

Chevrolet Victim of First Spill of Season on Speedway.

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MADDOGS LOSE TO SHUCKERS CRIMSON TO TRAIN IN STYLE

All Is in Readiness for Memorial

DRIVERS PREPARING FOR BANNER EVENT

Pilots Give Speedway Race Atmosphere While Tuning Motors for Big Race.

RAIL BIRDS DISCUSS CARDS

Note Minor Details in Construction of Fast Cars Built for Supreme Speed Test.

Nearer and nearer draws the day for the biggest automobile race of 1911—the 500-mile international sweepstakes event at the Speedway Memorial day. Every

day the grand stand is dotted with rail birds, who sit through the afternoon and watch the drivers putting their cars through their paces, testing out tires, different lubricating oils, their magnets and other parts of the car that are vitally concerned in the driving of a race of five centuries.

One of the most amusing things at the track while the practice is being held is the gossip in the grand stand. The motor fans and the motorwise mingle and exchange ideas. One topic that has excited much comment in the last week is the construction of Ray Harroun's Marmon "Wasp." Harroun is wrapped up in this steel monster, and when he unleashes his engine in the big race he is going to show some unexpected speed. The lines of the Wasp are familiar to all the followers of the game, and among the records that have been won by the "Bedouin Pilot" many of them have been captured by this same car.

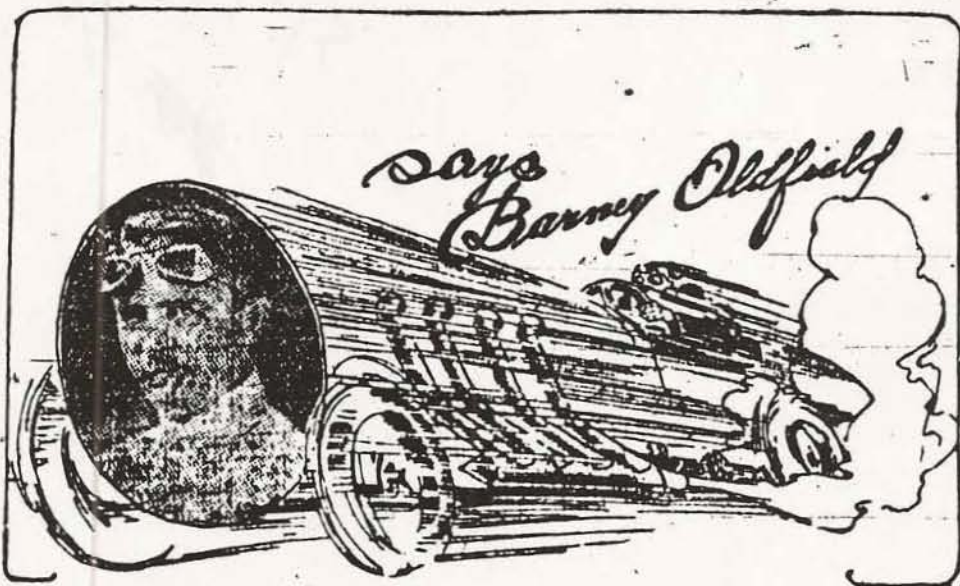
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struction the principal one is that it offers less resistance to the air than the usual construction. To understand what this resistance is one has only to sit beside a driver and make one lap on the track. As the car moves forward the air directly in front forms a buffer to the air, and as the car hurtles through space at high speed it forms almost a vacuum behind it.

In the "Wasp" the tail acts as a guide to the air which flows backward over the car. This idea has been followed out in all the details of construction. The rear axle has a miniature tail bolted on, the drip pan is shaped off and narrowed toward the rear and the car offers much less resistance to the atmosphere. Harroun sits low in the car behind the wheel and the steering apparatus is brought to the center by a system of levers. The air as it passes over the car does not catch Harroun full in the face and he will be able to get more power out of his engine for the same number of revolutions than the fellow who drives a car of the usual construction. Another point in his favor is the fact that the car is hung very low and this keeps it much steadier and as he speeds around the

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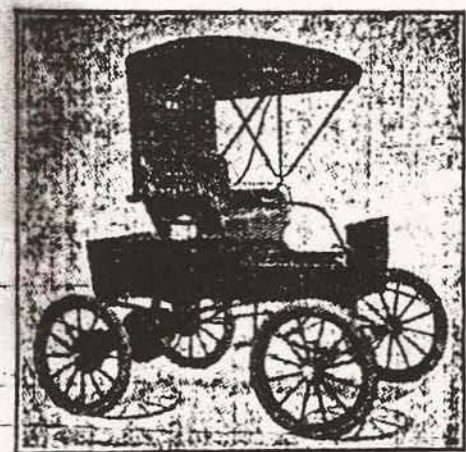
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Waverley
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222 Ogden Street East of City Hall.

