Work of Technical Committee Was Feature of Speedway Battle

BY CHESTER S. RICKER.

The work of the technical committee, to which fell the duty of seeing that there was no "crookedness," was an interesting feature of yesterday's 500-mile race which did not come to the general attention of the crowd.

The committee had to begin its work about two hours before the start and to examine each car. During the week prior to the races the cars were "pulled down" and the cylinders measured so as to ascertain definitely the cylinder displacement and find out if it was within the 450-cubic-inch limit. Last year the limit was 600 cubic inches. Yesterday's record is wonderful considering the size of the cars. After finding this out and examining the various parts of the cars in order to insure that the accidents due to poorly designed parts would be a minimum, it was necessary to inspect the seals on the motors just before the start and see that no changes had been made.

One thing which is not permitted in the races which are held in America is the "doping" of the gasoline. There is a practice of putting picric acid and also ether in the gasoline to increase the strength of the explosions and thus get greater speed out of the cars. This is particularly a foreign practice, and the technical committee was very careful to take a sample of the gasoline in each car before the start in order to determine if there was any such "dope" in the fuel. The technical committee made this examination of the gasoline just before the start so that the contestants would not have time to make any changes. Small samples also were taken from each tank so that they might be used for an analysis in the event that a dispute arose.

JENKINS FIRST TO STOP.

Johnny Jenkins, the Indianapolis boy who drove the Schacht, was the first man to come into the pits. Early in the race, about 10:20, to be exact, he came up to his pit minus a right rear and a right front tire. These he changed in very good time, taking 1 minute and 32 seconds to stop, pick up the new shoes and count of lack of fuel. He took no chances of having his car disqualified due to pushing it by hand and coasted to the starting line, across it and to his pit. This time Hughie determined to get the Keeton in such trim that it would keep on running and devised a clever repair for the gasoline tank. He opened the hole up so that he could clamp a couple of pieces of rubber on either side of it. This effectually stopped the hole and the car had no further tank trouble.

CHANGES IN THIRTY SECONDS.

The Stutz and Mercer teams had the finest examples of pit work. The Stutz made some tire changes in 30 seconds flat. This was measuring from the time the wheels ceased to rotate until they began to roll again. The Mercer team did almost as well, often making the change in 45 seconds.

It is interesting to note that the Stutz cars were equipped with wood wheels and Michelin rims, while the Mercer 22 had wire wheels. Very often these changes had to be made before the tires had blown out or had become deflated. When a tire had to be changed under these circumstances it was necessary to deflate them as rapidly as possible when a Michelin demountable rim was used. The Mercer 19 had wood wheels equipped with Michelin rims and it was often necessary to use a sort of triangular dagger to puncture the tires in order to remove them.

One of the most phenomenal features of the race was the use of only one set of tires throughout the race on Ralph Mulford's Mercedes. Ralph had equipped his car with Braender tires. These tires looked as if they had only run 100 miles on a touring car rather than on last year's almost winner for 500 miles. The only other car which did not have to stop at the pits on account of tire trouble was the Mercedes-Knight, 23, driven by Pilette. At 12 o'clock he first came into the pits. He took on gasoline and oil and changed all four tires, although they looked almost new. The Mercedes-Knight made only one other stop, late in the day, when it came to a standstill on the southwest turn by grand stand B. He was going fast down the stretch when his engine ceased to fire. Judging that something was wrong, he tried to stop at his pit, but had coasted so far beyond that it was useless to return. It proved to be carburetor trouble, the gasoline line

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Goux was the first of the Peugeot drivers to come to the pits for tires and had to replace a right rear tire, the right rear tire being the most troublesome of all four tires on every one of the cars.

The Peugeot used long lever jacks with a sliding wedge beneath the pry bar, so as to permit them to be released very rapidly when the tires had been put on. This first change was one of the slowest that was made during the day at the pit. The wedge stuck and it was necessary to borrow another jack from Zuccarelli's pit. The Peugeot crews have a most unique method of operating their jacks. For example, the jack, instead of being put under the end of the axle, is placed under the center. The axle on the side where the wheel is to be placed is raised high enough by the mechanician, who throws his weight on the axle on the opposite side of the car. This has a decided advantage when changing wheels. There is constant danger where demountable wheels are used of the car falling off the jack when the wheels are being changed. If one should do so it is almost certain to cause a loss of several valuable minutes, for a jack can not be placed under the axle readily. Usually it is necessary for the driver to lift the whole car and put it back on the jack. No accident of this kind happened, although there were a number of narrow escapes.

