# AUTOMOTORS HUM N. WAIT FOR ELAG

Half Hundred Racing Steeds of Steel Stand Ready for Speed-way Contests.

DARING PILOTS SEEK HONORS

Motoring World Turns to Indianapolis This Week for Making of History.

## Officials to Have Charge of Racing

The following principal officials will have charge at the Speedway races this week:

Starter—Fred Wagner of New York.
Referee—Louis Speare, president of
the American Automobile Association, Boston.

Chairman Contest Board S. M.

Butler, A. A. A. official, New York.

Handicapper and Technical Chairman—David Beecroft, A. A. A. board,
Chicago.

Clerk of Course O. J. Temmy, Chi-

Director of Contests—E. A. Moross, Indianapolis.

Chief Announcer—Tom Hey, Chi-

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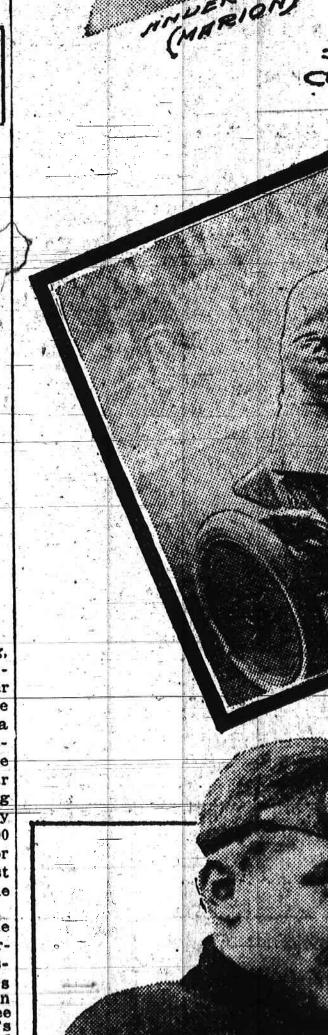
Electrical Timing Expert—C. H. Warner, Beloit, Wis.

Commander of Speedway Guard— Capt. Carpenter, Indianapolis.

## By C. E. Shuart.

With motors barking and humming, pilots keen in anticipation of stirring contests to come, and every part of their steel organism tuned to stand the supreme test to which they will be subjected, a half-hundred of the most famous spacedestroying machines in the world are ready to bring fame and gold to their makers and drivers at the 1910 opening of the Indianapolis Motor Speedway, May 27, 28 and 30. Prizes valued at \$22,000 are alluring, and response to the call for entries bids fair to exceed that of last year before the dates for closing of the lists.

The three-day program has been the center of the automobile world's interest for many days, and thousands of visitors will throng the portals of Indiana's capital this week. Again men and women are to lean far out over stand rails to see smoke and fire-spitting servants of man's



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#### Pliots Know No Fear

Once more those pilots, with faces drawn into hardened lines by the danger which they know but do not fear, and with their eyes riveted to the vitrified surface chead, will vie for glory and honor that men have sought since days of the charlot race and gladiatorial battle. The tattle has changed in order from the pitting of slavers against each other to pitting of slayers against each other to the testing of human fearlessness and mechanical science.

From the four winds of the nation come the drivers and their small armies of helpers, and the followers of each machine pilot will be at the side of the big oval to feel the glory of victory if they win or the sting of defeat if they lose. It is a battle of emotions as well as of motors.

Such names as Chevrolet, Burman, Althen, Harroun, Kincaid. Lytle and many others like Bragg, who defeated Oldfield, spell the doom of records which now stand as world's marks. These now stand as world's marks. These speed merchants will be at the wheels of cars which have been history makers for the motor racing sport ever since its inception in America, and in those years foreign pilots have biften the dust before their prowess over the motor courses.

#### Trophles Worth Fortune.

The trophies which will bring this horde of latent daring and mechanical skill into play are listed easily as the most valuable collection in the world. Collectively and individually their mention causes the auto driver to feel desire of ownership, and that desire brings the exhibition which humanity craves—an exhibi-

tion of daring speed and skill.

