



## MAN AERO ZEALOT FOR SPORT OF FLYING

**G MAGNATE'S SON WILL BUY  
SHIP AND ESTABLISH AERO-  
PLANE STABLE FOR RACING  
AND OTHER CONTESTS.**

**YORK, July 13.**—Another wealthy New Yorker has taken up aviation. Leon Schinas, the son of L. I., the tobacco magnate. Schinas is planning for the famous Red Flyer, which Glenn Curtiss won a trophy for at Mineola, when the plane was built by the Aero Club of America. He has made a treaty for a Santos Dumont type monoplane, which recently arrived in this country.

Schinas's aviator will be Frank P. ... a young aeronaut who is giving lessons with a dirigible balloon. It is Charles K. Hamilton who gave Good first lessons in going aloft. Good had aeroplane experience, having to handle a plane in the Red Flyer which Schinas is purchasing for \$10,000, though only 20 years old. Schinas has abundant nerve and experience, and his light weight is so desirable in an

### An Aeroplane Stable,

Schinas proposes establishing an aeroplane stable for racing and other competitive aviation. It impresses me as the most interesting sporting proposition in the country today, and while at present I do not contemplate learning to fly myself, I will set it up as soon as I have watched Curtiss get a thing and have found out about aircraft," says Schinas. "Aviation certainly succeeded horse racing, the sport of kings, and beside it automobile racing is tame. I do not favor the biplane as against the monoplane; in fact, I intend to use both planes of both classes for my stable."

## LOCAL CARS GAIN WITH BUICK BARRED

**Marmon and National Reap Rewards Following Disqualification of Michigan Racers.**

### A. A. A. CONTEST BOARD ACTS

**Rules Out Performances of Chevrolet and Burman in Indianapolis July Meeting.**

Twenty-six records created by the Marquette-Buicks on the Indianapolis Motor Speedway course July 1, 2 and 4, were wiped away, while the Marmon, National and the Ford cars shot to the fore as chief winners when the action of the A. A. A. contest board, disqualifying three Buick models, was announced yesterday. The ruling of the board—made voluntarily in New York city a few days ago—was flashed here like a bolt out of a clear sky, and is the most drastic action which has startled the motor world in many a day.

The bulletin of the A. A. A. contest board, signed by S. M. Butler, chairman, makes it plain that the Buick models, "16 A," "16 B" and "100," are disqualified from competition in "stock car" and "stock chassis" events under classes "A" and "B" of the 1910 contest rules; also that all performances of the cars in the Indianapolis races in July have been declared null and void. Among the reasons for the action, according to Chairman Butler, were: That the Buick Motor Company and the Marquette Motor Company violated certain rules in entering cars which were not stock cars; that these cars were entered to give them the stamp of the Buick output when they were not stock output according to the 1910 A. A. A. contest rules; that two models entered were not on sale or offered for sale at the regular agencies of the Buick Company or the Marquette Company, and that the agreement to enter the cars as "Marquette-Buicks" and to advertise

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phone Old. Main 374

**Big Four**  
H. E. DALY, Gen. Agt.

nated the Remy Brassard, and to which was won by Burman in the races on the Indianapolis Speedway, today that the Remy Magneto Cars would pay both Dawson and Burman that the A. A. A. contest board disqualified the Marquette-Buick 4 and awarded the rich trophies to Da of the Marmon team.

"We will gladly pay the salary of the Remy Brassard carried to the designated by the contest board," Mr. Remy. "Burman finished first in 100-mile race for the combination 1 prizes, and as a result the cup awarded to the Buick Company and brassard to 'Wild Bob.' Burman received \$800 from us so far. We will make no effort to take the money away from him and will continue his salary up to the September meeting. However, we will pay Dawson the salary beginning with the day the race was held."

The brassard and trophy will be offered again at the Speedway race September. At the coming Labor meet the two prizes will be up for a mile stock car race, open to the 24 cubic-inch class. We feel that this will be a big race, inasmuch as the Marmon team will make a struggle to possess the trophies, and the Buick squadron enters the men. Flint will be all the more determined to regain the laurels."

## GASOLINE DUE FOR HEAVY ADVANCE SOON, IS RUMORED

**Field Cited for Rise, Says Garage  
Owner—Standard Oil Company  
Tightens Up.**

Though the advance in the cost of gasoline has been troubling some motorists, it is not as serious a problem as it was a few days ago, according to the Standard Oil Company, which said bulk of the gasoline consumed here, is going to renew contracts, and is selling



biplane, which recently arrived from the country. The pilot will be Frank P. Hamilton who is giving in a dirigible balloon. It is Hamilton who gave Goodson in going aloft. Goodson has biplane experience, having made a plane in the Red Schinasi is purchasing for though only 20 years old, nerve and experience, and weight so desirable in an

#### Aeroplane Stable.

"Establishing an aeroplane club and other competitive impressions me as the most sporting proposition in the and while at present I do not learn to fly myself, I am as soon as I have watched a time and have found it," says Schinasi. "Aviation has succeeded horse racing of kings, and beside it is all in the same."

