

News of Interest to Automobile Owners

SPEEDWAY TO HOLD TIME TRIALS FRIDAY

Will Subject Entrants to 75-Miles-Per-Hour Test to Be Eligible to Race.

DRIVERS' SCHOOL SATURDAY

Management Will Employ 1,237 Men in Handling of 500-Mile Track Classic.

BY W. D. EDENBURN.

Having offered to the forty-odd drivers in the 500-mile race Memorial day the largest cash purse in the history of automobile speed tests, the Speedway is making still another offer to the ten winners. The management has announced that it will give to the winners, in addition to the purse, a bronze plaque, engraved to show the position of the driver and the car at the finish of the race, and the plaque will be given to the private owner or company making the entry.

Early this week the American Automobile Association officials who will have charge of the running off of this premier racing classic will reach Indianapolis. F. E. Edwards, chairman of the technical committee; A. R. Pardington, referee; Fred J. Wagner, starter, and Charles H. Warner, official timer. The coming of the officials will mark the final arrangements for the starting of the big event.

Probably nothing at this time is of more importance to the drivers at the track than the time trials, which will be conducted Friday. Every car to be eligible for the event must show a speed of seventy-five miles an hour for a quarter of a mile, with a flying start. This will probably be easy enough for any of the cars to do, and it is not likely that any of the cars now on the track will not be able to qualify. However, it will be a fair test, and a maker who has entered knows that his cars must be able to show this speed before they can start.

OFFICIALS CONDUCT TRIALS.

The trials will be conducted under the supervision of the A. A. A. officials named and are scheduled to start at 8 in the morning and continue until 1 o'clock in the afternoon. Saturday will be another busy day for the drivers and the mechanics, as the cars will be examined by the technical committee, the examination starting at 12:30 p. m. The cars will be required to weigh not less than 2,500 pounds to be eligible and must show a technical certificate.

Saturday evening at 8 o'clock the A. A. A. officials will hold a school for the drivers, mechanics, relief drivers and the pitmen who may wish to attend, in Tomlinson Hall. The rules of the contest will be given the drivers, and explicit instructions calculated to further the policy of the Speedway in safeguarding the race to as great extent as possible. Starter Wagner, who has dropped the checkered flag in all the big motor rac-

"Speed King" to Try for New Records



BOB BURMAN AND FRED J. WAGNER.

Fred J. Wagner, who will start the big 500-mile race at the Speedway, Memorial day, rode in the "Blitzen" Benz with Burman on the bench, after the "Speed

King" made his new record. Burman will drive the "Blitzen" Benz in trials for new world's speed records an hour before the big race.

ing events of the country in the past years, will give the drivers some advice and caution them as to reckless driving.

Now that the A. A. A. has announced in New York that all the drivers named for the event will be allowed to start, the rumors of one driver not being allowed to drive his car have been set at rest. However, the drivers in the event who have a reputation for reckless driving will be cautioned by the officials and at the first attempt to turn the race into a dangerous one, the offending driver will get the yellow flag and be forced to withdraw from the contest.

Practice on the track will be allowed the drivers every day this week except while the time trials are on Friday. Monday the big brick track, which is now blackened by the oil that has been dropped by the racers in practice and the test cars that used the track in practice this winter, will be given a bath. A solution of lye will be used to cleanse the vitrified surface and then the whole track will be washed the second time with pure water.

WILL SIGNAL DRIVERS.

The Speedway is one of the best tracks in the world for such a race and every effort has been made by the management to prevent accidents on the course. However, in case an accident does occur the drivers will be notified immediately and signaled to stop. The present plan of signaling the drivers calls for two poles, set on each side of the track, in the center of the two turns, between these a wire will be equipped to carry a blue banner eighteen inches wide across the track and an attendant will be stationed on each turn to pull the blue strip across immediately when notified of a catastrophe.

In order to facilitate the scoring of the race, the number discs appearing head high and about twelve inches behind the occupants of each car, will be made after the following color scheme:

Cars No. 1 to No. 9, Inclusive—Black disc, white number.

Cars No. 10 to No. 19, Inclusive—White disc, black number.

Cars No. 20 to No. 29, Inclusive—Red disc, white number.

Cars No. 30 to No. 46, Inclusive—Yellow disc, black number.

An army of men will be employed on the day of the race to take care of the crowd. One hundred and ten ushers will show the fans to their seats; 530 will be employed by the concession men to feed the vast throng; twenty telephone operators will be in the park; twelve deep bass voices will use the announcing megaphones; ten men will be in the information booths; 300 men will be employed in the Speedway Guards and the police department force of patrolmen and plain clothes men.

MAKES FULL REGIMENT.

In addition to these, fifty men will sell the souvenir programs, making a total of 1,237 men, enough to make a full regiment of infantry. This race will be marked by the biggest souvenir program ever furnished for such an event, and many unique features have been incorporated in it. Stapled in the center of the program will be the booklet with the lives and photographs of every driver in the race, compiled and furnished the

BURMAN DESCRIBES WILD BEACH RIDE

Loses Sight While Making Two-Mile Record at Daytona in "Blitzen" Benz.

CAR JUMPS CLEAR OF GROUND

Leaves Sands for Sixty Feet and "Speed King" Is Thrown Out of Seat.