The most valuable of these trophies is the Wheeler-Schebler, valued at \$10,000. The Wheeler-Schebler trophy, in addition to the trophy, carries with it \$1,000 in cash to the winner, provided he uses a Wheeler-Schebler carburetor. The Wheeler-schebler carburetor, gold plated Overland is again up for the fastest mile. Oldfield won the one offered last year. The Speedway helmet with a cash consideration of \$50 weekly to the winner is small beside the Remey Brassard, which, in addition to the Brassard and \$50 to the winner, carries \$25 more weekly if he uses a Remey magneto, also a \$2,500 trophy to the factory of the



## MATEUR IATIONAL!

## CLIPS TIME TO FRACTIO

WARNER DEVICE TO BE US

INVENTOR BRINGS TIMER TO SPI WAY READY FOR MEETING AN WILL OPERATE SCORING SYSTEM FOR CROWDS.

Amplified in its possibilities and car of doing work that no human brain or could act quickly enough to do the Wa Electrical timing device will be used a Indianapolis Motor Speedway races a this year. Charles Warner of Beloit, the inventor, will be on the ground day or so to place the instrument, and wileman hand hand Inche tion to the trophy, carries with it \$1,000 in cash to the winner, provided he uses a Wheeler-schebler carburctor. The gold plated Overland is again up for the fastest mite. Oldfield won the one offered last year. The Speedway helmet with a cash consideration of \$50 weekly to the winner is small beside the Remey Brassard, which, in addition to the Brassard and \$50 to the winner, carries \$25 more weekly if he uses a Remey magneto, also a \$2,500 trophy to the factory of the winning car.

Cash, plate and medals make up the rest of the program, not counting the valuable championship medals, to be raced

for May 30.

#### Calling Trophles In.

The Speedway is calling in its trophies in accordance with the deeds of gift. The Buick Company will surrender the G & J trophy, also the Prest-O-Lite trophy on which it has the first win scored to their credit, and must win them twice more for final possession.

The Remy Brassard, with a \$2,500 cup, also \$50 per week as salary to the winner, until the July meet, when it will again

be competed for, is a rich prize.

In addition to these rich offerings of wealth several thousand dollars in championship medals and cash awards will be

The races are to start at 1 o'clock each afternoon, and the well-filled program announced for each day bids fair to give the spectators a full afternoon exery day. Expert officials will direct the contests, and a complete scoring system will keep the crowd posted every lap of all races.

The detailed events on the program are

as follows:

fastest mile

May 27—Record trials from one-quarter mile to one kilometer to lower Speedway records; five-mile race for cars under 160 cubic inches; five miles for cars of 161 to 230 cubic inches; ten-mile race for cars with 231 to 300 cubic inches; five-mile race for cars with 301 to 450 cubic inches; ten-mile race for cars with 451 to 600 cubic inches; free-for-all handicap, five miles; five-mile race, atock chassis, for amateurs; free-for-all open race, five-miles; 100 miles, for cars of 301 to 450 cubic inches.

May 28—Record trials for one mile, tenmile race for cars with 301 to 450 cubic
inches; five-mile race for cars with 451 to
600 cubic inches; free-for-all handicap, ten
miles; ten-mile race for stock chassis cars,
class E; five-mile race for cars with 601 to
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race; 200-mile race for cars of 600 cubic

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ten miles for care of all classes, divided into
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#### How Timer Operates.

The race timer is equipped with a type wheels, operated like an odome recording hours, minutes, seconds hundredths of a second. The record made on a paper tape through a carribbon by small hammers, actuated electro magnets, located over the twheels. In the circuit of the magnet to operates the hammers is a relay swoperated by an electro magnet in a cuit which is normally closed.

A light wire stretched across the count of the inches from the ground connected an ingeniously designed trap to breaks the circuit when a car strikes wire, releasing the printing hammers making a record of the exact elapsed to a small motor which drives the twheels is electrically controlled and rected by an accurate chronometer. variation in rotation of driving shaft corrected every second to within 1-100

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## HOW TO KEEP AUTO TIRES

Hudson Motor Car Company's New E Suggests a Number of Hints.