NYBERG IS UNFORTUNATE.

The Nyberg entry, driven by Harry Endicott, was very unfortunate. He started the day running well, but was forced to the pits by a series of trivial mechanical troubles. About 11:30 he came into the pits and could not restart his motor, so that he had to stop for five minutes in an endeavor to repair the brake equipment.

Following, nothing a Mason cars was eliminated from the race by bursting of the bearings. Up to the time that this happened he was a strong contender. This was also the cause of the withdrawal of Duesenberg's Peugeot. The latter car had come back into the pits to the engine room, where the mechanics changed the motor on the back stretch.

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Pilette. At 12 o'clock he first came into the pits. He took on gasoline and oil and changed all four tires, although they looked almost new. The Mercedes-Knight made only one other stop, late in the day, when it came to a standstill on the southwest turn by grand stand B. He was going fast down the stretch when his engine ceased to fire. Judging that something was wrong, he tried to stop at his pit, but had coasted so far beyond that it was useless to return. It proved to be carburetor trouble, the gasoline line being choked up in some manner. After this was cleaned out the car began to run as smoothly as ever and finished in fifth place. This is the first time that the Knight type of motor has been in competition in this country and it proved a revelation to the fans. The motor was the smallest in the race, but through its surprising consistency and dependability proved a factor all the way.

ISOTTA WAS UNFORTUNATE.

The Isotta racers were very unfortunate. They arrived so late for practice that the crews were unable to tune the cars up and so had to start the race with green machines. In each case the cars were running fine, but were put out on account of the failure of the gasoline tanks. This was the cause of Grant and Trucco withdrawing. Then the most unfortunate thing occurred to the remaining Isotta which was running. Lewis, who was relieving Tetzlaff, together with Gilholly, had a driving chain break on the north turn. Instead of trying to coast down to their pits they stopped at once to examine it. Then they proceeded to push their car to the pits. The pushing of the car by hand was sufficient ground for disqualification according to a rule which had been made the night before at the drivers' meeting. Hence the third Isotta, the one which was running the best and upon which the team depended the most, was disqualified when it was running well.

The Mason cars and the Henderson, which were driven by Duesenberg motors, had a very unfortunate time with their clutches, which constantly slipped during the whole day. This proved such a handicap that they actually lost ground until they were practically out of the race. The little Mason E, driven by Wilbur Shaw, was one of the worst offenders of the cars which had a slipping clutch. Shaw, however, was intelligent enough to drive metal wedges under the leather of the clutch so as to make it take hold. In this [illegible]

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Once was the first of the Peugeot drivers to come to the pits for tires and had to replace a right rear tire. The right rear tire being the most troublesome of all four tires on every one of the cars.

The Peugeot used long lever jacks with a sliding wedge beneath the dry bar, so as to permit them to be released very rapidly when the tires had been put on. This first change was one of the slowest that was made during the day at the pit. The wedge stuck and it was necessary to borrow another jack from Zuccarelli's pit. The Peugeot crews have a most unique method of operating their jacks. For example, the jack, instead of being put under the end of the axle, is placed under the center. The axle on the side where the wheel is to be placed is raised high enough by the mechanician, who throws his weight on the axle on the opposite side of the car. This has a decided advantage when changing wheels. There is constant danger where demountable wheels are used of the car falling off the jack when the wheels are being changed. If one should do so it is almost certain to cause a loss of several valuable minutes, for a jack can not be placed under the axle readily. Usually it is necessary for the driver to lift the whole car and put it back on the jack. No accident of this kind happened, although there were a number of narrow escapes.

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The Nyberg entry, driven by Harry Endicott, was very unfortunate. He started the day running well, but was forced to the rear by a series of trivial mechanical troubles. About 10:30 he came into the pits and could not control his brakes, so that he had to stop for five minutes in an endeavor to repair the brake equalizer.

DePalma, driving a Mercer, early was eliminated from the race by burning out his bearings. Up to the time that this happened he was a strong contender. This was also the cause of the retirement of Zuccarelli's Peugeot. The latter also had some hard luck just prior to the engine trouble, when his carburetor caught fire on the back stretch.

