

Sparks and Chugs in Realm of Motors

MYSTERY SHROUDS THIRD BENZ PILOT

Teammate of Fearless Bob Bur-
man Still Unnamed for 500-
Mile Grind.

HUGE DETAIL TASK COMPLETE

Speedway Management Perfects
Marvelous Scoring System for
Death-Defying Brigade.

[BY W. D. EDENBURN.]

As the date for the 500-mile International sweepstakes race to be staged on the world's greatest racing course draws near the details for running of the most gigantic event in the history of motor racing are being perfected.

Race meets have been held on the local tracks for two seasons, one meeting in 1909 and three meetings in 1910, and they have been the scene of contests between noted pilots of gasoline-driven space annihilators, but never in the history of such events has a field of drivers like the coming race provided been pitted against each other.

Forty-six speed creations, the product of scores of mechanical engineers and skilled workmen, have been named by the various factories and private owners to compete in this event, and with the field as it is now named, only two of the drivers famous in America are absent.

ONE DRIVER UNANNOUNCED.

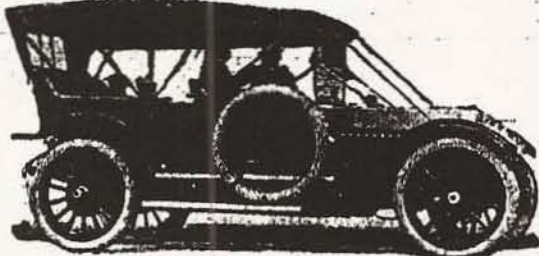
Who will drive this car?

James Houser has been busy in Gotham for the last few days, since Morvas entered his two Benz, and it has associated the name of Cyrus Patschke with the car for whom the driver has not yet been named.

Patschke is a Pennsylvania boy, about 25 years old, who sprang into prominence at the wheel of an Armo in 1907.

Patschke made a great showing in the Savannah Grand Prize that year and in 1908 he drove with success in the Fairmount Park race at Philadelphia and the Wilkesbarre hill climb, and in that year and 1909 he drove the Armo in a

Local Dealer Shows Large Car.



Manager I. H. Conde at the wheel of a 1911 Oldsmobile Limited, one of the large high-powered cars of the Olds motor works of Lansing, Mich. The above car was recently delivered to Shelbyville, Ind., and carries a ninety-horse-power six-cylinder motor with forty-two-inch wheels.

number of track races. In 1910 he left the Armo to become a part of the Sterns organization. Patschke made his greatest win in the recent twenty-four-hour race at Brighton Beach, which he won in a Stinson.

Robertson has adhered in his retirement, but he will be here for this classic of motorland as assistant to Fred J. Wagner, who will start the race. It is not probable that he will drive it. Louis Chevrolet is going back to Europe where, on July 2, he will pilot a Mercedes-Bulk in the French Grand Prix. With the elimination of the two drivers who have a national reputation the driver for the other Benz is causing considerable speculation.

ELEVEN LOCAL PILOTS.

Eleven local pilots will hold the wheels of cars in the event, and all of these, with one exception, will drive cars made in New State. Frank P. Fox is the only exception, and the veteran driver will be seen at the wheel of a Pope-Hartford.

Fox has announced that he will call his Pope-Hartford, which will be a duplicate of the famous "Hummer" that Disbrow has driven so successfully on the Florida beach, "The Dynamo." Whether this is in fact or whether Fox expects to blow all of his competitors out of the way is not known and Fox only smiles when asked why he has adopted such an explosive appellation.

"Happy Johnny" Altken, Charley Mera and "Howdy" Wilcox will make up the three drivers for the National Blue Flying Squadron. Ray Harroun and Joe Dawson hold the fortune of the yellow Marmon car in their hands, Harroun driving the famous Wasp, "Farmer" Hill, Endicott and Johnny Jenkins will drive green Coles. Endicott will hold the wheel of a big special known as the "Cris Wizard," and Jenkins will drive a special "Thirty."

Harry Knight, the youthful pilot who won fame on the Speedway last season, will drive a special, gray Westcott, and Gil Anderson will handle a Stutz. Herbert H. Lytle, one of the

pioneer drivers of racing cars, will appear at the wheel of an Apperson "Jack Rabbit."