AUTOMOBILES
DIRECTORY
Motor Cars AND **ACCESSORIES**

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track the "Wasp" seems to almost stick to the track.

Harroun will have the most unique mechanic in the race. This trusty helper is dumb, it is always looking backward watching for a car coming up fast, and it will always be on the job. Harroun has bolted a mirror directly in front of his face and as he will ride alone the men around the pits have dubbed the looking glass the dumb mechanic. The idea of getting away from the atmospheric resistance is again considered and the mirror with its triangular case will also act as a break to the wind and let Harroun ride without any discomfort in the long grind.

With the race but two weeks away, by the end of this week almost every driver entered will be on the track. Already the cars are giving the Speedway the atmosphere of a race, with from four to six cars on the track all the time. Harry Grant is wailing the echoes with the exhaust of his black Alco—twice winner of the Vanderbilt; Bruce Brown is pushing his big red Fiat around the track at high speed; Louis Disbrow has his fiery red practice Pope-Hartford at the track; Arthur Chevrolet is tuning his big white Buick "100," Althen, Zengle, Wilcox, Merz and Beck are alternating at the wheel of the blue Nationals; Joe Dawson and Ray Harroun are working out the pair of Marmons; Harry Knight has been on the track with his Wescott "Six" and the two McFarlan cars from Connersville have also contributed to the racing atmosphere.

Lewis Strang, veteran of many a race, a pilot who has guided both foreign and American made machines to victory, has been working out with his team of Case cars of which "Loole" is team captain. Strang has Joe Jagersburger and Will Jones as teammates in the big event and the light cars with the wind splitting radiators have been nosing their way around the track at a merry gait. Gil Anderson in his Stutz, and Will Turner in his Amplex have also taken the opportunity to work out and the past week has seen eighteen cars at work on the track.

DRIVERS A JOLLY LOT.

It would seem to the laymen that the drivers were a jealous lot and given to knocking, but this is not true. The amount of good nature that exists between the different camps, the drivers and the pitmen is surprising. They all stand ready to help the other fellow if he needs assistance and these men, who in following their vocation must face death at every turn of the wheel, are bickering over with good nature. A grouch would not last long in a racing camp, for if he did not show a pleasant smile once in a while he would be treated to a slight surprise and without a doubt he would soon be wearing a smile even if smiling at his own discomfiture.

One of the features of the work at the track that shows how the drivers work together is the rival ball clubs that have been formed. Dr. Wadsworth Warren came to the track early last week and a day later had two nines lined up, and when the drivers tire of their dizzy practice stunts, they turn to smiting the horsehide.

The entries have closed for the big derby, and now the fans are beginning to study the dope sheet, with the past performances of the drivers and cars and the possible winners of the big cash prizes which are hung up.

In the last hour of the time for getting in, Bob Burman, world's speed king, shot his entry to the management and beat the gate by but a few minutes, nominating a 521-cubic-inch Benz for the race. It would be a strange coincidence if the last man to enter would be the first man to finish and carry off the honors, but Burman is an adept at making strange things materialize and there is some chance, in fact more of a chance than the average speed fans realize.

morning on a curve which had a loose gravel surface. In taking the corner at well over sixty miles an hour the car rolled on the gravel and slid toward the bank. Helcher showed his lightning judgment by heading directly up the bank, around a tree and down on the road again with undiminished speed, averting a bad spill while still keeping up his clocked time.

These instantaneous flashes of what to do at the critical moment mark the successful driver and greatly help toward bringing in the winning car.

MOTOR DISTURBS SABBATH. QUIET AND PASTOR'S SERMON

Punctuates Nebraska Minister's Discourse With Exhaust and Obviates Customary Naps.

A dispatch from Madison, Neb., says: "The automobile trouble in the Green Garden German Lutheran Church, six miles west of this city, has been settled and peace has once more descended over that settlement of prosperous, God-fearing farmers. Things looked squally for a time, but they are all right now.

The trouble began some months ago, when the first automobile snorted up to the church door. It was an automobile of old-fashioned style that left nobody in any doubt of its arrival. It came late, too, just as the preacher was getting to "secondly," and the congregation, lulled by the drone of the bees in the clover fields and the twitter of the birds in the trees, was settling down to a customary blameless snooze.