"I favor the biplane as against the aeroplane; in fact, I intend to organize of both classes for my Mr. Goodson will be my and will be entered in all future meets as soon as we campaign. I believe liberal aviation is an aviation needs to life and generally popular not know enough of the predict any future for it

## 'S GREAT FLIGHT TENSED BY POOR OIL

Intercity Flight, Halted by Spark Plugs, Showing Nation's Importance.

plays a most important part in the future of the nation. The flights of aeroplanes, and most strongly brought forth to the attention of the nation. Charles K. Hamilton made a dash from New York to Philadelphia and was forced to stop because of a shortage of spark plugs. The pilot, Frank B. Killian of the company of Rochester, N. Y., Philadelphia Hamilton carried heavy dark oil which he and his crew had long experience was for aeronautic work, but on the way he was compelled to use a obtained in Philadelphia, with his spark plugs became because of a shortage of the oil. He says he will never start on a long flight without an ample supply

## as at Session Good Roads Meet



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The model "100" is known as "Buick Special" and entered only free-for-all events, not coming in the stock class. Records made here in the "special" consequently will stand.

#### Marmon Gets Rich Trophy.

The General Motors Company had a brush with the contest board at the May race meeting at the Speedway, when several cars were ruled out on the ground that they were not stock. At that time things were settled amicably. When the agreement was made early this month to allow the use of the hyphenated name, "Marquette-Buick," in connection with the entries of some of the Buick cars, it was thought a peaceful settlement had been reached.

By the action of the A. A. A. contest board the Marmon gains possession of the Remy Grand Brassard and trophy through the displacement of Will Bob Burman, who finished first in the record-breaking 100-mile dash. The Remy trophy is the richest to change hands. The brassard is an arm shield with an intrinsic value of about \$100, but which carries with it a salary of \$75 per week, while the grand trophy is a magnificent silver cup worth more than \$2,500. The trophy goes to the driver dominating the car, while the arm shield and salary go to the driver who wins the race.

Burman has already received \$200 in salary and the Buick Company is in possession of the Remy Trophy cup. These trophies were won by Ray Harroun in a Marmon at the May races on the Indianapolis Speedway. Now they will revert to the Marmon Company and will be added to the wonderful collection which that concern has at the local branch. Dawson will be paid in full by the Remy brothers, donors of the trophy, beginning from the date of the race, July 2, and continuing until the September meeting on the Indianapolis course. When the fearless boy who won the Cobb cup will also be called upon to defend possession of the magneto millionaires' trophies.

The revision of the summary also moves Harroun and the Marmon up from third to second place in the 200-mile

forced again at the Speedway races in September. At the coming Labor day meet the two prizes will be up for a 100-mile stock car race, open to the 301-400 cubic-inch class. We feel that this should be a big race, inasmuch as the Marmon team will make a struggle to retain possession of the trophies, and if the Buick squadron enters the men from Flint will be all the more determined to regain the laurels."

## GASOLINE DUE FOR HEAVY ADVANCE SOON, IS RUMOR

Fluid Stated for Rise, Says Garage Owner—Standard Oil Company Tightens Up.

Though the advance in the cost of tires has been troubling some motorists, that really isn't as serious a problem as the increasing cost of gasoline, according to many who drive automobiles. It was learned recently from a prominent garage owner that the Standard Oil Company, which sells the bulk of the gasoline consumed here, is refusing to renew contracts, and is selling the fluid at market quotations, the situation being that the price is scheduled to make some heavy advances shortly.

Owners who were buying gasoline at 15 cents a gallon a few months ago are now paying 18 cents, and there is no telling when the price will go up again. The automobile dealers, of course, have no way of controlling the situation. Most cars run about twelve miles on a gallon of gasoline, so that the man who drives his car a great deal will find the increased cost an item to be considered.

Referring again to the cost of tires, it should be borne in mind that while the supply of rubber is limited and its increasing use in the industries has naturally sent the price up, the automobile tire user has had to pay little more now than he did a few months ago, the last advance about which so much stir was made, having been less than 5 per cent. It is generally believed that the new price will remain steady for some months to come.

## ROBERTSON AND HEARNE TO DRIVE BENZ CARS OCT. 1

Noted Pilots and Bruce Brown Enter Vanderbilt Cup Race at Motor Parkway.

Before sailing for Germany last week Jesse Froehlich, managing director of the Benz Auto Import Company of America, forwarded to W. K. Vanderbilt Jr., president of the Motor Cups Holding Company, three entries of Benz cars for the Vanderbilt cup race to be held on the Long Island Motor Parkway Oct. 1. Mr. Froehlich named a particularly strong team of drivers, headed by George Robertson, who also has been named to drive a Benz in the grand prize race Oct. 15. Robertson's teammates will be Eddie Hearne of Chicago and Bruce Brown of New York.

