST 19, 1909.

ED AUTO HOLDS
AT SPEEDWAY

The Overland Automobile exhibit at the motor week is a gold-plated car that is the car that is driver making the records. The trials will be held on the track. Each competitor is permitted to make critically timed, for and mile records. The car will be held.

R IMPROVING.

Monday,

who was injured at the hospital. De Koster was a professional motorcycle rider. He fell from his machine and was severely injured. The injuries are expected to require several weeks at Springfield.

Life His Auto.

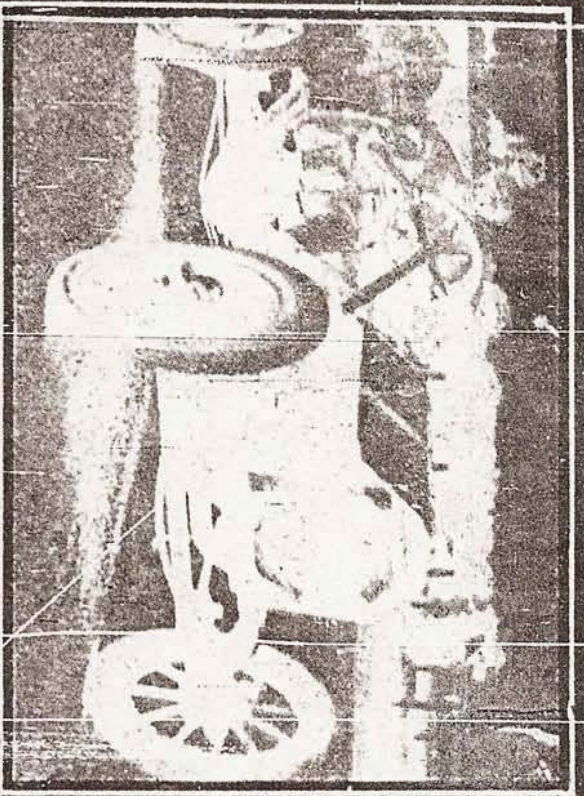
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Winnings Player.

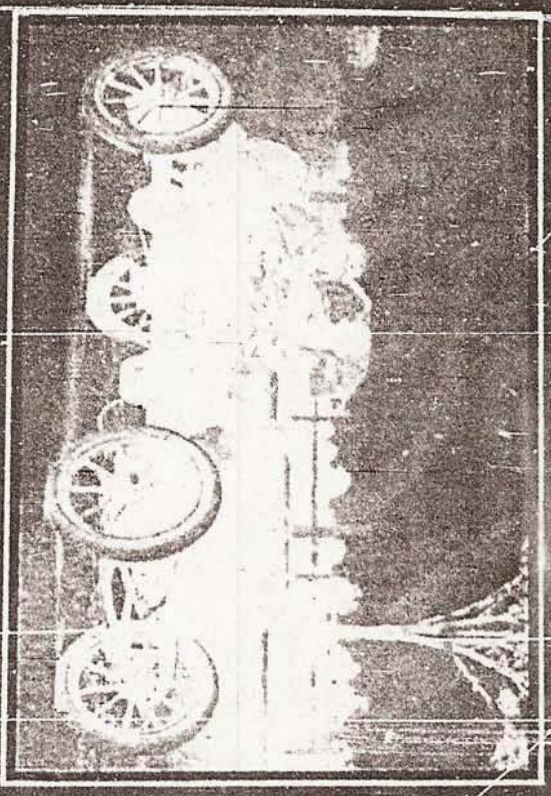
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RACING CARS IN PRACTICE ON MOTOR SPEEDWAY



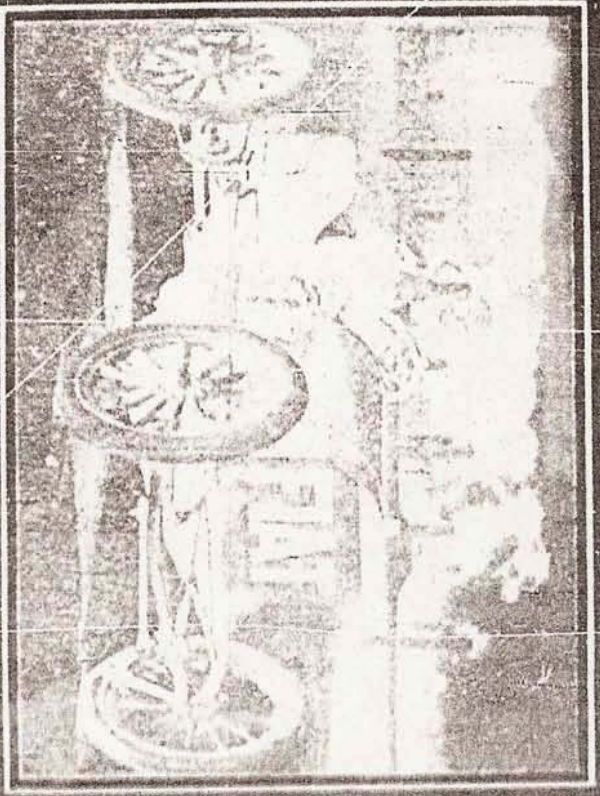
STILMAN AT WHEEL OF HIS INDIANAPOLIS CAR, THE MARCONI