Bob Burman, the world's speed king, who traveled a mile at Daytona in 25.40 seconds at the rate of 155 miles per hour and who also established new marks for twenty and thirty-mile distances in the recent meeting at Pablo Beach, received the world's records certificates of the American Automobile Association recently for the marks made at Pablo Beach. The papers were forwarded to him at the Seminole Hotel, in Jacksonville, and they are an addition to the seven other records which he already holds.

"One hundred and fifty-five miles an hour, the average that I attained during the kilometer run at Daytona," said Burman, "is going some. Harney Oldfield had told me many times about the way the old 'Blitzen' took his sight away when he was going that mile in 27.23 seconds and previously I was skeptical all of the time as to the possibilities of that ever happening to me.

"During practice spins I made miles in 27 seconds repeatedly without trouble, and I began to think that I was immune to any effect from extreme speed. But that 155 miles per hour brought me around, and I now believe that the limit of speed is the point where it is no longer possible to see. I have never been affected in this way before, because I have always made it a point to train faithfully for events of great consequence, and when after taking perfect care of myself for several weeks I lost my sight during the fastest trial at Daytona, you can imagine how I felt.

"I don't think that that two-mile ride which I covered in 51.23 seconds and the rate of 155 miles per hour could ever be duplicated. Old 'Blitzen' left the beach for distances of sixty feet at a stretch, and it is wonderful how I ever reached the end of that young death-ride without smashing the car and myself. Every moment in this ride seemed to me the last on earth, and I was glad when it was over.

GRIPS STEERING WHEEL.

"As I looked down the hood of the car and saw the two-mile post barely visible in the haze, I had premonitions of never reaching it, but I was going so fast that by the time I had thought this over I was almost down upon it, and in a few seconds more carried me by Fred J. Wagner, the official representative of the three A's and E. A. Muroso, owner of the big car, who awaited the finish of the ride. I had just the Grand Prix race at Savannah I beat it through the half good spots until I could barely hold the car on the road, but none of those experiences will ever stay with me as long as that nerve-shredding two-mile ride over Daytona Beach in 51.23 seconds.

"One mountainous hump which I negotiated threw me clear out of the seat, and my foot slipped off the throttle. Instantly I was back on again quicker than I could realize what I had done, and old 'Blitzen' and I were climbing up the beach again after that two-mile ride. My death-grip on that steering wheel was the only thing that had kept me from flying out of the seat.

"It was a great experience and took a lot of my nerve. But I don't want any one to lower those records for a couple of days, because I don't want to be forced to ride a little faster quite as soon as that. The number of my car is pretty far, and they will be traveling when they beat them."

Burman's account of the death-defying ride which made him the world's speed king is not at all unlike the manner in which he would describe any other minor incident in his racing career. He has been a natural fighter since his life, and his fight with Father Time does not rattle him, even though he has made world's history by making the great feat at Daytona on his twenty-seventh birthday.

Grant's Speed Surprises Auto Company Officials

When Harry Grant won the Vanderbilt Cup in 1910 for the second time, driving

The "P"

Saves \$s

HEARSE-WILLIS CO.
"The Greater Auto Store."
113-117 West Market St.
INDIANAPOLIS

A.R. Pardington, Fred Wagner, Bob Burman, Harry Grant, ALCO.

Sil
The
bod
Wa
sht
at
driv
tra
ele
con
ter

FIN
KI
UPP
MO
ON
BA1

ENGINEER

News of Interest to Automobile Owners

SPEEDWAY TO HOLD TIME TRIALS FRIDAY

Will Subject Entrants to 75-Miles-Per-Hour Test to Be Eligible to Race.

DRIVERS' SCHOOL SATURDAY

Management Will Employ 1,237 Men in Handling of 500-Mile Track Classic.

BY W. D. EDENBURN.

Having offered to the forty-odd drivers in the 500-mile race Memorial day the largest cash purse in the history of automobile speed tests, the Speedway is making still another offer to the ten winners. The management has announced that it will give to the winners, in addition to the purse, a bronze plaque, engraved to show the position of the driver and the car at the finish of the race, and the plaque will be given to the private owner or company making the entry.

Early this week the American Automobile Association officials who will have charge of the running off of this premier racing classic will reach Indianapolis. E. E. Edwards, chairman of the technical committee; A. R. Pardington, referee; Fred J. Wagner, starter, and Charles H. Warner, official timer. The coming of the officials will mark the final arrangements for the starting of the big event.

Probably nothing at this time is of more importance to the drivers at the track than the time trials, which will be conducted Friday. Every car to be eligible for the event must show a speed of seventy-five miles an hour for a quarter of a mile, with a flying start. This will probably be easy enough for any of the cars to do, and it is not likely that any of the cars now on the track will not be able to qualify. However, it will be a fair test, and a maker who has entered knows that his cars must be able to show this speed before they can start.

OFFICIALS CONDUCT TRIALS.

The trials will be conducted under the supervision of the A. A. A. officials named and are scheduled to start at 8 in the morning and continue until 1 o'clock in the afternoon. Saturday will be another busy day for the drivers and the mechanics, as the cars will be examined by the technical committee, the examination starting at 1:30 p. m. The cars will be required to weigh not less than 2,500 pounds to be eligible and must show a technical certificate.

Saturday evening at 8 o'clock the A. A. A. officials will hold a school for the drivers, mechanics, relief drivers and the pitmen who may wish to attend, in Tomlinson Hall. The rules of the contest will be given the drivers, and explicit instructions calculated to further the policy of the Speedway in safeguarding the race to as great extent as possible. Starter Wagner, who has dropped the checkered flag in all the big motor rac-

"Speed King" to Try for New Records



BOB BURMAN AND FRED J. WAGNER.

