

and a cork fitted to the can. If grease cups are provided it is an easy matter to procure a five-pound box of suitable grease, which should be not too thick to feed the bearings properly. In many instances motors, in addition to cylinder oil cups, are lubricated on the "splash" principle. That is to say, the crank chamber is partially filled with gas engine oil which is thrown into the cylinder by the action of the crank. It is very necessary to keep the crank case supplied, in this event, always with a reasonably fresh charge, the old oil being drained off before the new is poured in. A small cock is provided at the bottom of the case for this purpose, and care must be taken to always close this cock before renewing the supply. This caution may seem superfluous, but forgetting to close this cock is, nevertheless, a very common error. Never fill the crank chamber too full; otherwise the oil will work its way into the combustion chamber, fouling the spark plug, gumming the valves and causing much unnecessary trouble.

#### AMERICAN TEAM MAKING FAST TIME OVER CUP COURSE.

##### *Special Correspondence.*

CLEVELAND, June 22.—A special cablegram from Charles B. Shanks to a local daily states that Alexander Winton, Percy Owen, L. P. Mooers, Shanks and the other Americans in the colony who will attempt to capture the Gordon Bennett cup, have leased quarters in Kildare. The members of the team have been taking regular practice spins over the course during the past three days, and are making themselves rapidly acquainted with it. Mr. Winton especially is making fast time, but he is being closely pushed by Mr. Owen, whose machine is developing marvelous speed. Mr. Winton sped over the course to-day at a 1:10 clip, which is faster time than any member of the American team has yet made it. The Americans are greatly pleased with the course, and declare that when the time for the race arrives they will be better acquainted with it than any of the members of the foreign teams. The Americans devote more time to practice than the Europeans, although the French team, at times, show superior speed.

[As excessive speed in practice over the course before the race has been absolutely prohibited, the foregoing indicates either that such prohibition has been raised, that it has become a dead letter, or that more reliable reports should be awaited.—Ed.]

##### **Literally Speaking.**

"One of these days we may expect to have airships take the place of the automobile."

"What of our universal good roads, then?"

"You don't expect an airship to fly, do you?"

## Marvellous Driving in Oldfield-Cooper Match Race at Indianapolis.

Both Contestants Break Five-Mile Record and Intrepid "Barney" Places Mile Figures Under the Minute—Goes Five Miles in 5:04 3-5.

##### *Special Correspondence.*

INDIANAPOLIS, Ind., June 20.—All world's track records from one to five miles inclusive were broken here to-day by the intrepid Barney Oldfield, in his "999," in the second heat of his match race with Tom Cooper, of Detroit, at the State Fair Grounds.

The event was run as a pursuit race, although Oldfield expressed a willingness to run the machines side by side. Cooper started at the half-mile post and Oldfield at the wire. During the next five minutes one of the wild machines dashed past the grandstand every 30 seconds at a speed of more than a mile a minute, while the crowd stood breathlessly expecting any moment to see one of the drivers dashed into eternity. Oldfield's first mile was done in 59¾ seconds and as soon as the judges realized what had happened the good news was announced to the grandstand. Intense excitement reigned in the press box and among the officials of the race meet. Then every eye was riveted on the watches to catch the time of the second mile, which was made in 1:00 4-5. Oldfield's machine was fairly flying through the air. He rounded the turns with a recklessness which did not characterize the driving of Cooper. His machine seemed to leap from one side of the track to the other, as he made the turns. A negro policeman thought it was up to him to see that everyone kept off the track. Cooper had just passed and he attempted to walk across the track in a leisurely manner. There was a cry from the judges' stand but it did not reach the ears of the policeman, whom Oldfield missed by a hair's breadth.

##### COOPER WAS FORGOTTEN.

Cooper was forgotten for the moment. Every eye followed Oldfield, for the crowd felt that indescribable thrill of anticipation that another world's record was to be broken before the race was ended. The daring driver sped on, past the eighth pole in record breaking time, past the quarter, the half and the three-quarter, then under the wire and he had gone another mile in 1:01 3-5. There was another burst of applause from the grandstand; then the glasses again were leveled on the flying machines. It was evident that Cooper would stand no show because he did not hit the turns in the track right. His machine seemed to pause momentarily, as he approached a turn and this little loss of time probably cost him the race.

It was evident that Oldfield was out to win. The lives of the operators were in their hands and the crowd appreciated this

exhilarating sport. In the judges' stand men waved their hats and acted like wild men.

##### CROWD GOES WILD.

"It costs me a hundred to have Barney do this," one of the men remarked, "but I would have cheerfully given a thousand had I ever thought such remarkable speed could have been attained." And he meant it, too. Others were slapping one another on the back and laughing like children. And "Barney" was coming in on the home stretch. Long before he had passed under the wire, however, the reporters had figured that the world's five-mile record had been broken for the second time during the day. Then old "999" sped under the wire in the remarkable time of 1:00 4-5 for the last mile. The total for the five miles, 5:04 3-5, was then announced, with the records for the intermediate miles. Hundreds of spectators left their places in the boxes and rushed to the track, where they surrounded Oldfield and overwhelmed him with congratulations. Then the champion, who had surpassed himself, was led to the judges' stand and introduced to the crowd. Hats were thrown in the air and the fair grounds echoed and re-echoed with cheers for Oldfield. Then Cooper was introduced and greeted warmly for his part in the race.

The crowd was large and the track all that could be desired. Society filled the boxes and lined the course on either side of the grandstand. Weather conditions were perfect and the race was voted the success of the season.

Oldfield was greatly pleased over his performance and said to a representative of THE AUTOMOBILE:

"Well, I knew I would do it sooner or later, and was aware that I was doing it at the time, for the machine never went smoother and slid less. I will predict that I will do five miles in five minutes or less before the season is over. I am glad to hear that Cooper also broke Winton's record."

##### THE TIMES AUTHENTIC.

The race was run under the rules of the American Automobile Association and the records made are official. The watches were watched closely by the press representatives, and several prominent men of the city, among whom is Mayor Bookwalter, attested that the time given out was authentic.

Tom Cooper was also in fine form and came within a second of equaling the best previous record, as he covered his miles