On this peaceful scene broke the thunder of a motor, and in two minutes something was doing. Several things were doing, in fact. Horrified horses were trying to climb trees, jubilant small boys were tumbling out of the church door and grabbing at check reins, and startled elders were wondering whether the day of judgment was at hand. Above all was the thunder of the motor.

Things quieted down at last. Things always do. But the damage to harness and rig—and to sweet slumber—was not to be forgotten. The next Sunday the same thing happened, except that there were two noisy motors instead of one. And the next Sunday there were five. Each week matters got worse. Finally things got too bad to be borne any longer, and the board of speakers of the church called a special meeting of the congregation, at which the question of permitting automobiles to come to the church door was fought to a finish. Auto owners and nonauto owners clinched merrily.

Like most such troubles, the matter was settled by a compromise. John Knapp, speaking for the car owners, pointed out that there were automobiles and automobiles. He said that he himself owned a Hudson "thirty-three" torpedo and was sure its arrival would never frighten a horse or be heard inside the church, even by the keenest ears. He proposed that all machines should submit to a test for noiselessness and that those that disturbed the congregation should be excluded.

Harroun Will Teach Aviation at Culver

Ray Harroun, who is seen daily on the Speedway at the wheel of his Marmon "Wasp" racing car, with which he won so many of the great speedway races of 1910, and who promises to drive a wonderful race for the International Sweepstakes purse of \$25,000 at the Indianapolis Motor Speedway on May 30, is to become the instructor of the first aviation school in America.

Besides driving the speedy Marmon racing cars, the famous driver has been engaged for some time in the manufacture of aeroplanes. By his arrangement with the school authorities this summer he will take two of his flying machines to the Culver Academy on Lake Michigan.

EUROPEANS TO MOBILE-SPEED TESTS



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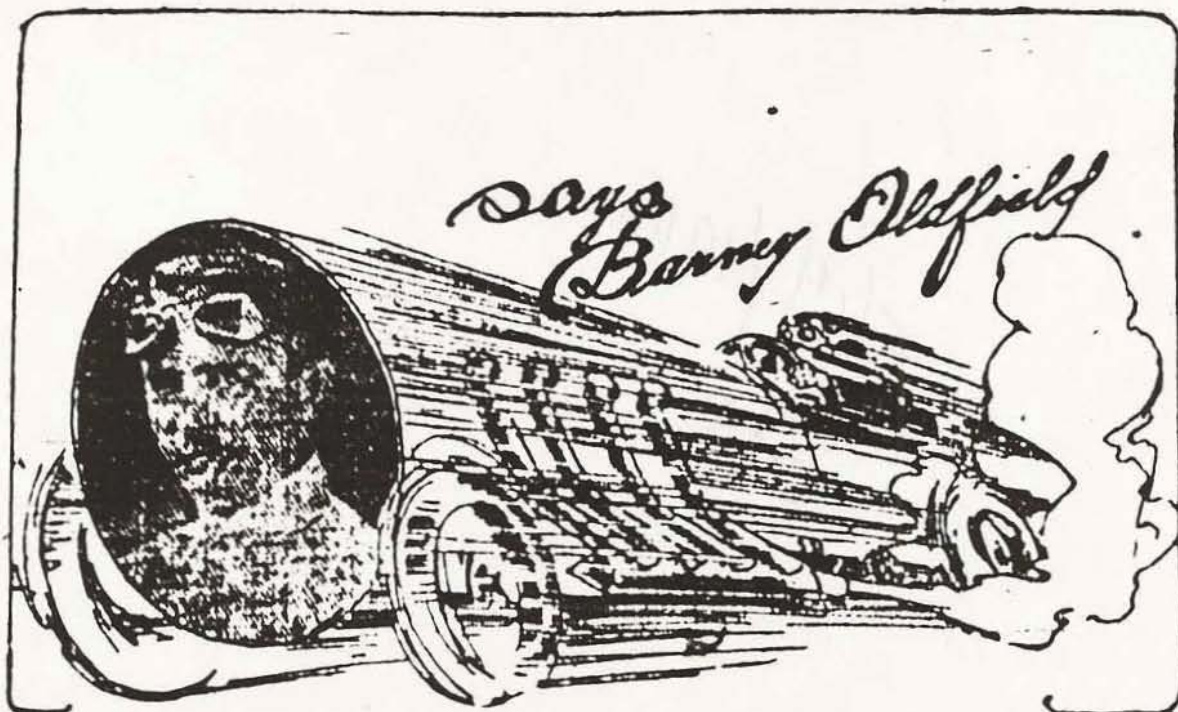
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The cost of racing in Europe has been a tremendous drain on the treasuries of the old world manufacturers and believing that they were supreme in the realm of automobilism, the foreigners got together and decided that racing was too costly for the returns.