Fred J. Wagner, who will start the big 500-mile race at the Speedway, Memorial day, rode in the "Blitzen" Benz with Burman on the bench, after the "Speed

King" made his new record. Burman will drive the "Blitzen" Benz in trials for new world's speed records an hour before the big race.

ing events of the country in the past years, will give the drivers some advice and caution them as to reckless driving.

Now that the A. A. A. has announced in New York that all the drivers named for the event will be allowed to start, the rumors of one driver not being allowed to drive his car have been set at rest. However, the drivers in the event who have a reputation for reckless driving will be cautioned by the officials and at the first attempt to turn the race into a dangerous one, the offending driver will get the yellow flag and be forced to withdraw from the contest.

Practice on the track will be allowed the drivers every day this week except while the time trials are on Friday. Monday the big brick track, which is now blackened by the oil that has been dropped by the racers in practice and the test cars that used the track in practice this winter, will be given a bath. A solution of lye will be used to cleanse the vitrified surface and then the whole track will be washed the second time with pure water.

WILL SIGNAL DRIVERS.

The Speedway is one of the best tracks in the world for such a race and every effort has been made by the management to prevent accidents on the course. However, in case an accident does occur the drivers will be notified immediately and signaled to stop. The present plan of signaling the drivers calls for two poles, set on each side of the track, in the center of the two turns, between these a wire will be equipped to carry a blue banner eighteen inches wide across the track and an attendant will be stationed on each turn to pull the blue strip across immediately when notified of a catastrophe.

In order to facilitate the scoring of the race, the number discs appearing head high and about twelve inches behind the occupants of each car, will be made after the following color scheme:

Cars No. 1 to No. 9, Inclusive—Black disc, white number.

Cars No. 10 to No. 19, Inclusive—White disc, black number.

Cars No. 20 to No. 29, Inclusive—Red disc, white number.

Cars No. 30 to No. 46, Inclusive—Yellow disc, black number.

An army of men will be employed on the day of the races to take care of the crowd. One hundred and ten ushers will show the fans to their seats; 530 will be employed by the concession men to feed the vast throng; twenty telephone operators will be in the parkboards; twelve deep bass voices will use the announcing megaphones; ten men will be in the information booths; 300 men will be employed in the Speedway Guards and the police department force of patrolmen and plain clothes men.

MAKES FULL REGIMENT.

In addition to these, fifty men will sell the souvenir program making a total of 1,237 men, enough to make a full regiment of infantry. This race will be marked by the biggest souvenir program ever furnished for such an event, and many unique features have been incorporated in it. Stapled in the center of the program will be the booklet with the lives and photographs of every driver in the race, compiled and furnished the

BURMAN DESCRIBES WILD BEACH RIDE

Loses Sight While Making Two-Mile Record at Daytona in "Blitzen" Benz.

CAR JUMPS CLEAR OF GROUND

Leaves Sands for Sixty Feet and "Speed King" Is Thrown Out of Seat.

Bob Burman, the world's speed king, who traveled a mile at Daytona in 25.40 seconds at the rate of 155 miles per hour and who also established new marks for twenty and thirty-mile distances in the recent meeting at Pablo Beach, received the world's records certificates of the American Automobile Association recently for the marks made at Pablo Beach. The papers were forwarded to him at the Seminole Hotel, in Jacksonville, and they are an addition to the seven other records which he already holds.

"One hundred and fifty-five miles an hour, the average that I attained during the kilometer run at Daytona," said Burman, "is going some. Harney Oldfield had told me many times about the way the old 'Blitzen' took his eight away when he was going that mile in 27.23 seconds and previously I was skeptical all of the time as to the possibilities of that ever happening to me.

"During practice spins I made miles in 27 seconds repeatedly without trouble, and I began to think that I was immune to any effect from extreme speed. But that 155 miles per hour brought me around, and I now believe that the limit of speed is the point where it is no longer possible to see. I have never been affected in this way before, because I have always made it a point to train faithfully for events of great consequence, and when after taking perfect care of myself for several weeks I lost my sight during the fastest trial at Daytona, you can imagine how I felt.

"I don't think that that two-mile ride which I covered in 51.23 seconds and the rate of 155 miles per hour could ever be duplicated. Old 'Blitzen' left the beach for distances of sixty feet at a stretch, and it is wonderful how I ever reached the end of that young death-ride without smashing the car and myself. Every moment in this ride seemed to me the last on earth, and I was glad when it was over.

GRIPS STEERING WHEEL.

"As I looked down the hood of the car and saw the two-mile post barely visible in the haze, I had premonitions of never reaching it, but I was going so fast that by the time I had thought this over I was almost down upon it, and in a few seconds more carried me by Fred J. Wagner, the official representative of the three A's and E. A. Muroso, owner of the big car, who awaited the finish of the ride. I jumped the Grand Prize race at Savannah I beat it through the half good spots until I could barely hold the car on the road, but none of those experiences will ever stay with me as long as that nerve-shredding two-mile ride over Daytona Beach in 51.23 seconds.