Len Zengle, winner of the 1910 Fairmount Park race at the wheel of a Cadillac, has been named by the National club as relief driver for their team, should anything unforeseen happen to any of the National's in the company known that with Zengle to take the wheel their car will be in good hands.

Six foreign cars will compete in the race, and every car, with one exception, will have a world-famous pilot at the wheel; the foreign cars entered are one Mercedes, two Fiat and three Benz. Looking over the field carefully, even the most casual observer will see that one of the greatest struggles for supremacy between men and machines will take place. "Wild Hob" Hurman, who won the title of world's speed king by driving his Fiat Oldsmobile's old car, the Hillman Benz, on the famous Daytona beach in Florida, and capturing the records for one mile, two miles and one kilometer, will pilot a Benz. Eddie Hearn will have another, and the pilot for the third Benz is a mystery.

FIAT'S MILLIONAIRE DRIVERS.

Two young millionaire sportsmen, Calab Bragg, who gained international fame by beating Harry Oldfield at Los Angeles while an amateur pilot, and David Bruce-Brown, winner of the Grand Prize at Savannah last November, will steer a pair of the famous Italian cars. The remaining foreign motor delegate, the Mercedes, will be piloted through its paces by Spencer Walcott.

Pitted against this array of foreign talent from the best factories in Europe will be the cream of the American school. Disbrow, that has become famous through his work on the track will be absent. Harry Grant, twice winner of the Underhill New York race, will drive the same stock 1908 car with which he twice won the Long Island classic. Lewis Straker is known to the racing fraternity as the "Cluquot Kid" because of his once great penchant for that beverage as a tonic, will be the captain of a team of three cars and cows will be behind a wheel himself, with Jagerbauer and Will Jones as teammates.

Louis Disbrow, who will pit his new famous Pope-Hartford Hummer against the field, has a new and novel method of training. Disbrow maintains that physical exercises does not make a man fit for a grueling grind of 500 miles, and he will take runs across the country of from 25 to 100 miles, instead of track work, to prepare himself for the big event. As a starter in his course of training the diminutive Manhattan pilot left New York last week and is now driving overland to this city. Disbrow is in Buffalo today; tomorrow he will be in Cleveland; Tuesday in Columbus, and Wednesday he is due in Indianapolis. Travelling with Disbrow is his mechanic, Hoina Albeck, his relief driver, Neil Whelan, is piloting a second car and Emil Holt of the Pope's New York agency is riding with Whelan.

Delmar of Chicago, who started the Speedway management by demanding No. 13 for his Fiat, will be here, and Fearless Burman will carry No. 1. Fred W. Helcher has been named and will drive a Knox "tax," and C. H. Baldwin will pilot the Mercedes. Maurice L. Interswain, Arthur Chevrolet, brother of the famous Louis, and Charley Baile will manipulate two Hulcks nominated by Dr. Wadsworth Warren, former manager of the Hulck racing team. Walter Jones and W. H. Turner are scheduled for a pair of the Amphex cars from Milwaukee. The latter cars have two cycle motors and the exhaust of one of the giants reminds the auditor of the rapid fire of a battery of field artillery at about a mile distant.

THREE LOZIER'S COME.

The Jackson team will come with three cars with Cobb, Mills and Tower as riders; the Mercers will be driven by "Lord" Hughie Hughes, and Howie Hill, one of the mechanical geni who constructed several of Burman's famous Hulck winners, and Gibbons will drive the two Valies. Two Ralphs, Ralph E.

Palma and Ralph Beardlay, will sit behind the wheels of the Simplicity entries and De Palma will give some of the drivers a run for their money with the speed that the big specialist can show, when coupled with his skill and daring.

