

# AUTO MOTORS HUM IN WAIT FOR FLAG

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

## DARING PILOTS SEEK HONORS

Motoring World Turns to Indian-  
apolis 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 Associa-  
tion, Boston.

Chairman Contest Board—S. M.  
Butler, A. A. A. official, New York.

Handicapper and Technical Chair-  
man—David Beecroft, A. A. A. board,  
Chicago.

Clerk of Course—O. J. Temmy, Chi-  
cago.

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

Chief Announcer—Tom Haly, Chi-  
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Chief Scorer—John S. Cox, Terre  
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Electrical Timing Expert—C. H.

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**Chief Scorer**—John S. Cox, Terre Haute.

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

**Commander of Speedway Guard**—Capt. Carpenter, Indianapolis.

—◆—  
*By C. E. Stuart.*

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 space-destroying 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

HUNDER  
(MARION)



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#### Pilots 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 ahead, will vie for glory and honor that men have sought since days of the chariot race and gladiatorial battle. The battle has changed in order from the 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, Aitken, Harroun, Kincaid, Lytle and many others like Bragg, who defeated Oldfield, spell the doom of records which 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 bitten the dust before their prowess over the motor courses.

#### Trophies 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 exhibition 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 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 Remy Brassard, which, in addition to the Brassard and \$50 to the winner, carries \$25 more weekly if he uses a Remy magneto, also a \$2,500 trophy to the factory of the winning car.



TOUSEY,  
AMATEUR  
(NATIONAL)

## CLIPS TIME TO FRACTION

## WARNER DEVICE TO BE USED

INVENTOR BRINGS TIMER TO SPEEDWAY  
WAY READY FOR MEETING AND  
WILL OPERATE SCORING SYSTEM  
FOR CROWDS.

Amplified in its possibilities and capacity of doing work that no human brain or hand could act quickly enough to do the work. The Warner Electrical timing device will be used at the Indianapolis Motor Speedway races this year. Charles Warner of Beloit, Wis., the inventor, will be on the ground day or so to place the instrument, and several days' workmen have been instructed.

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Cash, plate and medals make up the rest of the program, not counting the valuable championship medals, to be raced for May 30.

### Calling Trophies 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 basis of contest.

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 every 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:

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, stock 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, ten-mile 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 750 cubic inches; ten-mile free-for-all open race; 200-mile race for cars of 600 cubic inches or less.

May 29—Championship races of five and ten miles for cars of all classes, divided into twelve events: fifty-mile race for cars with 231 to 300 cubic inches; stock car race for touring machines carrying four passengers, fastest mile.

Three, and possibly four, bands are to be in active service during the races. The Maxwell-Bellows Band from Newcastle, with three or three pieces, under the leader-

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### How Timer Operates.

The race timer is equipped with type wheels, operated like an odometer recording hours, minutes, seconds and hundredths of a second. The record made on a paper tape through a carbon ribbon by small hammers, actuated electro magnets, located over the type wheels. In the circuit of the magnet that operates the hammers is a relay switch operated by an electro magnet in a circuit which is normally closed.

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

## HOW TO KEEP AUTO TIRES

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

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

Keep the tires hard.

They should contain enough pressure to sustain the car without any flattening.

will require about sixty pounds of air in front and seventy pounds in the rear tires.

Carry two or three inner tubes, and keep them well protected from injury from sharp instruments or oil. Oil will ruin the rubber.

Carefully wipe all oil off the tires as it will rot them.

If the car is to be left in the garage several weeks, it should be jacked up.

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Extra tires should be kept in a cool, dry place.

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May 28—Record trials for one mile, ten-mile 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 750 cubic inches; ten-mile free-for-all open race; 200-mile race for cars of 600 cubic 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 301 to 450 cubic inches; stock car race for touring machines carrying four passengers, fastest mile.

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-Schubler Band of twenty pieces, and the Belzer Indianapolis Military Band of twenty-two pieces will

CONTINUED ON PAGE 18, COLUMN 2.

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The race timer is equipped with five type wheels, operated like an odometer recording hours, minutes, seconds and hundredths of a second. The record is made on a paper tape through a carbon ribbon by small hammers, actuated by electro magnets, located over the type wheels. In the circuit of the magnet that operates the hammers is a relay switch operated by an electro magnet in a circuit which is normally closed.

A light wire stretched across the course a few inches from the ground connects with an ingeniously designed trap that breaks the circuit when a car strikes the wire, releasing the printing hammers and making a record of the exact elapsed time. A small motor which drives the type wheels is electrically controlled and corrected by an accurate chronometer. A variation in rotation of driving shaft is corrected every second to within 1-1000 of a second.

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Carry two or three inner tubes, and keep them well protected from injury from sharp instruments or oil. Oil will ruin the rubber. Carefully wipe all oil off the tires as it rots them.

If the car is to be left in the garage several weeks, it should be jacked up, blocking or blocks placed under front and rear axles to keep the weight off the tires.

Extra tires should be kept in a cool, dry place.

When putting in a fresh inner tube, plenty of powder on it to prevent its slipping to the casing or shoe.

Stop as soon as possible after getting a puncture, but do not slide the wheels. Run cooling will prolong running on a flat tire.

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Fred J. Wagner of New York again will start the Motor Speedway races this week.

## Auto Motors Hum in Wait for Flag

CONCLUDED FROM PAGE 11.

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 rendezvous 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 motor-dom, 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 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 E. W. Twyman.

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.

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 pilots at the Speedway course. Trials have been satisfactory to the majority of auto makers and confidence has been inspired in the new mounts which have been turned out of the factory but a few

## Sixteen Year Patent Office

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Thus with the motor fraternity agog with anticipation the first 1910 meet at the Indianapolis Motor Speedway will be ushered in next Friday.

## VETERANS HONOR DUFFIELD.

Naval and Military Order of Spanish-American War Names Head.

NEW YORK, May 21. — Henry M.

a decree is entered, without force, and repealed from.

Eminent counsel States, and in European opinion that the patent declared invalid upon appeal is being prepared at present time.

## Intimidating

The patent amounting to that it hardly merits the methods of the trying to intimidate thereby prevent the patented machines, a hundreds of manufactur

# Age

Every legitimate suits, IF ANY AR

- Abbott Motor Co., Detroit
- A. B. C. Motor Vehicle Co., Mo.
- Abendroth & Root Mfg. Co.
- Adams Co., Dubuque, Ia.
- Acme Motor Car Co., Re
- Allen-Kingston Motor Co., N. Y.
- American Motor Truck Co.
- Anhut Motor Car Co., D
- Atterbury Motor Car Co.
- Auburn Automobile Co.,
- Austin Automobile Co., C
- B. C. K. Motor Car Co.,
- Badger Motor Car Co., C
- Beyster-Detroit Motor C
- Blacker & Co., Chicago
- Blacker & Co., John H.,
- Brodesser Motor Truck Wis.
- Buckeye Mfg. Co., 181 Anderson, Ind.
- Carhartt Automobile Co., Mich.
- Carson Car Co., Bever
- Carson Motor Vehicle C
- Cass Motor Truck Co.,