"One mountainous hump which I negotiated threw me clear out of the seat, and my foot slipped off the throttle. Instantly I was back on again quicker than I could realize what I had done, and old 'Blitzen' and I were clanking up the beach again after that two-mile ride. My death-grip with that steering wheel was the only thing that had kept me from flying out of the seat.

"It was a great experience and took a lot of my nerve. But I don't want any one to lower those records for a couple of days, because I don't want to be forced to ride a little faster quite as soon as that. The next time I shall probably far, and they will be traveling when they beat them."

Burman's account of the death-defying ride which made him the world's speed king is not at all unlike the manner in which he would describe any other minor incident in his racing career. He has been a natural fighter since his life, and his fight with Father Time does not rattle him, even though he has made world's history by making the great feat at Daytona on his twenty-seventh birthday.

Grant's Speed Surprises Auto Company Officials

When Harry Grant won the Vanderbilt Cup in 1910 for the second time, driving

The "HUPP" Saves \$s

HEARSEY-WILLIS CO.
"The Greater Auto Store."
113-117 West Market St.
INDIANAPOLIS

Sil

The bod wa sht a driv tra elec con

FIN #1 UP MO BA

ENGINEER

BEN-HUR'S LAURELS AWAIT RACE VICTOR

Threatened by Field of Begoggled
Speed Demons in 500-
Mile Event.

SIMILARITY MAKES CONTESTS

Ancient Roman's Tests of Skill
Likened to Gasoline Battles
of Twentieth Century.

In all the spectacular scenes of history, many of which have been immortalized in prose and poem, there is none recorded that will not be surpassed by the picture presented at the start of the 500-mile International Sweepstake race at the Speedway Memorial day.

"When Gen. Lew Wallace, the great Hoosier prose writer, saw, with the eye of his soul, the great chariot race he described in 'Ben-Hur,' he gave to the world a gem of literature that will live as long as books are printed," said Lewis Strang, captain of the Case racing team, and who will drive one of the three Case cars in the long race. "But what a thrilling and powerful chapter his pen might have pictured had he but seen such a spectacle as the Speedway will present on the morning of the race.

"Forty-six cars will be lined up on the road track, standing ten abreast. The roar of nearly 200 cylinders will shake the earth. Through the clouds of white vapor the will be able to catch glimpses of drivers and mechanics crouching in their seats with every nerve taut as a fine violin string and every pulse throbbing in expectancy.

"Hooded and begoggled, they will look more like deep-sea monsters or nightmare fancies than like men. Where Ben-Hur rode yards they will ride miles, for every minute that his car rumbled behind his four Arab steeds these men will speed an hour at a pace he never dreamed of.

"THE RACE WAS ON."

"The race was on, the souls of theacers were in it; over them bent thehyriads," were the words of Gen. Lew Wallace in telling of the race of almost twenty centuries ago. What would he say this ultra modern scene?

"More than forty drivers, representative of the best American pilots in the game, will face the starter in this premier of all motor events, and by the time Old Sol crosses the meridian this same field of

Auto Race Driver Is Good Judge of Speed

People wonder at the ability of birds to time their flights so as to cover a certain distance, almost with the regularity of a railroad schedule. Automobile racing pilots also possess this faculty. Charlie Merz, the National pilot, owes many of his long distance victories to his ability to judge, with speedometer-like accuracy, the pace he was sending his big blue National over the course. A very striking example of Merz's ability in this line occurred several years ago. The engineering department wanted some data regarding gasoline consumption at moderate high speed. Merz was instructed to take a National "forty" test car which had no speedometer for fifty laps around the Indianapolis Speedway at about one minute fifty-five seconds per lap. When he turned in his results for each lap of 2.61 miles, it was found that without speedometer Merz had not varied his speed over two seconds either way per lap and that the average time was 1:55.5 per lap, the average time per mile being 48.2 seconds.

drivers will be well on their way toward the 200-mile mark. Never before has such a field of drivers been brought together to battle for such a purse, never before has a field of trained speed experts competed in a race of five centuries, and the man who wins the race will long be the hero of the motor fans.

"Where the charioteers of the Roman empire competed for honors avarice played an important part, while in this game, where a man takes his life in his hands when he starts in any race, goodwill toward his fellow drivers is always prominent. It is not greed alone that draws a man into these races, but the exhilaration born of high speed and the excitement that plays such an all-important part in the race.

COMPARES SPEED EVOLUTION.

"When another century has rolled by it is not improbable that another Lew Wallace will give to the higher civilization that will follow this age a graphic description of the winning of a twentieth century auto race. Who can tell now but that our descendants will be racing at a speed that will make our present rate of a little more than two miles a minute seem as antiquated as the stage coach travels of our forefathers was compared to the speed and comfort of the luxurious, if not speedy, limousine in which milady rides.

"Tense nervous excitement grips the reader as he pursues Wallace's description of Ben-Hur's ride, and who can sit in the grand stands without the same feeling and watch the renowned pilots of this country fighting seven hours for the honor of winning such a race. Ben-Hur drove four spirited steeds to his chariot, and the contestants in this race will have from four to six steel cylinders filled with gas, ignited by an electric spark and exploding in quick succession to unleash or hold back as he may see fit in his effort to wrest the largest money prize yet offered for a speed contest.

"Vivid colors marked the costumes of the assembly that gazed in wrapt admiration as the Roman charioteers jockeyed and used their cunning to win the applause of the vast throngs, and while man in his higher civilization has adopted more somber clothes, the feminine motor fans—and there will be many of them—will make the crowd so full of color that to the drivers they will resemble the rays of the sun thrown through a prism. Truly the historian of the coming centuries will be provided with all the material for another great book when the drivers have finished their five-century grind Memorial day."