In Europe there are half a dozen factories that control racing. In this country there are closer to fifty concerns that are patrons of the speed contests.

Where Europe left off America began. The building of motor speedways in this country and the use of the great Daytona Florida beach gave American makers a chance to wrest world's records, especially in the stock car classes, from the Europeans. There were so many important racing events in this country last season, with so great a number of entrants, that when an American won the

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In a few weeks the announcement was made that the Grand Prix would be run in 1911 and would again aim to take its place at the head of the racing events of the world. The American makers had sold many cars in Europe as a result of racing and the prestige gained by record-breaking achievements.

July 9 is the date set for the Grand Prix, which will be run over the Sarthe circuit. Four American entries have been announced by the representative of the Automobile Club of France—three National cars and a Marquette-Buick. The date favors the Americans, who will have ample time to ship to France after the Indianapolis Sweepstakes race, and, allowing for reasonable delays and tuning up process, the drivers should find at least two full weeks for practice.

While the four cars entered are representative makes and have won many victories in this country, I had hoped that the next time our country entered any big foreign race, it would be with a large number of cars of several makes.

The showing of America in previous foreign races has been a joke. It is a matter of history that one or two cars were hurriedly built each year and rushed to Europe, only for the drivers to find road conditions that necessitated many changes in their machines. Usually they drove to the starting line with the knowledge that they were licked before the start.

Why can not the American entries be augmented by such cars as the Simplex, Marmon, Lozler, Pope-Hartford, Knox and other cars that have shown great speed and endurance in our road and long distance track races?

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It was my experience all during my racing career that I could not get tires that were too large. Let me urge my readers to see that their car is not too heavy for the size tire with which it is equipped. There are two viewpoints; safety and economy. Surely both are of sufficient importance to be considered.

Press agents are sometimes expensive business. They often cost me more than the salary they get. Several years ago I was to race in Lexington, Ky., and decided to tour over the famous pike road from Louisville. I jogged along and averaged about fifteen miles an hour, taking in the scenery and enjoying the change. In his enthusiasm, my press agent ran a lurid story in the paper the next morning telling how I made the hundred miles in a little over two hours, hitting only the high places and sending frightened horses into the ditches.

It happened that some joy rider had passed through Versailles, a little village, that afternoon at a fast clip, and killed the favorite pup of the county judge. As soon as he saw my enterprising press agent's story the judge issued a warrant for Barney Oldfield and sent a deputy with a gun four feet long over to Lexington to serve it.

He took me back and the judge fined me \$104.50 without giving me a chance to show him that I even stopped at the town pump for a drink of water. He told me I was lucky not to get six months in the County Jail.

Motorists generally seem to have an idea that oiled roads mean death to the life of the rubber in their tires. Out in California I have been touring a great deal for several years. Practically all roads are oiled in California and tires seem to last as long on the coast as in the East, where oiled roads are the exception. It is my opinion that a thousand tires are condemned to an early death through starting or stopping quickly to one that is injured by oiled roads. Of course this does not refer to letting a tire sink in a pool of oil on a garage floor. It is simply in defense of oiled roads that make motoring a pleasure instead of a discomfort.

I have seen many exciting and dangerous moments during track races, both from the officials' stand and from the rear while eating some other fellow's dust, but I got a thrill at St. Paul last fall that I can never quite forget. Ralph De Palma, with a powerful engine in a light chassis, Bob Burman with his 100-horse-power "Bug," and Benny Kerscher with the 100-horse-power Darracq were competing in a five-mile free-for-all during the big Minnesota State Fair meet.

Miles were being clipped off in fifty seconds on the mile dirt track, Burman leading with De Palma and Kerscher not two lengths back. It was the greatest speed duel I ever saw. Suddenly, as the trio shot into the lower turn for the last three-eighths, Burman lost control of his car and turned halfway around and plunged toward the inside fence. Without shutting off De Palma shot by outside, clearing Burman by a few inches. Then, as "Wild Bob's" machine plunged toward the outer fence, turning sidewise Kerscher steered through the dust to the side of Burman and missing the

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BURMAN IS A FAVORITE

Burman broke Barney Oldfield's mark on the Florida beach city-seventh birthday and if score in the big derby—well, the dope sheet, the rail-birds, the something erratic put it over on the big day, and the grey Benz which he trusts hand flies by the stand man will do it alone, and I can score one in the driving cause Burman has declared I will pilot the big racer three hundred long miles of battle.