The Lozier team will come with two of the greatest drivers in this country, men who have been particularly prominent in the last two seasons—Ralph Mulford and Teddy Tetzlaff. A third Lozier car in the race will be driven by Van Linder, the former Pittsburgh amateur, who has turned professional. Mulford gained his right to world fame several years ago, and his was a picturesque victory when he came out of the dawn at Elgin last summer and won the Elgin race in a ratty "Tedy" made up sprung into the limelight in one day on the Pacific coast. He won the distance record for one hour from Ray Harroun, both marks being made on the Los Angeles Motordrome, and he won another mark from the Marmon pilot when he dipped the time mark for 100 miles on the same track. His greatest victory, however, was the winning of the Santa Monica race last fall, establishing a world's record.

Two MacFarlan "sixes" made up by Connerville, have been entered, and they will be in the hands of Clemens and Adams.

SOLVING THE SCORING PROBLEM.

One of the perplexing problems that had to be solved by the Speedway management in preparing for the big race was the scoring of the event. When the plans were laid it was thought that forty cars would be a big gettling, while there is much gratification in the sight of the list of forty-six cars which have been drawn to the Houser oval by the lure of a purse now exceeding \$10,000, with more valuable purses or prizes promised, a number of perplexing problems have thereby arisen.

One hundred men will be employed on the day of the race to keep an official record of the standing of the competitors and to keep the vast throng informed on their positions. Four Burroughs adding machines, two Columbia dictaphones, the Warner horograph, four big score boards, three over 200 feet in length, one at each of the stands, and the telegraph system will be used in the plan. The telegraph is an electrical device which reproduces the handwriting of the operator at a few different stations on the grounds, giving an accurate account of the race through a system of bulletins to all the stands.

Forty-six cars, with as many drivers awaiting every nerve to win the coveted 10,000 in gold, will race in virtual auto, will flash past the stands time after time and the public thirst for speed will be satisfied. In going to the race the 60 representatives of the press will be watching the race from a different angle—not for pleasure, but hard at work telling the world what the motor pilots are writing in gasoline history on Memorial Day.

The eyes of the world will be centered on the two-and-one-half-mile brick course on May 20, and those who on May 20, the trip to the big race will be supplied with all the information obtainable by the staff of newspaper men and representatives of the great news bureaus. One New York paper, and Eastern papers usually consider that nothing of note can happen near Grand Central New York, will send three men across to cover the big race.

MANY VISITING JOURNALISTS.

The visiting newspaper men will be in charge of Paul P. Willis, who has been identified with the reporting of the big events at the Speedway ever since the first meet was staged. He will be chairman of the press committee and have full charge of the correspondents. The representatives of the press will be housed in the upper floors of the press stand and the lower floor will be used exclusively by the telegraph companies and the Associated Press.

The motor fan who has not seen the track since the September meeting of last season, should find that the seating capacity has been increased and that many changes have been made. The Speedway has had an army of men at work building the new stands, the largest of these being the paddock box stand of over 300 boxes, and the management will be able to accommodate 75,000 spectators, according to their estimates. The painters have been busily plying their brushes and making new signs to direct the patron over the big track and to the various stands.

Special trains will be run from Chicago, Cleveland, Detroit, Cincinnati and Louisville, and the passengers will live in the trains while in the city. The advance seat sale has been a surprise even to the most optimistic, and the management is ready to take care of any sized crowd, stating that there will be no seats for sale on the day before the race for the first time. A bureau of information will be established, and a list of available rooms in town will be compiled.

The race will start at 10 o'clock, and the gates will be opened at 6:30. The trains will arrive at the Speedway service to the grounds at 6 o'clock. Eastern racing spectators have for many years foregone the pleasure of a night's sleep because the Vanderbilt stand is situated at the course. While the 500-mile race does not start at daybreak, it is probable that before Old fields in the rays over the horizon a line of red, dyed-in-the-wool motor fans will be in line waiting the opening of the gates to gain points of vantage in the free stands.

MOLD EATS UP AUTO TIRES.

Great Destructive Agent, Says Spittord, Who Sounds Caution.

"It may be of value to the inexperienced electricians and automobileists to know that nothing destroys rubber insulation of wires so quickly as common mold," said Charles Spittord, head of the Spittord Laboratories. "Mold is a fungus that has been known to keep their covering intact for many weeks being in a hot and moist



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CONDUIT

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Motorcycle Notes.