AUTOMOBILES
DIRECTORY
Motor Cars AND
Accessories
Hearsey-Willis Co., 113
117 West Market.

OAKLAND USES NOVEL LAMPS.
Adopts Black Enameled Headlights

ULES

UE TOUR

als. Compile
ndiana-Made
Jaunt.

E APPROVED

anufacturers
etary Willis
etin.

part of every au-
the set of rules,
he Indiana Four-
manufactured cars
all arranged the
sting event take
and eventful ap-

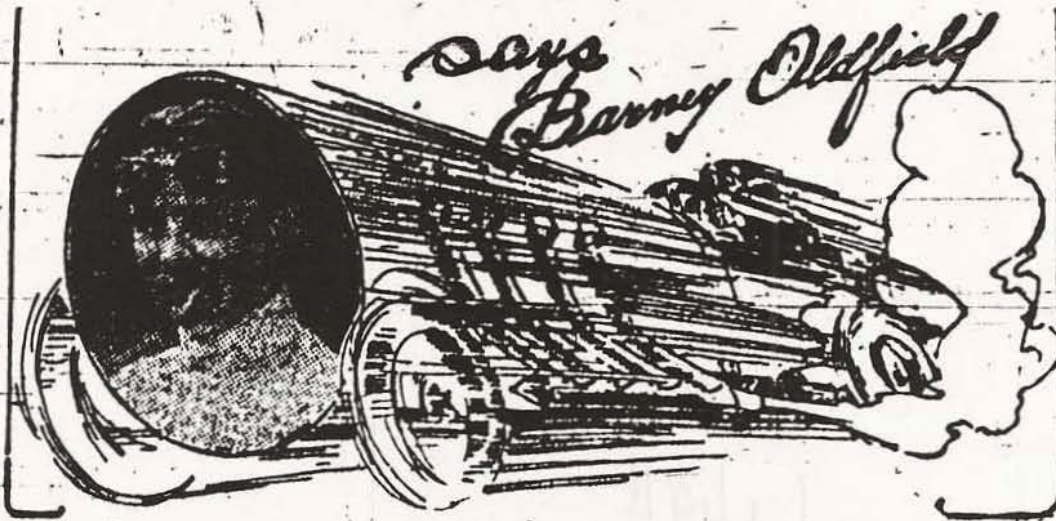
ct that this run,
noble manufac-
be novel in mo-
st of rules unlike
ght contests, and
this tour itself
d in many tours
den contests, the
s runs, and oth-
g, the regulations
tourists will run
erto not any too

grows in public
ally, and by the
expected that a
or vehicle making
lated on regula-
entions and the
ll list. The rules
ompleted in their
iday, they were
ined minutely by
e, then taken to
vision of General
th, and yesterday
the printer.

ROUTE.

ent item disposed
ely set, the work
ided between the
tees, the former
the entries prom-
dozen of the mak-
ty cars, and the
th studying maps.
cognizance of the
ur-State Tour will
atures of an auto-
hat of a new type
usual definition of
tees, the duties

“FIVE HUNDRED MILE RACE LIES
BETWEEN 5 OUT OF 46 DRIVERS”



Barney Oldfield

W
giv
tha

At Indianapolis, on May 30, the most remarkable automobile race ever run in America will be contested by forty-six entrants, providing all the nominations face the starter.

The cash prizes for the first ten cars to finish the 500 miles aggregate \$25,000. The entrance fee for each car is \$500, so it will be seen that the drivers are racing for their own money, with only \$2,000 added by the promoters of the race.

I know of three concerns that the race will cost very nearly \$25,000 each, they having built many special cars and experimented with them for months.

The average cost to each entrant in the race will be close to \$5,000, exclusive of the entrance fee. The gate receipts are estimated at \$150,000. The money involved alone makes the race remarkable, but there are other details that stand out prominently when the event is analyzed.

Only once before in the history of automobile racing has any event had so many entrants. Then it was in Europe and not in America.

Never before has such a huge prize been hung up for the winner—even if the prize money comes from the pockets of the entrants. Never before have so many famous drivers pitted their skill against others in a speed and endurance duel. It does not matter that the big European pilots refused to enter. The spirit of competition is just as keen.

The massing of an army of mechanics, tire experts and other helpers will mean bringing to Indianapolis hundreds of men from all parts of the East and middle West for the event. The tire cost will be tremendous.

The race is essentially a driver's contest. Nine-tenths of the entries were made as a direct result of the drivers coaxing their employers to allow them to enter.

Few of the pilots who will brave death and accident will receive anything if they fail to get a place at the finish of the race. Many of them have agreed to

ripped off many tires by his daring in taking turns. I do not look for Bob to be in the race during the last 100 miles.

Bruce Brown—The one real hard man in the race to "dope." With the same car he used in winning the Savannah Grand Prize race last November, Brown broke pistons two years in succession at the Daytona Beach, and his victory in the Grand Prize was a surprise to me. Big, strong, and with brains and intelligence, the only thing Brown needs to make a great all-around driver is experience in track racing. Brown is not a bad bet if the odds on him are not too short.