STICKNEY AT WHEEL OF VETTE



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JOHNSON THINK
ABUSED ANY

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NEW RULE

Commissioner Chas. J. ... CINCINNATI, Aug. 13.—The number indicating this given a full report of every test. The satisfaction.

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SPEEDWAY OPENING TODAY BIG EVENT

Eyes of Automobile Enthusiasts of Two Hemispheres on Indianapolis.

RECORDS EXPECTED TO FALL

New Track Not Yet Perfect, but Believed to be Faster Than Any Other American Course to Date.

A tract one mile square of what was formerly fertile farm land, four miles west of the towering Indiana Soldiers and Sailors' Monument, is the automobile center of the world today, and will continue the remainder of the week. The races tomorrow and Saturday are expected to be interesting and important, but it is the program today on which the eyes of the motoring enthusiasts of two hemispheres are focused. The first automobile races on the new Indianapolis motor speedway, so liberally advertised that they have been discussed in every quarter of the world, where there is interest in automobiles, were to be held today. Within the next few hours every follower of automobilism will know whether or not the Indianapolis track is to be the record-breaking course that has been predicted by all motorists. As a result of the wide publicity and extravagant praise that has been given the new speedway, the first races on the

GOLD-PLATED AUTO HOLDS ATTENTION AT SPEEDWAY

A feature of the Overland Automobile Company's exhibit at the motor speedway this week is a gold-plated automobile. This is the car that is to be awarded the driver making the best time during 1920. The trials will be to lower the world's track records and are open to all cars. Each contestant will be permitted to make two attempts, electrically timed, for the kilometer and mile records. The first contests for the car will be held Friday.

DE ROSIER IMPROVING.

He Expects to be Able to Start for Home Monday.

Jake De Rosier, who was injured at the speedway last Saturday, is doing nicely at the Methodist hospital. De Rosier was riding in the ten-mile professional motor-cycle race against Leugenfetter. He fell on the second lap, being thrown about thirty feet ahead of his machine. He was severely injured internally and also scratched up considerably. The injured man was able to dictate a few letters yesterday. He is expecting to return to his home and his business at Springfield, Mass. Monday.

De Rosier was scheduled to ride Saturday night in races on the new motorcycle track at Springfield, but had to cancel the engagement. This track is three laps to the mile, and the fastest motorcycle track in the world. It was on this track that he recently broke all records from seven to twenty-five miles on a 7-horse power Indian.

Cannerville Has Auto.

CANNERSVILLE, Ind., August 19.—The first automobile built by the McFarlan Carriage Company, of this city, called the "McFarlan 40," the number indicating the horse power, was given a full try-out today and responded to every test required with complete satisfaction.

Indianapolis Tennis Player Winner.

Interest in automobiles, were to be held today. Within the next few hours every follower of automobilism will know whether or not the Indianapolis track is to be the record-breaking course that has been predicted by all motorists. As a result of the wide publicity and extravagant praise that has been given the new speedway, the first races on the new 2 1/2-mile course are important in the extreme.

While the officials of the speedway expect broken records in the opening meeting, they admit the track is too new to be seen at its best. The time that has been made in practice by many of the celebrated drivers indicates that all American circular track records will fall before the meeting comes to an end. Several drivers have circled the course many seconds faster than DePalma's mile circular track record of 51 seconds. That record was made on a mile track built for horses, while the new speedway course has been built especially for automobile racing. Ordinary race tracks are comparatively flat, while the speedway course is banked twelve feet on the outside.

Possibilities Are Inspiring.

While it will cause great surprise if all American records are not shattered before the week ends, performances of that kind will leave the followers of the automobile racing game in grave doubt as to what will be accomplished on the wonderful course when it has been properly prepared for attempts at greatest speed. If new marks can be set under the present conditions then it is almost frightful to think what may be accomplished under the best conditions. In reality the track is now in poor condition for racing and Carl G. Fisher, president of the speedway company, yesterday made a statement to the effect that he wished it were possible to postpone the race meeting.

