

PITMEN BATTLE AT WHITE HEAT

Loyal Supporters of Drivers
Struggle Against Burst Tires
and Other Mishaps.

LIGHTNING CHANGES MADE

Skilled Work Saves Racers Many
Minutes at Crucial Moments
in Contest.

BY BRUCE DANIELS.

Brilliant as was the victory of the plucky French pilot driving the French-made Peugeot, furnishing thrills for 90,000 persons, at the Speedway yesterday, there was deep interest in the cross current of drama and tragedy played in the pits. For it was in the pits that the skill and ingenuity of man against man waged its sweltering warfare of wits, a merciless, heated battle of brains against tires and all other enemies of speed.

The story of the pits is the story of the race. It was in the pits that the fate of many of the monsters of steel was known before the first signs of distress became apparent to the crowd.

The intense heat made the pit work almost unendurable. The oppressive odor of burning rubber constantly pervaded the Speedway atmosphere. At times hardly a breath of air reached the limited area in which was confined the activities of the small army of helpers.

Pushing Te



GILHOOLEY AND MECHA
CAR



STUTZ MEN APPLAUSED

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STUTZ MEN APPLAUDED.

Marvelous team work was exhibited in the Stutz pits. The stands arose time and again to applaud the gallant work of the men who worked feverishly under Harry Stutz. With the Peugeot and Stutz No. 3 battling to a standstill in the last 100 miles, the marvelous efficiency of the Stutz pitmen made it possible for Merz, Cooper and Anderson to cut down the big lead of the French car and keep on an even footing until the shadow of ill fortune dimmed the brilliant possibilities of the local mainstay.

The Stutz pits would have compared most favorably with the average stock room in an automobile factory. Tires, tools, fuel and food were systematically arranged so that a minimum of time was lost at the pits during the entire race. Time and again tire changes were made in 30 seconds, and invariably gasoline, oil and water was furnished while the new shoe was being put in place. The quickest change of the day was made by Stutz in the remarkable time of 25 seconds.

AITKEN GIVES AID.

The nerviest driving ever seen on the local Speedway was witnessed when Merz drove No. 2 around the track on his last lap with the entire power plant a blazing torch. Merz took the checkered flag with his car racing down the home stretch like a runaway meteor. At the finish his mechanic climbed on top of the hood with the car running forty miles an hour and unfastened the strap to enable the pitmen to do effective work with the fire extinguisher. Thousands of dollars were about to change hands on the ability of the Stutz to complete the lap, and interest all the way around the Speedway circuit was intense.

The Peugeot pits proved to be a modern Babel for the first half of the race when much time was lost because of the inability of the American pitmen to understand the directions of the excited Frenchmen. Suitable choice verbal explosives were hurled at Yankee helpers when a screw driver was handed out instead of a monkey wrench. When Johnny Aitken assumed command of the operations in the foreign pit in the crucial part of the race there was a marked improvement, and changes were made with lightning rapidity, everything being in readiness for the winning pilot and his stocky mechanic when the Peugeot rolled up for repairs.

JINX IS PRESENT.

Despite the fact that Spencer Wishart drove his car home in such spectacular fashion to a well-earned second position, the jinx lurked within the Mercer pits most of the day and successfully upset

AUTO ENGINEERS EUROPE FE

Dinner at University

cludes First Day's

ment—Plans for

An informal dinner at the Club last night, at which the host, close to the entertainment of the meeting of the Institute of Automobile Engineers, Society of Motor Manufacturers, the two leading organizations in their respective fields, arrived in Indianapolis. The members of the Indianapolis Society of Automobile Engineers were also guests.

After the dinner the football team returned to their special training. Tomorrow morning will be again the local members of the Society of Automobile Engineers for a seeing. They will leave the hotel at 9 o'clock for a visit to the Prest-O-Lite & Schebler carburetor plant at Speedway City.

Luncheon at the Country Club at 1 o'clock is the next event and at 3 o'clock the party will leave the club for a drive about the country with the women in the party will have lunch at the Country Club.

splitting of the prize money. DePalma relieved both of his teammates at various times during the race and assisted Wishart materially in landing the Mercer in second place.

Good humor marked the efforts of the pitmen in the Mercedes pit. An immense blackboard conveyed messages in code to the speeding Mulford and mechanician so that very little time was lost. "They need jollying," said one of the helpers as he flashed an encouraging report to the flying racer, "and they need it bad, for the track is like a furnace."

GRANT IS DRAFTED.

Billy Knipper was one of the first to show signs of fatigue due to the extreme heat. When Harry Grant's Isotta Fraschini went out early in the race the former Alco pilot was pressed into service at the wheel of the local racer. Although obviously unfamiliar with the Henderson car he turned off some fast laps so that no time was lost by Prince Billy's mount.

Another case of eleventh hour relief was that of Hughie Hughes, who took the wheel of the Keeton, when Burman was forced to give up the wheel after breaking a gasoline line at 250 miles. The Englishman displayed his usual form by grinding off lap after lap in fast time, while "Wild Bob" took a rest. Lord Hughes was wearing his street clothes and when called on jumped into a chaki suit and donned a pair of goggles without a moment's hesitation.

The most inactive pit on the course was that of the Sunbeam, which made very few stops for tires and fuel. The unexpected running of the English car was one of the features of the race, revealing the one-man rule of the 1911 Mercedes, which set a record for complete tire and spark running. The Sunbeam was very fast on track, and when driven to the pits because of one or another ailment, the pitmen changed with speed in order to give him a new spark which might have been used by the Peugeot in service. The car's great advantage, as the Peugeot pitmen had to change tires in quick succession, with a big loss of time.

been erected for them.

Judges' pagoda and the pits. The local branch of the society gave great pains in the entertainment of visitors because of the hospitalment accorded several of them when they visited Europe. William Guy Wall is chairman of the entertainment committee and the members are George A. Weidely, Carl G. Fisher, Howard Marlow, Crawford, W. O. Kennington and Briggs.

Former 5

FIRST 500 MILES

Car	Driver
Marmion	Harrow
Lozier	Mulford
Flat	Bruce I.
Mercedes	Wishart
Marmion	Dawson
Simplex	DePalma
National	Merz
Simplex	Turner
Knex	Belcher
Jackson	Cobb
Star	Anderson
Merced	Hughes
Stearns	Trayer
National	Wilcox
Metzer	Bischoff
Interstate	H. End
Valve	Hall
Deer	Knipper
Deer	Burman

SEVENTH ANNUAL

Car	Driver
National	Joe De
Flat	Tracy
Merced	Wishart
Star	Whe
Merced	Trayer
Merced	Wishart
Merced	Wishart
Merced	Wishart
Merced	Wishart
Merced	Wishart
Merced	Wishart

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