Harry Grant—Twice winner of the Vanderbilt classic. Here is a real driver that will be in at the finish. Grant, to my mind, is one of the best long distance drivers in the world. He is not noisy or obtrusive and for some reason has never been a popular hero among the followers of automobile racing. But he is all there at the steering wheel and I would not make another driver a favorite over him.

Joe Dawson—One of five I believe the race lies between. This young fellow has successfully combined youth with skill and judgment. Such a combination is rare. The result is that he has won many races and will win many more. Keep your eye on Dawson from start to finish.

Ray Harroun—Dawson's teammate. Harroun is a careful, conservative driver whose greatest fame was because of his ability to nurse his car in the days when the racers and stock chassis were not as durable as they are now. Harroun seems to have lost his enthusiasm in the racing game and announces that the big race will be his last. I am afraid he has his mind too much on his aeroplanes to out-guess the forty-five other drivers.

Ralph Mulford—I am not going to tip off any more of my favorite five after I mention Mulford as one of them. Here is a brainy, fearless, but careful youngster with class, and class will always tell.

Teddy Tetzlaff—The American road record holder and holder of the world's 100-mile speedway record. This is Tetzlaff's debut in the East. He is driving a car which he owns and which was

- David Bruce-Brown, Joe Dawson, Ray Harroun, Ralph Mulford, Ralph De Palma, Teddy Tetzlaff, Charles Basle, Herb Lytle, Johnny Aitken, Charely Merz, Howdy Wilcox.

Chairman Frank M. Smith, and members given into the hands of the printer.

WILL DETERMINE ROUTE.

With this very important item disposed of, and the dates definitely set, the work next in line will be divided between the entry and route committees, the former making official note of the entries promised already by about a dozen of the makers, listing about twenty cars, and the latter will be busied with studying maps. The new rules take cognizance of the fact that the Indiana Four-State Tour will comprise the essential features of an automobile exhibition with that of a new type of contest, and give the usual designation of the powers of the committees, the duties of the officials, provide penalties for certain things, such as lateness at the noon or night controls, and also for being too early or passing the official pacemaker. The management is vested directly in the executive committee, and the general chairman and general secretary, and Chairman Smith is designated as referee, and his decisions in regard to appeals from those of the executive committee will be absolutely final.

While over a score of entries have been promised by the heads of the various factories, it has been thought best to announce them at this time until the cars are properly listed. But it is evident that this tour will probably have a greater number of entries than any expedition of its kind conducted this season.

The route committee will soon begin to pore over state, county, and even township maps, and over the accepted route books, preparatory to starting upon the pathfinding trip. This will be started early in June, shortly after the Speedway race, and will consume about a week or ten days, and it will be the endeavor of those who will undertake the preliminary run to put the towns on the motor-ing map as possible.

WILLIS SENDS BULLETIN.

Contrary to usual custom, the Indiana Four-State Tour will not start each morning for some other point and go the shortest and most direct route, for detours will be the rule instead of the exception, and whenever a run of ten or twelve miles from a direct line would not another road- signed town on the course such will be done.

This will give thousands more people an opportunity to see and perhaps inspect the cars than ordinarily, and will give the factory men additional chances to make business connections. Such points as these it was necessary to cover in the rules, and for these reasons the conditions under which this event will be run will be totally different from past ones. And it is generally conceded by those familiar with situations in many contests that the latest one will bring about a number of changes which have long been desired.

As an evidence of the interest among the manufacturers may be cited the fact that during the last week Mr. Smith of the Maxwell company received several communications from fellow makers asking for information regarding the Four-State tour, in which they all are interested, in which they all are interested, in which they all are interested, in which they all are interested.

KEPT HIS GOLD IN BUCKETS.

Bachelor Hermit Who Lived in Squalor Left \$60,000.

SPRINGFIELD, Mo., May 20.—A board, appointed to appraise the estate of the late James T. Burge, who lived the life of a hermit, filed a statement in Probate Court showing his estate is valued at more than \$60,000.

The furniture in the old man's house is appraised at only \$9.15. Before he died, Burge revealed to relatives the hiding place of buckets full of gold coins and several railroad and government bonds. Burge was a bachelor.

the big European race returns to the spirit of competition is just as keen. The massing of an army of mechanics, tire experts and other helpers will mean bringing to Indianapolis hundreds of men from all parts of the East and middle West for the event. The tire cost will be tremendous.

The race is essentially a driver's contest. Nine-tenths of the entries were made as a direct result of the drivers coaxing their employers to allow them to enter.

Few of the pilots who will brave death and accident will receive anything if they fail to get a place at the finish of the race. Many of them have agreed to give their employers a large share of the prize money if they win.

I know one great driver, the winner of many races both on the road and track, who tried hard, but without success, to get pay for starting and driving in the race. He was offered many cars but was told he would have to look to the prize list for his pay.

It is almost a hopeless prayer to expect such a contest, in which are entered so many men of daring and nerve, to be free from accidents. The track is two and one-half miles around and of practically oval shape. The turns are banked and the surface is of vitrified brick.

The greatest chance I took during my career was when I drove the mile which is still the record for this track. No track is safe with so many cars in a race or when high speed is attained. The drivers expect accidents but simply hope it will not be their turn to have a spill.

Now for a little comment on the more prominent of the drivers who will compete. I have driven against most of them; have watched many of them rise from positions as mechanics or helpers.