Although Merz's Stutz capped the climax when it came to fires he was not the only one to have trouble of this kind. Following Zuccarelli's unfortunate fire

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[illegible] the pits. He took on gasoline and oil and changed all four tires, although they looked almost new. The Marmon Knight made only one other stop, late in the day when it came to a standstill on the southwest turn by grand stand 3. He was going fast down the stretch when the engine ceased to fire. Judging that something was wrong he tried to stop at his pit, but had coasted so far beyond that it was useless to return. It proved to be carburetor trouble, the gasoline line being choked up in some manner. After this was cleared out the car began to run as smoothly as ever and finished in fifth place. This is the first time that the Knight type of motor has been in competition in this country and it proved a sensation to the fans. The motor was the smallest in the race, but through its surprising consistency and dependability proved a favorite all the way.

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The Isotta racers were very unfortunate. They arrived so late for practice that the crews were unable to tune the cars up and so had to start the race with green machines. In each case the cars were running fine, but were put out on account of the failure of the gasoline tanks. This was the cause of Grant and Trucco withdrawing. Then the most unfortunate thing occurred to the remaining Isotta which was running. Lewis, who was relieving Tetzlaff, together with Gilholly, had a driving chain break on the north turn. Instead of trying to coast down to their pits they stopped at once to examine it. Then they proceeded to push their car to the pits. The pushing of the car by hand was sufficient ground for disqualification according to a rule which had been made the night before at the drivers' meeting. Hence the third Isotta, the one which was running the best and upon which the team depended the most, was disqualified when it was running well.

The Mason cars and the Henderson, which were driven by Dusenberg motors, had a very unfortunate time with their clutches, which constantly slipped during the whole day. This proved such a handicap that they constantly lost ground until they were practically out of the race. The little Mason 35, driven by Willey Houpt, was one of the worst offenders of the cars which had a slipping clutch. Houpt, however, was ingenious enough to drive metal wedges under the leather of his clutch so as to make it take hold. It did, so much so that it could not be disengaged. For this reason it was necessary when starting the Mason at the pits thereafter to jack up one of the rear wheels before starting up the motor. With the motor running the gears would be engaged and the rear wheel set spinning. The car would then be pushed off

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The Sebring entry driven by Sherry Endicott, was very unfortunate in that the day running well, he was forced to the pits by a failure of [illegible] mechanical position. About 50:30 he came into the pits and could not control the brakes, so that he had to stop for five minutes in an endeavor to repair the brake equalizer.

DePalma, driving a Mercer, early was eliminated from the race by burning his bearings. Up to the time that this happened he was a strong contender. This was also the cause of the retirement of Zuccarelli's Puegeot. The latter also had some hard luck just prior to the engine trouble, when his carburetor caught fire on the back stretch.

Although Merz's Stutz capped the climax when it came to fires he was not the only one to have trouble of this kind. Following Zuccarelli's unfortunate fire came the blaze that spoiled Bob Burman's chances in the contest. Bob was on the back stretch when his machine took fire. It was so fierce that Bob had to seek the assistance of the crowd and use sand to put it out. All the wires on the engine were so badly burned that they had to be replaced. It took Bob a long time to get started again and reach his pit, where the car could be adequately repaired. At that time he took off the carburetor and replaced it with a Rayfield. Burman then started again and began making fast laps until his gasoline tank sprung a leak. When he came in with a tank which was almost empty he relinquished the car to Hughie Hughes. The latter proved his resourcefulness when he started to repair the leak with chewing gum. This carried him for a good number of laps before it [illegible] out and forced him to stop on account of the [illegible] which [illegible] Hughes [illegible] which [illegible] the [illegible] which [illegible] during the white flag. This proved such a handicap that they [illegible] the race, [illegible] The Stutz Wagner II, driven by Bishop Stonge, was one of the worst offenders of the race which had a slipping clutch. Stonge, however, was [illegible] enough to drive metal wedges under the leather of his clutch so as to make it take hold. It did, so much so that it could not be disengaged. For this reason it was necessary when starting the Mason at the pits thereafter to jack up one of the rear wheels before starting up the motor. With the motor running the gears would be engaged and the rear wheel set spinning. The car would then be pushed off the jack and off it would go. This is exemplary of the conditions and the cleverness as well as resourcefulness which many of the drivers have in an emergency.

INCOHERENT MAN PUZZLES POLICE.

The police are puzzled as to whether Henry Gressitt, 41 years old, who said his home was at the Astor House, New York, is temporarily insane or suffering from intoxication. Gressitt, who presumably came to attend the 500-mile race, was found last night at Capitol avenue and Washington street by Traffic Policeman Thompson and sent to police headquarters charged with loitering. He is well dressed and wears much jewelry. He was acting strangely when the policeman tried to learn where he was stopping. He

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