Two men have been arrested at St. charged with having stolen a moto from Walter Shaw, one of the St. police motorcycle squad. An effort is being made to arrange match race between Jake DeRosier at Chicago at the Guttenberg track, York on Memorial day. Chapple are motorcycle headlines. The San Diego (Cal.) Motorcycle club will build a \$1,000 clubhouse this year. The new Oakland motordrome has opened with Balke, Seymour, Graves other record makers on deck.



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An OLDSMOBILE of distinctive style and "class."
The LIMITED with 90 H. P. motor and 42-inch wheels.
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All the above models are built in five different body types, from Roadster to Landaulet.

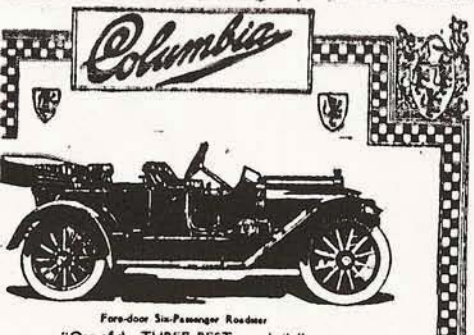
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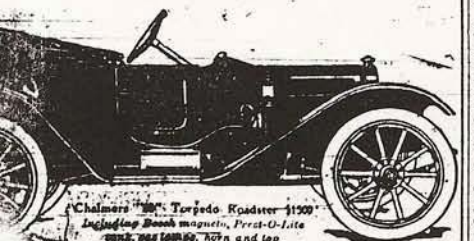
If you have not ridden in a Chalmers "30" Torpedo Runabout, there is a great pleasure in store for you. This new model has an appeal you will find it hard to resist.

The Chalmers "30" Torpedo Runabout has beautiful lines—it affords the greatest comfort and riding ease—it has all the speed you want. The moment you look at this car, you will praise its grace and luxury. Careful examination will convince you of its sturdiness; it has the same motor, transmission, axles, wheels, etc., as the regular "30" chassis. It is in every way up to the Chalmers standard in material, workmanship and finish.

Your choice of three stylish colors.

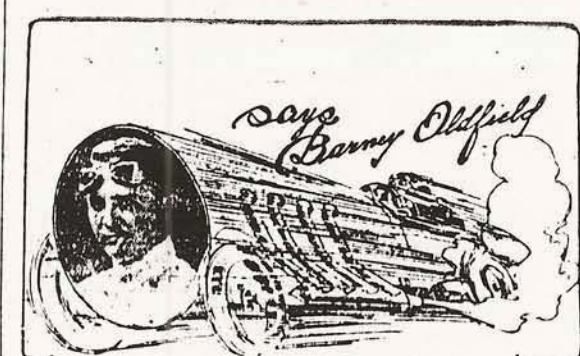
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"NO LIMIT TO SPEED: BOB BURMAN GREATEST DRIVER IN THE WORLD"



Two weeks ago a human drove a 500-horse-power racing automobile a mile over the Florida beach in 22.5 seconds, or at the rate of 142 miles an hour. Marveling at the performance, writers in sporting and scientific circles have raised the question: What is the limit of speed? Because I held the world's speed record of 137 miles an hour until it was lowered two weeks ago, I believe I am well fitted through this and other experiences to express an opinion on the question.

There is no limit to speed. What today seems impossible is a accomplished tomorrow. Nine years ago the world record for automobile speed was at the rate of seventy-five miles an hour. Nine years from now the record will be 150 miles an hour. Fifteen years from now the record will be over 200 miles an hour.

The world's speed record will always be held by an automobile. The airplane or other aerial craft will never supplant the motor car in the history of speed.

The airplane is enthusiastic, optimistic, and always ready to take a leap. It is of great speed in the air and a very late print, but many of the great men of science and in the aeroplane age have given me many reasons why 150 miles an hour will be the extreme limit of aerial navigation. Not on paper, of course, for they will never have had to do with us in every sport, but in actual performance over a measured course and accurately timed.

Although the science of aeroplane construction is practically in its infancy, the aerial machine constructors have the advantage of the use of the almost perfect motor produced after years of experimenting on the part of the automobile builders. The motor used in the Florida beach record performance was not to prove any aeroplane that could be built for it.

