

and a cork fitted to the can. If grease cups are provided it is an easy matter to procure a five-pound box of suitable grease, which should be not too thick to feed the bearings properly. In many instances motors, in addition to cylinder oil cups, are lubricated on the "splash" principle. That is to say, the crank chamber is partially filled with gas engine oil which is thrown into the cylinder by the action of the crank. It is very necessary to keep the crank case supplied, in this event, always with a reasonably fresh charge, the old oil being drained off before the new is poured in. A small cock is provided at the bottom of the case for this purpose, and care must be taken to always close this cock before renewing the supply. This caution may seem superfluous, but forgetting to close this cock is, nevertheless, a very common error. Never fill the crank chamber too full; otherwise the oil will work its way into the combustion chamber, fouling the spark plug, gumming the valves and causing much unnecessary trouble.

### AMERICAN TEAM MAKING FAST TIME OVER CUP COURSE.

#### *Special Correspondence.*

CLEVELAND, June 22.—A special cablegram from Charles B. Shanks to a local daily states that Alexander Winton, Percy Owen, L. P. Mooers, Shanks and the other Americans in the colony who will attempt to capture the Gordon Bennett cup, have leased quarters in Kildare. The members of the team have been taking regular practice spins over the course during the past three days, and are making themselves rapidly acquainted with it. Mr. Winton especially is making fast time, but he is being closely pushed by Mr. Owen, whose machine is developing marvelous speed. Mr. Winton sped over the course to-day at a 1:10 clip, which is faster time than any member of the American team has yet made it. The Americans are greatly pleased with the course, and declare that when the time for the race arrives they will be better acquainted with it than any of the members of the foreign teams. The Americans devote more time to practice than the Europeans, although the French team, at times, show superior speed.

[As excessive speed in practice over the course before the race has been absolutely prohibited, the foregoing indicates either that such prohibition has been raised, that it has become a dead letter, or that more reliable reports should be awaited.—Ed.]

#### Literally Speaking.

"One of these days we may expect to have airships take the place of the automobile."

"What of our universal good roads, then?"

"You don't expect an airship to fly, do you?"

## Marvellous Driving in Oldfield-Cooper Match Race at Indianapolis.

Both Contestants Break Five-Mile Record and Intrepid "Barney" Places Mile Figures Under the Minute—Goes Five Miles in 5:04 3-5.

#### *Special Correspondence.*

INDIANAPOLIS, Ind., June 20.—All world's track records from one to five miles inclusive were broken here to-day by the intrepid Barney Oldfield, in his "999," in the second heat of his match race with Tom Cooper, of Detroit, at the State Fair Grounds.

The event was run as a pursuit race, although Oldfield expressed a willingness to run the machines side by side. Cooper started at the half-mile post and Oldfield at the wire. During the next five minutes one of the wild machines dashed past the grandstand every 30 seconds at a speed of more than a mile a minute, while the crowd stood breathlessly expecting any moment to see one of the drivers dashed into eternity. Oldfield's first mile was done in 59¾ seconds and as soon as the judges realized what had happened the good news was announced to the grandstand. Intense excitement reigned in the press box and among the officials of the race meet. Then every eye was riveted on the watches to catch the time of the second mile, which was made in 1:00 4-5. Oldfield's machine was fairly flying through the air. He rounded the turns with a recklessness which did not characterize the driving of Cooper. His machine seemed to leap from one side of the track to the other, as he made the turns. A negro policeman thought it was up to him to see that everyone kept off the track. Cooper had just passed and he attempted to walk across the track in a leisurely manner. There was a cry from the judges' stand but it did not reach the ears of the policeman, whom Oldfield missed by a hair's breadth.

#### COOPER WAS FORGOTTEN.

Cooper was forgotten for the moment. Every eye followed Oldfield, for the crowd felt that indescribable thrill of anticipation that another world's record was to be broken before the race was ended. The daring driver sped on, past the eighth pole in record breaking time, past the quarter, the half and the three-quarter, then under the wire and he had gone another mile in 1:01 3-5. There was another burst of applause from the grandstand; then the glasses again were leveled on the flying machines. It was evident that Cooper would stand no show because he did not hit the turns in the track right. His machine seemed to pause momentarily, as he approached a turn and this little loss of time probably cost him the race.

It was evident that Oldfield was out to win. The lives of the operators were in their hands and the crowd appreciated this

exhilarating sport. In the judges' stand men waved their hats and acted like wild men.