It must not be thought that there will be any dearth of speed, however, as the practice trials have furnished proof that the running time will be sufficiently brief to satisfy the most daring spectator. Nevertheless, the track is far from ready for the best that is expected of it. Its surface of crushed rock and tar, while apparently smooth to the eye of the spectator, is somewhat rough for extreme speed and drivers of the cars state that the crushed rock will severely test the tires on the racing cars. One expressed the opinion that the races would resolve themselves into tire changing contests, but that statement evidently was an exaggeration, as few tire repairs were made during the last few days of practice and many of the drivers sent their iron horses many times the distance they will be compelled to travel in the real races.

Many students of the game expressed the belief that some of the drivers were wearing out their cars prior to the actual races. Every manufacturer of automobile parts is expected at the race course.

The first automobile built by the American Carriage Company, of this city, called the "McCluslan 40," the number indicating the horse power, was given a full try-out today and responded to every test required with complete satisfaction.

Indianapolis Tennis Player Winner.

(Special to The Indianapolis News.)

HAMILTON, O., August 12. BARRY of Indianapolis, had no trouble with HAZARD, the young Hamilton player, in the second round of the Southern Ohio open tennis tournament, yesterday afternoon. Barry won, 6-0, 6-2. Frank MERRY, the national crack, beat Andrews, one of Hamilton's most promising players, 6-3, 6-2.

promised to be as auspicious as such an event of national importance deserves to be.

Fast Time in Practice.

The practice period at the speedway yesterday was limited to two hours, but during that time almost every driver on the course took advantage of the opportunity to put his car to a grueling test. Barney Oldfield appeared on the track for the first time in his famous German racer, the big Benz, and was given credit for making the best time. The gigantic space eater from the Fatherland negotiated the course at an average speed of 46.35 a mile. Oldfield appeared to be the same daring, cunning driver of old. He later drove his National Old Glory the full distance of the course in remarkably fast time.

Zeloga, who until yesterday held the practice record of 2:02 for the course in his Chadwick Six, lowered his own mark by two seconds when he completed the circuit in two minutes flat. Stillman, in a Marmon, did the distance in 2:12, while Burman, in a Buick, circled the course in 2:14. While the time was considered remarkably fast for practice trials, the drivers, for the most part, did not attempt any great bursts of speed. Their purpose was to study track conditions and acquaint themselves with the little details which will prove such big factors in a real race.

Trophy Race of Interest.

Interest in today's program was centered largely in the 20-mile race for the Prest-O-Lite trophy. It is the longest race on the day's program and the second longest race of the week. Ten of the most famous and daring drivers in the country were scheduled to face the starter in this event, which was the last on the program. The entries were: No. 3, Knox (Borquer); No. 5, National (Kincaid); No. 7, National (Merz); No. 20, Stoddard-Dayton (Defflymel); No. 21, Stoddard-Dayton (Miller); No. 61, Stoddard-Dayton (Clements); No. 32, Buick (Burman); No. 27, Buick (Chevrs).

The best conditions in the history of the track is now in poor condition for racing and Carl G. Fisher, president of the speedway company, yesterday made a statement to the effect that he wished it were possible to postpone the race meeting.

It must not be thought that there will be any dearth of spectators, however, as the practice trials have furnished proof that the running time will be sufficiently brief to satisfy the most daring spectator. Nevertheless, the track is far from ready for the heat that is expected of it. Its surface of crushed rock and tarmac, while apparently smooth to the eye of the spectator, is somewhat rough for extreme speed and drivers of the cars state that the crushed rock will severely test the tires on the racing cars. One expressed the opinion that the races would resolve themselves into tire changing contests, but that statement evidently was an exaggeration, as few tire repairs were made during the last few days of practice and many of the drivers sent their iron horses many times the distance they will be compelled to travel in the real races.

Many students of the game expressed the belief that some of the drivers were wearing out their cars prior to the actual races. Every manufacturer of automobile parts is represented at the race course. There is a trainload of tires and various oil companies are giving away gasoline and oil by the wholesale and are fighting for the privilege of advertising themselves in that manner.

Inner Track Not Finished.

The speedway is the first of the kind in America, built exclusively for motor racing, and the second in the world, the famous Brooklands course of England being the first. Only the outer track of the Indianapolis course has been completed. The inside track, 3 1/4 miles in length, is now in the course of construction, and the big corps of workmen kept at its task day and night to get the outer track ready for the races starting today, and will keep right on and will not even stop to witness the speed events made possible by its strenuous labor. The speed plan, as it has been aptly styled, is perfect in almost every detail. Apparently no expense has been spared and nothing has been left undone. There are forty-one buildings, all uniformly painted in green and white. Everything is brand new, everything is spick and span and immaculate. The speedway promoters have done themselves proud. They have given Indianapolis something that will increase her fame throughout the world.