The gasoline motor in a racing automobile has a speed limit. One hundred and fifty miles an hour is as fast as a gasoline car will ever speed. The same applies to any steam-propelled car. The speed record holder, after the 150 miles an hour mark is passed, will be equipped with an electric, battery, or electric motor, or a combination of the two, to provide the ultimate king of speed in the automobile mile dash record books, as it has proved king among other methods of locomotion.

Next in speed to the racing automobile comes an electric motor car on rails. It has covered a mile in thirty-two seconds two years ago at the rate of 128 miles an hour. The distance and timing were accurate, being made by an electric timing system. The fastest speed ever obtained for a steam locomotive was 120 miles an hour, and this performance has often been equaled by electric motors.

Of course, the electric motor which will attain a speed of 175 or 200 miles an hour will not be suitable for commercial use. It will simply be a freak motor with enough power stored for a mile dash, just as were the little steamers that held the Florida record for many years.

I know of no electric motor that is now under construction for this purpose. It will doubtless be three years before such a car is produced, however, but there are many electric experts who are simply waiting for the automobile era to reach their limit.

But let's speculate on the speed possibilities in the air. At the rate of 150 miles an hour, will be made within that time. There are a number of different ways to make it, but the power source, ready to be shipped to America for the next Florida beach race. This wonderful stretch of bare earth, however, is the only place in the whole world where such great speed can be made.

If these moments can be cut out, the record to 24 seconds, the skill of a series of designers and engineers will soon provide a car that will turn the trick. America will provide the money, daring and skill to pilot the winning car to its limit.

Yankee drivers are the best in the world. The numerous races over all sorts of courses in this country give our boys opportunities to become skilled in all angles of the game, while the foreigners have only their perfect roadsters and courses over which to practice and drive.

None of the foreigners who are considered much better racers than we hope to make a decent showing with our drivers in races on mile dirt tracks and other rougher courses over which most of the American races are now run.

I recall the visit to this country in 1904 of the late Terry, then at the pinnacle of his career, having won the Gordon-

proved a lot of things as no other...

Reliability—1000 miles; day and night; all a minute's engine trouble.

Miles per day. The Reo isn't a racer, but it it to, and keeps on going steadily.

Comfort—human endurance couldn't have stood comfortable.

Same car kept New York to Los Angeles broke the record for climb. That is the Reo idea any question about Reos.

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Every member of your family can safely drive this simple, reliable car.

Anyone who can drive at all, can be safely trusted with the Everitt. There is nothing complicated about it. Start the motor and there is nothing to do but steer.

The Everitt's unique simplicity is strikingly apparent. Every useless detail has been eliminated. The motor alone contains 156 less parts than usual; its utter simplicity is apparent in the picture above.

The whole body is big and roomy; the tonneau seat gives unusual width. The doors are wide and easily entered. All levers are inside, close to the driver's hand. There are no outside brake-rods or other attachments to get caught in. The exterior presents a smooth, unbroken surface of clean-cut simplicity.

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ever. There is absolutely nothing that will ever cause me to try the "come-back" route. Fortune has been good to me and I am possessed of sufficient of the world's goods to keep me going for the balance of my life.

Thousands of people have predicted that Barney Oldfield would die at the steering wheel of a race car. But I did not, and now it is his life.

When I was a kid in an Ohio village I was talking to a fellow who drove a wagon of nitroglycerine from the town to the oil fields. I asked him if he were not afraid. He replied that a man's manner of death was all prearranged and that he could not die a certain way if it were not so intended. Two weeks later his wagon was blown up by the train and everything blown clear through to China, I guess. But the driver was not hurt. From that time on I was a fatalist.

It was not nerve as during that made me take chances. It was the knowledge that it was not ordained for me to die at the steering wheel. I knew this after I had two bad accidents and did not die. It is the same with me. I was afraid of death. That is why I smiled a lot of times as the ambulance surgeons shook their heads and I lay there in my bed, looking as if I were badly hurt, and did not relish broken bones, but the death part of it was a joke.

But Barney Oldfield has quit the game cold. The scythe swinger may have made some money that way, close to him—but they don't "take."

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