#### CROWD GOES WILD.

"It costs me a hundred to have Barney do this," one of the men remarked, "but I would have cheerfully given a thousand had I ever thought such remarkable speed could have been attained." And he meant it, too. Others were slapping one another on the back and laughing like children. And "Barney" was coming in on the home stretch. Long before he had passed under the wire, however, the reporters had figured that the world's five-mile record had been broken for the second time during the day. Then old "999" sped under the wire in the remarkable time of 1:00 4-5 for the last mile. The total for the five miles, 5:04 3-5, was then announced, with the records for the intermediate miles. Hundreds of spectators left their places in the boxes and rushed to the track, where they surrounded Oldfield and overwhelmed him with congratulations. Then the champion, who had surpassed himself, was led to the judges' stand and introduced to the crowd. Hats were thrown in the air and the fair grounds echoed and re-echoed with cheers for Oldfield. Then Cooper was introduced and greeted warmly for his part in the race.

The crowd was large and the track all that could be desired. Society filled the boxes and lined the course on either side of the grandstand. Weather conditions were perfect and the race was voted the success of the season.

Oldfield was greatly pleased over his performance and said to a representative of THE AUTOMOBILE:

"Well, I knew I would do it sooner or later, and was aware that I was doing it at the time, for the machine never went smoother and slid less. I will predict that I will do five miles in five minutes or less before the season is over. I am glad to hear that Cooper also broke Winton's record."

#### THE TIMES AUTHENTIC.

The race was run under the rules of the American Automobile Association and the records made are official. The watches were watched closely by the press representatives, and several prominent men of the city, among whom is Mayor Bookwalter, attested that the time given out was authentic.

Tom Cooper was also in fine form and came within a second of equaling the best previous record, as he covered his miles



in 1:02 2-5. He also beat the previous five-mile record held by Winton, as he covered the distance in the first heat in 5:24 and in the second in 5:18. He remarked a few days ago that Oldfield would have to break the world's record to beat him.

#### FISHER WINS TRIANGULAR RACE.

Interest in the other races centered in the five-mile race between Maurice Darango, of New York, on his Peerless; Elmer Apperson, of Kokomo, on his Apperson; and Earl Fisher, of Indianapolis, with the Winton. The race was won by Fisher, with Apperson second, and Darango third. Darango led in the first mile with Apperson second, and Fisher third. Gradually Fisher crept on his rivals and finally rounded them all. The fight then was between Darango and Apperson, and a prettier contest has seldom been seen. It was Darango at the quarter, Apperson at the half, Darango at the three-quarters and Apperson home in the lead. The result was in doubt until the end, when the two dashed under the wire scarcely a length apart.

#### KISER WINS FIRST RACE.

There were several other interesting races, but they faded into insignificance compared with the big match race and the close contest in the five-mile race just mentioned. The first race was between Earl Kiser, of Dayton, in a General racing car; Frank Moore, in his Oldsmobile; and Joe Moore, in his Winton. Kiser won easily in 8:41. On the fourth lap, the flag was hoisted and Kiser, who was in the lead, pulled up, preparing to stop. The Olds machine shot past him before he realized that he was only on the fourth mile. He then opened up again and as the machines came down the stretch he was on even terms with his competitor. Then he forged ahead and won by about twenty yards.

#### MOTOR CYCLE RACE.

The second event was a three-mile motor cycle race. It was won by Bert Corbett, a local boy, who had a quarter-mile handicap, and won easily in 5:06 1-5. Henry Brandt, the scratch man, finished second, and Harry Howe, third.

#### FRIDAY RACES ON WET TRACK.

Rain interfered with Friday's races, and although a good crowd had faced the driving storm, they were greatly disappointed at finding the track so slippery that the big cars coming down the track at high speed almost reversed themselves as they skidded from one side to the other.

The feature of Friday's events was the third race, in which Earl Fisher, in Dr. Hodge's Winton; Elmer Apperson, in his Apperson, and Maurice Darango, of New York, in Dr. Jameson's Peerless, took part. Fisher won the race easily. He got at least thirty seconds the worst of the start, and in making the turn lost ground, but when the back stretch was reached, began to gain, and was soon abreast of the other cars. Fisher's time for the five miles was

7:29 3-5. Apperson finished in 7:39 1-5, and Darango brought up the rear in 7:55.

In the first race Earl Kiser's "Pirate" got the decision over Dixon's "Little Scow" by two-fifths of a second in a hair raising finish. Kiser did not drive, but allowed Frank Wood, a local man, to handle the machine.

#### NO MORE RACES ON FAIR GROUNDS.

Charles Downing, Secretary of the State Board of Agriculture, announced Saturday night, that there will be no more automobile races at the fair grounds, which means no more in this city. His reason is that the tremendous noise made by the machines "frightens the horses to death." There are several thoroughbreds quartered at the track, and he says that the animals positively refuse to eat anything on account of their fright. It is hoped that Mr. Downing can be prevailed upon to change his mind in this regard.

#### SUMMARY OF SATURDAY'S RESULTS.

The results of the two days' racing were as follows:

Five-mile open race for gasoline machines in the 1,500-pound class—Earl Kiser (General) first; Frank Moore (Olds) second; Joe Moore (Winton) third. Time, 8:41.

