

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 APPLAUDED

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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. Members of the Indianapolis Society of Automobile Engineers were also guests.

After the dinner the football team turned to their special training. Tomorrow morning will be again the local members of the Society of Automobile Engineers for a special seeing. They will leave the city 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. Women in the party will have lunch at the Country Club.

Luncheon at the 12 o'clock is the next and at 3 o'clock the club for a drive and women in the party the day at the Coun will have luncheon.

CLAM BAKE

A clam bake will Home Circle club a event will bring the to an end and at 8 o them to the Union will board a train f the midsummer mee of Automobile Engin the steamer City of

Immediately after
ing car shortly after
day morning the vis
the Speedway where
been erected- for
judges' pagoda and t

The local branches of great pains in the visitors because of the treatment accorded—seven when they visited by William Guy Wall, entertainment—confinement are George A. Wall, Carl G. Fisher, Howard Crawford, W. O. Keel, and Bilgus.

Form

FIRST

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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, remembering the one-man ride of the 1911 Mercedes, which set a record for endurance and smooth running. The Sunbeam was very fast on track, and when driven by the one man it was without effort, the engine changed with ease in order to take care of a drive which might have been made by the Peugeot in several hours. It was a great advantage, as the Peugeot 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 great pains in the entertainment of visitors because of the hostment accorded several of them when they visited Europe. William Guy Wall is chairman of the entertainment committee and are George A. Weidely, Carl G. Fisher, Howard Mar Crawford, W. O. Kennington Briggs.

Former 5

FIRST 500 MILES

Car.	Driver
Marmion	Harron
Lozier	Mulford
Fiat	Bruce I
Mercedes	Wishart
Marmion	Dawson
Simplex	DePalma
National	Merz
Amplex	Turner
Knox	Belcher
Jackson	Cobb
Stutz	Anderson
Mercer	Hughes
Priestley	Trayer
National	Wilcox
Mercer	Bigelow
Interstate	H. End
Velo	Hall
Devo	Knipper
Devo	Burman

SECOND ANNUAL

Car	Driver
National	Joe D
Fiat	Tracy
Mercedes	Wishart
Stutz	Wishart
Stutz	Wishart
Stutz	Wishart
Stutz	Wishart
Stutz	Wishart
Stutz	Wishart
Stutz	Wishart

The Brown Con

collected some of the water and a second time during the race and attached it to the main body of the car. The driver in second place.

Grant's mount was the only one of the pitmen in the Marmont. The driver of the blackboard car was the only one in the race to the speed of M. J. and the car was on that very little time was lost. They need nothing. The car was the best as he dashed an encouraging report to the flying car and the need of it had for the track is like a horse.

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The most inactive pit on the course was that of the Sunbeam, which made very few stops for tires and fuel. The consistent running of the English car was one of the features of the race, resembling the one-man ride of the 1911 Marmont, which set a record for consistency and smooth running. The Sunbeam was very easy on tires, and, when drawn to the pits because of one wornout shoe, the pitmen changed both rears in order to save time, a move which might have been copied by the Peugeot on several occasions to good advantage, as the Peugeot frequently had to change tires in quick succession, with a big loss of time.

Former 5

FIRST 500 MILES

Car.	Driver
Marmont	Harry Grant
Lozier	Mutton
Fiat	Bruce
Mercedes	Wisha
Marmont	Dawson
Simplex	DePal
National	Merz
Amplex	Turner
Knox	Belche
Jackson	Cobe
Stutz	Anders
Mercer	Hughie
Firestone	Fraye
National	Wilcox
Mercer	Bigelow
Inter-State	H. End
Vellie	Hall
Benz	Knippe
Benz	Burma

SECOND ANNUAL

Car.	Driver
National	Joe De
Fiat	Tetzlar
Mercer	Hoghe
Stutz	Merz
Schacht	Endice
Stutz	Zengel
White	Jenkin
Lozier	Horan
National	Wilcox
Knox	Mulford

The Brown Con

Long Street

Water

Chamber Corner

[illegible]

4. *Journal of the American Statistical Association*, 1994, 89, 1039-1047.

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SECOND ANNUAL

CAR	Driver
National	Joe Du
Fiat	Tetzlaff
Merced	Hughes
Stutz	Mertz
Schacht	Endico
Stutz	Zengel
White	Jenkin
Lozier	Horan
National	Wilcox
Knox	Mulfor

Long Stroke Motor.

Center Control!