For nine years it has been my business to study the methods and weaknesses of the other drivers. I believe my readers must know as much as possible about the man who is to be at the wheel of their favorite car and I am going to give some honest, frank "dope" on the pilots.

Here it is:

Lewis Strang—The greatest "in-and-out" the game has ever known. A brilliant performer one day and a disappointment to his followers the next. A genius at nursing a car and picking winning mounts. He won my admiration by capturing races and breaking records with a 200-horse-power foreign car that no other driver in America has been able to do anything with. Winner of Savannah, Hialeah and Lowell road races in quick succession. Has been working on the construction of his present cars for several months. Seems to be due for one of his sensational "come back" performances. No one has it on Strang in the big race.

Ralph De Palma—A great circular track driver, probably the best in America. But De Palma has been a disappointment in long distance track and road races. Although starting in many road races, two Grand Prize events in which his car was fast enough to get the record lap and be in first position, and several twenty-four-hour races, De Palma never won but one event at a distance. That was an important race over the Riverhead course on Long Island. De Palma seems to lack "feeling" for his motor.

Bob Burman—The new "speed king." Burman is decidedly the most sensational pilot in this country. A man of bull-dog tenacity and great courage, but not a star at the road racing or long distance events. Burman has been in many long distance track events and road races and while he has won about four such contests during the past six years, he has often "blown up" near the finish or

to have lost his enthusiasm in the racing game and announces that the big race will be his last. I am afraid he has his mind too much on his aeroplanes to out-guess the forty-five other drivers.

Ralph Mulford—I am not going to tip off any more of my favorite five after I mention Mulford as one of them. Here is a brainy, fearless, but careful youngster with class, and class will always tell.

Teddy Tetzlaff—The American road record holder and holder of the world's 100-mile speedway record. This is Tetzlaff's debut in the East. He is driving a car which he owns and which was bought with money he earned taking chances with his neck. He is game and aggressive and is chock full of that Pacific coast confidence that has won many a battle when it looked as though the declination was going to the other fellow. Tetzlaff will carry my good wishes in the race and I will yell any time he is leading.

Herb Lytle—Good old Herb. He has been at the game a long time and has got far too little money for the suffering he has been through. Herb is at a disadvantage with so many youngsters around him that have never felt the surgeon setting a broken bone. Herb is the grand old man of the racing game and I want to see him get a big piece of the money.

Altken, Wilcox and Mers—All members of the same team, have about an equal chance of losing the other two out. The three know every inch of the Speedway and have won many races over the brick course. Altken was a protegee of mine some two or three years ago and I have always favored him in long races. I believe at least one of the three will be close up at the finish.

Charles Basle—An old-timer who used to give me a battle for the dirt track records in the early days. Charles knows every angle of the racing game and the mechanical part as well as any man in America or Europe. He has been a star in many twenty-four-hour races and I would trust him with a little wager any time he started on an equal footing with the others.

Arthur Chevrolet—Brother of the brilliant, but erratic Louis. Arthur, to my way of thinking, lacks many essentials as a race driver, his chief fault being his seeming inability to think quickly. I understand Louis is to alternate with Arthur during the race. Probably Louis will drive a great part of the race. If he does, the spectators will see some great work at the steering wheel. Louis is, at times, one of the world's greatest drivers. I learned this some six or seven years ago.

Eddie Hearne—Winner of many races on the Speedway. Hearne's driving first attracted my attention when he drove a 120-horse-power car in record time over the Speedway, with his apparently frail physique, when I could hardly hold the steering wheel of the same car on the turns of the same track. A marvel of strength for his size and with a good head on his shoulders. Eddie will either be near the front or will have a good excuse.

Caleb Bragg—The "Millionaire Kid." I fear that young Bragg's friends expect too much of him in this contest, evidently basing their enthusiastic hopes on one or two marvellous performances which he has not followed up by brilliant driving. With the same car young Hearne should win the "millionaire" laurels. Bragg's greatest help will be the relief driving of Parker, the New Yorker, who is a top-notch.

Louis Disbrow—Conqueror of Burman in the 300-mile race on the Florida beach a few weeks ago. Disbrow is going to be a factor in the big race. He is a type of driver that I favor in long races. Cool, calculating and daring when the time is opportune, Louis wins many races and must always be figured when one "guesses" the result of a coming event.

The other drivers are nervy and game, otherwise they would not be entered in the big event. Many of them I know well, while some of the newcomers are strangers to me. Space will not permit me to comment on the others and I believe the winner will be evolved from those I have mentioned. There is one driver I would like to see in the race. That veteran who seems to retain his ability to win races, Bert Dingley. Dingley is out in California winning many of the events they have out that way. Some manufacturer overlooked a good bet.

I have purposely refrained from mentioning any car in commenting on the drivers. All the top-notchers have cars that are capable of sufficient speed to win the race and I believe it is an important part of a driver's ability to be able to select a car for his mount that can win. Consequently, I have given all of them an equal chance so far as the cars are concerned. Next week I will spend all my spare time talking to the drivers and looking the ground over. My next letter will contain some predictions about the winner's average, the number of tires he will change and other information that comes my way while mingling with the drivers and racing experts.

(Copyright 1911, by Barney Oldfield.)

HERREW TO RULE EGYPT.