Three-mile motor cycle handicap—Bert Corbett,  $\frac{1}{4}$ -mile handicap, first; Henry Brandt, scratch, second; Henry Howe, third. Time, 5:06 1-5.

Five mile race for heavy gasoline cars—Earl Fisher (Winton) first; Elmer Apperson (Apperson) second; Maurice Darango (Peerless) third. Time, 7:45 2-5.

Five-mile match race, first heat—Barney Oldfield (Ford-Cooper racing car) first; Tom Cooper (Ford-Cooper racing car) second. Time, 5:17 2-5. By miles—first, Cooper, 1:04, Oldfield, 1:06; second, Oldfield, 1:02 2-5, Cooper, 1:04 3-5; third, Oldfield, 1:02 2-5, Cooper, 1:04  $\frac{1}{2}$ ; fourth, Oldfield, 1:02 3-5, Cooper, 1:04 3-5; fifth, Oldfield, 1:04, Cooper, 1:06 3-5. Cooper's total time, 5:24.

Five-mile match, second heat—Oldfield won. Time, 5:04 3-5. Times by miles—first, Oldfield, 0:59 3-5, Cooper, 1:04; second, Oldfield, 1:00 4-5, Cooper, 1:04  $\frac{1}{2}$ ; third, Oldfield, 1:01 3-5, Cooper, 1:03  $\frac{1}{2}$ ; fourth, Oldfield, 1:01 4-5, Cooper, 1:02  $\frac{1}{2}$ ; fifth, Oldfield, 1:00 4-5, Cooper, 1:03  $\frac{1}{2}$ . Cooper's total time, 5:18.

Five-mile open handicap—Elmer Apperson (Apperson) 30 sec., first; Earl Kiser (General) 50 sec., second; Maurice Darango (Peerless) 40 sec., third; Earl Fisher (Winton) scratch, fourth. Time, 7:18 3-5.

#### SUMMARY OF FRIDAY'S EVENTS.

Five-mile race for gasoline machines weighing less than 1,200 pounds—Frank Moore (Olds Pirate II.), first; H. V. Dixon (General) second; Horace Wilcox, third. Time, 9:16.

Two-mile motor cycle race, 1:50 class—Harry Weller, first; Harry Miles, second. Time, 4:10.

Five-mile race for gasoline machines of 25 horse power or less—Earl Fisher (Winton) first; Elmer Apperson (Apperson) second; Maurice Darango (Peerless) third. Time, 7:28 2-5.

The Long Island Automobile Club has decided not to run its contemplated race meet at Brighton Beach until October, when all the owners of fast-machines will have returned home.

## GROWING USE OF AUTOS THREATENS CLEVELAND'S LIBERAL LAW.

### Special Correspondence.

CLEVELAND, June 22.—If Cleveland dealers keep on selling automobiles at the rate they have been doing during the past few weeks, the city license clerk will soon be dealing out four-figure numbers for each automobile instead of three, as at present. Number 900 was placed on a new machine a few days ago, indicating that that number of tags have been issued since Alexander Winton drew No. 1. There are probably more than 900 automobiles in use in the city, for several persons have two or more machines and change the license number from one to another. This practise is common with dealers and manufacturers who try out new machines. There are still a few people who have failed to take out licenses, but it is dangerous delay, as the police are vigilant for those who violate the automobile ordinance.

There is considerable talk that the council may decide to change the present automobile ordinance as regards the matter of speed in the residence districts of the city. At present a speed of eighteen miles an hour is permissible, except in the downtown business district, where the limit is eight miles. Eighteen miles an hour is thought by many to be too fast a clip for a 2,000-pound car. As the tendency very frequently is to exceed this limit, there is grave danger that unless great care is exercised by all operators, this limit may be cut down. Cleveland probably has the most liberal ordinance of any large city in the country, despite the fact that there are more automobiles in proportion to the population than in any other center.

### Kiser and Fisher Racers Ready July 1.

The two monster racing machines that are being built for Carl Fischer and Earl Kiser by the Mohawk Cycle Co., in Indianapolis will be completed about July 1. It is believed they will be the most powerful cars ever built in the United States. Each has four horizontal cylinders of seven inches bore. They have two forward speeds and one reverse gear, but the mechanism is so arranged that when it is desired to go against time the slow forward speed gear and the reverse gear can be removed to save weight. They are fitted with compensating gears and will have mufflers attached so that they can be driven safely through the streets under their own power to the tracks. Although built after the same general design, they differ in many minor details and will be raced in competition.

The city council of Leipzig, Germany, at a recent meeting, passed an ordinance prohibiting the use of automobiles in most of the streets of the inner city, and in other parts allowing them to be driven only along those streets which are traversed by electric cars.