That their efforts have been appreciated by Indianapolis and Indiana excitement lovers is being demonstrated. All roads had the speedway as their objective point today and the same condition promises to exist during the remainder of the week. Enormous crowds are predicted for each day and the opening of the new speedway

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Eight in Big Race Tomorrow.

Eight drivers are scheduled to face starter Fred Wagner in the fifty-mile grid, the longest race on Friday's card, and then on Saturday comes the longest race of the week, listed as Event 8, a competition for the Wheeler-Schubler trophy. Eighteen cars are scheduled to start the 20-mile grid, which is the last event on the speedway program.

Many Visitors in City.

A constant stream of autoists arrived in the city both yesterday and today from points east, west, north and south. Besides hundreds are arriving on every train, foreshadowing one of the largest crowds that ever attended a western motor event.

Chicago sent the largest delegation yesterday both overland and by train. Sixty-five machines arrived from the Windy City last evening, bringing members of the Chicago trade and a large number of amateur enthusiasts. The Chicago Motor Club's tour was a complete success. A. J. Banta, in his Locomobile, was the first to arrive, shortly after noon, after making the start of the 25-mile trip at 6:30 a. m. There was good-natured rivalry between the Chicagoans on the road in their attempts to reach the city first, but aside from several punctures the trip was made without mishap. The last car in the caravan arrived shortly after 6 o'clock. The Chicago party is registered at the Claypool hotel.

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natural track built by the city's most promising players, 6-21-22.

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en off and the Red battalions in each case had to seek safety beyond the coast fortifications.

Although the Reds are practically conceded the victor over the defending Blues, as the result of today's battle at Hanover Four Corners, the official findings of the campaign results may never be known.

AUTO MECHANICIAN DIES AS RESULT OF ACCIDENT

CAUSE OF DEATH OBVIOUS, BUT AUTOPSY IS HELD.

CORONER HOLDS THE BODY

Cliff Litterall, of Dayton, O., died at the Methodist hospital early this morning from the effects of injuries received when he was run over by an automobile in Capitol avenue Tuesday. Litterall, who was a mechanic, here for the races, was riding on the gasoline tank at the rear of a racing car and as the car turned a corner he was thrown off. The first report said the rear wheel of the same machine passed over his chest and abdomen, crushing him badly. Coroner Blackwell said today, however, that the evidence taken by him showed that Litterall was run over by another automobile following.

Although there was no question that Litterall's death was caused by the crushing injuries, Coroner Blackwell not only held an inquest, but also held an autopsy on the body. The law provides that the coroner's physician shall receive \$5 for performing such autopsy. Much criticism has been heard frequently of the practice of coroners of ordering post-mortem examinations in cases where the cause of death is obvious. The theory of the law, it is pointed out, is that a post-mortem examination may be held to determine the cause of death where such cause is surrounded by mystery, or where there is reason to believe a crime has been committed.

Purpose of the Autopsy.

Coroner Blackwell was asked about the case and he said he had ordered an autopsy held.

"What is the purpose of the autopsy?"

BEVERLY, Mass., August 1
through "unconscious cerebration" President Taft preparing for his speeches to be made on the long northern and southern trip. By this method the President also is working his annual message to congress. President has thought out the plan of his message; he has selected the main phases of it, and he will not begin the work of assembling the document until a week or so before congress. The message is not likely to be long.

Personnel of Party.

The personnel of the President's traveling party has been completed. The trip promises to develop the most interesting ever made by a President. It unquestionably will be the staidest. Besides the President there will be Hays Hammond, president of the National Club; Captain A. W. Butt, military aid; Wendell Wheeler, assistant secretary; Dr. J. H. Ardson, of Washington; James Jr. and L. C. Wheeler, of the secret service, and Major Arthur the President's confidential man who just now is fighting with the army of invasion about Boston manding officer of the battalion ordered troops with the District of Columbia national guard. Six newspaper men accompany the President through the entire trip. The party will travel in private cars attached for the greater part of the time to regular trains.

President Taft, yesterday sent a congratulatory dispatch to Emperor Francis Joseph of Austria-Hungary on the occasion of his birthday celebration. "On this anniversary of your birth I offer you my cordial congratulations, with fitting expression of my will this government and people of your countries and wishes for the perpetuity of your dynasty."

Confident Law will Hold

Reports reaching Beverly that the constitutionality of the new corporation law is to be tested just as soon as it is made to collect it have not troubled President Taft the least. The protests, the President declines to anticipate, and the threats of corporation lawyers now cause him executive any alarm. Mr. Taft is thoroughly convinced that the tax law will pass any test that may be applied. Attorney-General Wickersham, a corporation lawyer of note, and Senator R. C. Laborated on the corporation law provisions of the tariff bill, and they believe, they believe, will survive any attempt to nullify it.

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