Every That same upholstery his produc

Gettin to \$1,000,000 two items a

Let u automatic a making but ized in larg more exper

The another ex

Still edness, bon without the stock must

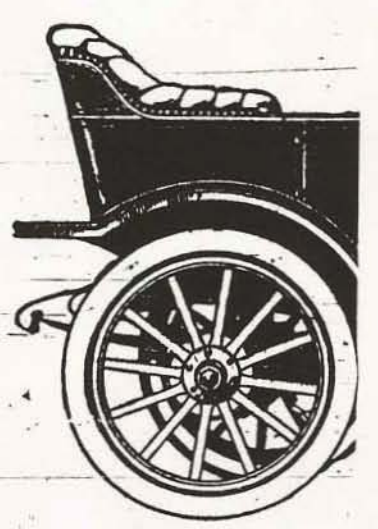
The no bonded nearer the

Furt marketing economical high salari you the m

This of security bargain.

It is is made pointed. I \$1,500 car to go furt sons and l

The F



Which Tire?

One Rim-Cut—One Cannot, One is Skippy—One 10% Oversize

The most popular tire on the market today is the Goodyear No-Rim-Cut tire. About 650,000 have been sold to date. Every day we make 2,200 more. The sale this year will reach \$12,000,000.

The demand has doubled in the past six months. It has thrice doubled since two years ago. This patented tire, with amazing quickness, has changed the whole tire situation.

All because motorists have proved, ten thousand times over, that No-Rim-Cut tires cut tire bills in two.

No Worry

One worry removed is the danger of rim-cutting. The ordinary tire wrecks itself if run flat. A punctured tire, in a single block, may be ruined beyond repair.

It is impossible with Goodyear No-Rim-Cut tires. They have

the bills. And think what it saves in annoyance.

10% Oversize

Another worry avoided is the danger of blow-outs due to overloading. For No-Rim-Cut tires—because they are hookless—can be made 10 per cent oversize. And we do it.

This means 10 per cent more air—10 per cent added carrying capacity—without any extra cost. For No-Rim-Cut tires now cost the same as standard clincher tires.

This 10 per cent oversize takes care of your extras. With the average car, it adds 25 per cent to the tire mileage. Without that oversize, nine cars in ten are given too much load.

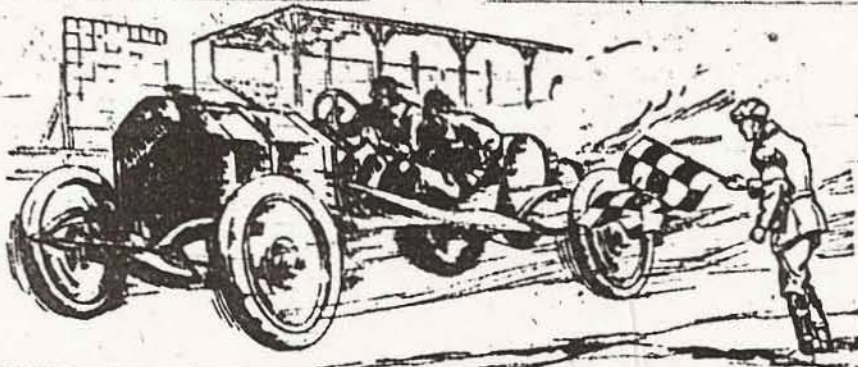
Which tire do you want—the skippy one, the oversize—the tire that rim-cuts the tire that can't? Your answer

QUINTET OF DETROIT AUTO COMPANIES ARE MERGED

Five Industrial Plants Go Into \$700,000 Corporation—Hupp Motor Car Company Not Included.

Five Hupp corporations of Detroit, four of which are operating large industrial plants, have been consolidated as the Hupp Corporation, capitalized at \$700,000, of which \$400,000 is paid in cash. The companies entering this merger are the Hupp-Yates Electric Car Company, the Hupp-Turner Machine Company, the Hupp-James Geyman Foundry Company, the Hupp-Johnson Forge Company and the R. H. Sales Company. The plants of the four first named occupy a grandly part of sixty acres of land, overlooking Lake St. Clair and form a little in-

listings; Hupp Development has 10 times more broken for James-Cleying of its played 100 rhine Con plant in a afterward Company-struction, the two s used by-pany, emg the Hupp-100 men a The R. quarters l building, cities and (ric car ge The Hup R. C. Ho mapezer.



THE SPEEDWAY RACE

The day for the great contest is almost here.

The city is already experiencing the excitement which precedes one of the greatest motor races ever held in this country.

Every day we see the great racing steeds on our streets, going to or from the Speedway. And the sharp explosions of their engines is an urgent call to the track.

For every lover of sport will be at the Speedway on the day of the big race, Decoration day.

In your mind's eye, you can see the cloud of smoke and hear the gigantic speed creations as they heed the starting signal and nearly 50 racing cars begin the great contest.

You can see De Palma and Burman and Aitken and Bruce-Brown, Dawson, Hearne, Disbrow and Strang—

The greatest galaxy of intrepid racing pilots congregated in years.

Who can tell the thousand thrills which

we will experience.

The dash across the tape as Chevrolet attempts to pass Tetzlaff on the stretch—the cheer as a new leader assumes first place in the race—the groan as a favorite stops for water or a tire. It will be a great contest indeed. For 500 miles the most daring and daredevil heroes of time annihilation will test their endurance and skill.

And through it all we can quiet our high-strung nerves with the best smoke of them all.



Plantista—that good Havana cigar—will be sold on the grounds. It's a fitting smoke for a great race. Hurrah for the Speedway.