

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-
cago.

Chief Scorer—John S. Cox, Terre
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Electrical Timing Expert—C. H.

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Chief Announcer—Tom Hay, Chicago.

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

Commander of Speedway Guard—Capt. Carpenter, Indianapolis.

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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.

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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. Electrical timing device will be used at 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.