Among the items which are contained the new Advance Instruction book for use of Hudson cars is a list of hints for kee tires in good condition. Eight suggest are made as follows:

Keep the tires hard.

They should contain enough pressursustain the car without any flattening. will require about sixty pounds of air in front and seventy pounds in the rear tir Carry two or three inner tubes, and

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The detailed events on the program are

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May 28-Record trials for one mile, tenmile race for cars with 301 to 450 cubic inches; five mile race for cars with 151 to 600 cubic inches; free-for-all handicap, ten miles; ten-mile race for stock chassis cars, class E; five-mile race for cars with 601 to 750 cubic inches; ten-mue free-for-all open 200-mile race for cars of 600 cubic race; inches or less.

May 30—Championship races of five and ten miles for cars of all classes, divided into twelve events; fifty-mile race for cars with 151 to 300 cubic inches stock car race for touring machines carrying four passengers,

Three, and possibly four, bands are to be in active service during the races. The

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Three, and possibly four, bands are to be in active service during the races. The Maxwell-Briscoe Band from Newcastle, with thirty-three pieces, under the leadership of L. J. Moreman, for years with Sousa; the Wheeler Schebler Band of twenty:pleces, and the Beiser Indianapolis

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## in Wait for Flag

be the music makers. It is probable that

the Overland Band of twenty-five pieces also will be on the ground.

Society Takes Hand.

Society finds the race meeting a ren-

dezvous during the three days for men and women of national prominence are listed in the records of advance sale of box seats and the Derby day of motordom, when the championships are to be run on May 30, bids fair to rival the famous turf meetings on the blue grass and Gotham courses.

Special railroad rates, about the same as those of the Sunday excursions, will be given by nearly all roads from points within 150 miles of Indianapolis and return. Special trains will be run from many of the larger cities, such as Chicago, Detroit, St. Louis and Cincinnati. Overland trips from Detroit and Chicago are to be the means of travel adopted by many motorists. From Chicago the members of the Chicago Automobile Club will come partly in touring cars. One party which will come from Detroit, according to advices received by Frank Staley of

Directing influences in the world of automobiles will be here during the entire meeting. The focal point for motorist after pleasure attracts trademen to exploit their wares. Thus the commercial end of the meeting is by no means small.

Advance Guard Arrives.

to advices received by Frank Staley of the Studebaker Company of Indianapolis, will use a covey of the little Flanders cars made in the Michigan city. The party is composed of officials of the E. M. F. company, as follows: W. E. Flanders, Leroy Pelletier, Paul Smith, W. W. Heaslet, George Bowerman and B. W.

The advance guard of this vast army of visitors is already on the ground. By the middle of this week the hotels and homes will be taxed with the care of providing entertainment for the throng.

During the last week racing interest has been vested in the workouts of

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auto makers and confidence has been inspired in the new mounts which have
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This combination
a number of automothet have rallied are

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that have rallied are "patent" that they have submitted to the higher courts. States; they obtain

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Abbett Motor Co., Detr A. B. C. Motor Vehicle

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Abbett Motor Co., Detr A. B. C. Motor Vehicle I Abendroth & Root Mis.

Adams Co., Dubuque, Is Acme Motor Car Co., Re Allen-Kingston Motor C American Motor Truck (

American Motor Truck (
Anhut Motor Car Co., I)
Atterbury Motor Car Co.
Auburn Automobile Co., (
B. C. K. Motor Car Co.,
Badger Motor Car Co.,
Beyster-Detroit Motor Car
Co.,
Black Mar.

Black Mig. Co., Chicago Blacker & Co., John H., Brodesser Motor Truck Wis. Buckeye Mig. Co., 181

Anderson, Ind. Carhartt Automobile Co Mich

Cass Motor Truck Co.,

Cameron Car Co., Bever Carlson Motor Vehicle C

NEW YORK. May 21. - Henry M.