No relief drivers will help nor mar his chances for victory against the classy field by none but the man who steering wheel of the fastest world, Bruce Brown, grand and the most of the rest alternates, but Burman has at will trust no one at the wheel in this contest and that even be driven with the same wheel.

This announcement will put comment in the camps of the present training at the course the move may not be welcome to the other entries, the speed king this decision and will stick Burman will drive in the without alternates, and every way will be carefully traveled one object, and that to win.

BELCHER'S KNOX IN PREPARATION

In preparation for the race with his six-cylinder Knox, been driving some very fast early morning tryouts. Near Springfield, Mass., are several very good state roads, des early morning hours, save a stational milk wagon. Here Knox has been clocked a ninety-five miles an hour and use of higher speed on the 1 of the Speedway track after limbering up process.

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Cadillac reputation cost

Users drive cars a quarter travel

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Burman managed to gain control of his car and straightened up for the stretch without easing up on the throttle and nosed Kerscher out at the tape. It all happened in less than a second and I believe the sight was the nearest miracle I will ever witness.

It is hard to figure from a scientific standpoint why a motor will develop more speed and power at night than during the day. But it is a fact. While driving in a twenty-four-hour race a few years ago I had my first real demonstration that the night air contains more combustible power than the daylight atmosphere.

I was driving a car that could not do a mile a minute all afternoon. Soon after dark my clockers told me I was doing miles in fifty-seven and fifty-eight seconds. When morning came I was again unable to get under the minute mark.

So "Smiling" George Robertson can not resist the lure of the track and will be assistant starter at the Indianapolis \$25,000 race Decoration day. Robertson was a credit to the racing sport and there will be many to cheer his work with the flag.

Next week I will "speak right out in public" about the chances of the different drivers in the big Indianapolis Sweepstakes event. I will probably say many things about the past performances of some of the pilots that would not sound clubby coming from Barney Oldfield, racing driver. But it's now Barney Oldfield, journalist. That gives me a chance to give my readers an outspoken opinion of the work of all the entrants.

(Copyright 1911 by Barney Oldfield.)

without alternatives, and every inch of the way will be carefully traveled with but one object, and that to win.

BELCHER'S KNOX IN PRACTICE.

In preparation for the race Fred Belcher with his six-cylinder Knox stock car has been driving some very fast and exciting early morning tryouts. Not far from Springfield, Mass., are several stretches of very good state road, deserted in the early morning hours, save for an occasional milk wagon. Here the powerful Knox has been clocked at more than ninety-five miles an hour and shows promise of higher speed on the better surface of the Speedway track after the present limbering up process.

An exciting episode took place the other

Fred Belcher, Knox Automobile

Cadillac Car reputation cost of up

Users drive cars at cost of a quarter cents for human travel for mechanical

Some very interesting figures on the subject of motor car maintenance, have recently been made public by the Cadillac dealers of Dayton, Ohio.

For the purpose of enabling them to present some definite information to motor car buyers, Cadillac users in Dayton, Ohio, territory were interrogated and responses were received from fifty-two of them, stating the sums that had been expended for mechanical repairs.

The users' statements disclosed the fact that the aggregate number of miles traveled by the fifty-two cars was 246,245, or an average of 4,734 miles per car.

The total sum expended for mechanical repairs on the entire number of cars was only \$30.05, or an average of the insignificant sum of about 58 cents per car.

The highest expenditure by any one user, a gentleman whose car had been driven 8,000 miles, was \$4.00. Ten users expended less than \$1.00 each, while there were thirty users who had not expended a single penny. Among those who had expended absolutely nothing was the user who reported the greatest mileage, viz., 11,600.

Figured on the basis of cost per mile, it shows that the 246,245 miles at a total repair cost of \$30.05 averaged about one and a quarter cents for each hundred miles of travel.

This Dayton record is by no means exceptional or unusual. The same dealer made a similar investigation about a year previous. At that time reports were received from fifty Cadillac users which showed that they had driven their cars a total of 168,580 miles at a total expense for mechanical repairs of only \$5.71, or an average of less than 12 cents per car for the season on the basis of mileage, this expense figured less than three and one-half cents for each thousand miles of travel.

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NOT MERELY TIRES

Visible Results---

not Imaginary Benefits

Launch Endurance,

not "Talking Points"

The real question is, "What do you get for your money?"

Remember that.

DIAMOND RUBBER CO., Akron, Ohio

New York, N.Y., Indpls., and 33 Other Principal Cities.