When declaring these three cars, Mr. Froehlich intimated that he would probably enter from Germany before Aug. 10 the entry of three additional cars for the Vanderbilt. The cars declared are in the 3-4 class, between 301 and 400 cubic inches, while the three to be named will be between 401 and 450 cubic inches. The declaration of the three Benz cars for the Vanderbilt insured an international flavor for this classic event. Mr. Froehlich has leased the August Perrier garage at Garden City for the use of his



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## as at Session Good Roads Meet



WILLIAM SULZER  
 NEW YORK

FALLS, N. Y., July 28.—  
 between the Federal and  
 ments in the good roads  
 as advocated today by the  
 the opening session of the  
 convention of the National  
 Congress, B. F. Yoakum of  
 and San Francisco Railroad  
 initiative William Sulzer of  
 avored the idea of the Fed-  
 eral loaning money to the  
 and building. Mr. Sulzer is  
 fier. In the general discus-  
 followed Martin Dodge of  
 spoke in favor of the national  
 making appropriations equal  
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 moves Harroun and the Marmon up from  
 third to second place in the 300-mile  
 Cobe Cup race and gives the yellow-jack-  
 eted cars first and second in this class.  
 One or two other places in the shorter  
 events also were given to Marmon.

### Honors for Nationals.

The National cars, which cleaned up two  
 firsts, five seconds and three thirds during  
 the three days, including first and second  
 in a five and ten-mile free-for-all, re-  
 spectively, have their winnings materially  
 increased by the disqualification of the  
 Buicks. The total for the National per-  
 formers now reads six firsts, eight seconds  
 and three thirds. Kincade's National se-  
 cures third place in the century struggle  
 for the Remy Brassard and Trophy.  
 Aliken steps into two firsts and will  
 drag down the money which the Speedway  
 offered and which went to the drivers  
 of the Marquette-Buicks. Wilcox, who  
 finished third in one 301-450 cubic inch  
 class event, is moved up from third to  
 second money.  
 The Falcar, which finished third in  
 the G and J Trophy race of fifty miles  
 on Friday, the opening day of the July  
 meet, is given first honors by the barring  
 of the Marquette-Buicks. The Chicago-  
 made machine will secure possession of  
 this beautiful silver cup with an intrinsic  
 value of \$1,000. The Falcar also is pro-  
 moted in other class events by the elimi-  
 nation of the cars from Flint.  
 Most of the twenty-six records created  
 by the Marquette-Buicks during the July  
 meet here shattered the records made by  
 the Buicks at Atlanta; therefore the  
 Michigan cars will not suffer much in  
 this respect. However, they took some  
 laurels away from the Marmon and other  
 cars made at Los Angeles and Atlanta  
 which will be restored.

### REMY WILL PAY BOTH.

Dawson and Burman to Receive Rewards  
 of Rich Brassard.  
 ANDERSON, Ind., July 28.—Frank  
 Remy, one of the Remy brothers who de-

to come.  
**ROBERTSON AND HEARNE TO  
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 garage at Garden City for the use of his  
 racing cars and racing teams for both events.

## AERO GUIDE LATEST AID TO DAUNTLESS BIRD MEN

Device for Showing Wind Velocity, Air  
 Craft Speed and Route Sheets,  
 New Invention.  
 The universal use of the automobile by the  
 masses as a public carrier has made pos-  
 sible the speedometer, the auto guide and  
 the life map and various other useful au-  
 tomobile accessories, and now comes the "aero  
 guide," which is the work of Edwin G. Bal-  
 win of Boston, Mass.  
 The aero guide is somewhat like the auto  
 guide, except that it is equipped with mag-  
 netic compass, hydrometer and a small aer-  
 ometer for showing the velocity of the wind  
 currents and the speed at which the aero-  
 plane or balloon is traveling. The entire de-  
 vice is contained in a small aluminum cylin-  
 der about twice the size of the present  
 Baldwin auto guide, and clamps to the steer-  
 ing column in full view of the operator.  
 Like the auto guide, it contains route sheets  
 of the country to be traversed, which are  
 attached to two reels in much the same way  
 a film is to a Kodak. It is illuminated at  
 night by two and one-half candle-power  
 tungsten lamp and battery, the whole of  
 which fits snugly within the cylinder and out  
 of harm's way and removable at will.

### AMBIGUOUS.

Mr. Overmuth I possess no property. Mine  
 Flip; my entire wealth is my intellect.  
 Mine Flip—Don't let that worry you—po-  
 verty is no disgrace.

### AMERICAN CHAMPION LOSES.

HAMBURG, July 28.—In the tenth round  
 of the international chessmaster's tourna-  
 ment today the American champion, Frank  
 J. Marshall, played black against Chetnikak  
 and lost.