

MOTORCYCLE RACES ATTRACT BUILDERS

Almost Every Type of Machine
Manufactured Will Be Seen in
Indianapolis Soon.

FINISH CONVENTION PLANS

Local Promoters of National Con-
clave Predict Record-Making
Gathering in Every Phase.

Recent inquiry among the all motor-
cycle manufacturers shows that practical-
ly every standard make of motorcycle on
the market will be represented at the big
national F. A. M. motorcycle race meet
to be held in this city the second week in
August. At this meeting the annual
championship, economy and endurance
events will be pulled off.

The endurance run starts at Cleveland,
O., on Aug. 10. While private riders are
permitted to enter in this event it is
quite probable that the majority of the
entries will be direct representatives of
the manufacturers, although no one will
be permitted to ride a machine in this
event who is not classed as an amateur.
The object of this contest is to test the
endurance, skill and judgment of the
competitors and the capability, endurance
and reliability of the motorcycles they
use.

Classifications of Contestants.

The classification of the contestants in
the endurance run will be as follows:

Young Lawyer
Councilman



JAMES W. LAMKIN

James W. Lamkin has
candidacy for the Republic
for councilman from the
Mr. Lamkin is at present
clerk, and in that position
accommodating to the pub
ness at the city clerk's
been a party worker for

He promises, if nomina
to look after the intere
people all the time," that
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and reliability of the motorcycles they use.

Classifications of Contestants.

The classification of the contestants in the endurance run will be as follows: Class A, private owners, who will be divided as follows:

Class 1A—Private owners riding single-cylinder motorcycles.

Class 2A—Private owners riding multicylinder motorcycles.

CLASS B—AMATEURS ENGAGED IN THE TRADE.

Class 1B—Riders engaged in the trade using single-cylinder motorcycles.

Class 2B—Riders engaged in the trade using multicylinder motorcycles.

It is estimated that there will be at least 100 motorcycles entered in the endurance run. They will be followed the entire distance with automobiles carrying factory representatives, press committees and officials.

Will Soon Blaze Trail.

As at present projected the 1909 F. A. M. endurance contest will cover about 358 miles, starting from Cleveland, O., Tuesday morning, Aug. 10, and finishing in this city Wednesday afternoon. G. H. Hamilton, chairman of the endurance run committee, expects to start with his path-finding party next week and will lay out the exact course. Just as soon as this work is completed entry blanks will be gotten out showing the conditions the contestants will have to be governed by and on the back of which will be printed a map showing the exact course to be taken, the location of the controls, checking stations, etc.

It is estimated that there will be at least 100 entrants in the endurance run. No motorcycles entering can have an engine exceeding sixty-one cubic inches piston displacement. Mufflers and brakes shall be required and the rate of speed will be based on the legal limit in effect, which will probably be twenty miles per hour. No change of mounts will be allowed and each contestant shall be required to cover the entire distance with the power of his own machine or muscular efforts.

All contestants finishing with a perfect score will be awarded gold medals, and a valuable diamond medal will be awarded to the contestant that makes a perfect score plus the highest number of points as to performance and consistent riding.

On arrival at Indianapolis the contestants in the endurance run will be entertained by the Indiana Motorcycle Club, who are also promoting the 1909 F. A. M. national meet to be held Aug. 13 and 14.

RACES PROMISE ECLIPSE.

Booster for Motorcycle Events Aims Views on Indications for Meet.

BY G. W. STEPHENS.

ness at the city clerk's office.

He promises, if nominated to look after the interests of the people all the time, "that I will be on the edges of the city as much consideration as the center of the city."

Mr. Lamkin is a resident of the tenth Ward. He was educated from the Indianapolis Law and intends to enter the practice. He has been highly successful in business men of his district at large.

unconsciously, that there was a danger and before you hardly know it you are turned on more power. You respond instantly, and you are before you realize it and may or take a bad fall, and so you desire to keep in the lead to prefer the latter.

It is almost impossible to describe the sensations a rider realizes when he takes a bad fall. The writer's experience so far was while practicing on a half-mile track. I had just finished a lap in 1:22, which on a half-mile track that is not banked is considered good time. I was trying to get a good time and on coming down the straight away opened wide my machine to the turn before I hardly knew that I must shut down the machine to turn safely. My machine was at an angle of about 25 degrees and I was pedaling to put on the brakes. I struck the ground. Instantly I lunged into the air and came down on my side. I gripped the handlebars with the strength I had.

Remembers Only the Worst.

When I struck the ground the first member was that I could hear the whirring of machinery, fire flying all around me and a rolling and tumbling motion that I do not care to again describe. Parties who saw me fall said I was turned completely over no less than four or five times and that I was unable to get up with it. The machine and myself were picked up about 100 feet from the starting line and started to fall. The machine was a complete wreck and myself was almost from head to foot. My right arm, broken collarbone and ribs were broken. This did not discourage me. I was again out in a few days and took part in a race meet at Indianapolis ten days after the accident. Riding is very fascinating, and I realize the great danger involved in the sport. I can not refrain from taking part in events of this kind when I have the opportunity to do so.

I expect to take part in the next races to be held in this city on August 13 and 14, which I feel safe in saying will be the greatest meet yet held in this city.

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Every year the Federation of American Motorcyclists holds a national meet where all championship races, which are amateur events, are pulled off. While this year's meet heretofore has been very interesting to all who have witnessed the events, this year's races will far eclipse anything that has ever been held.

As soon as it was learned that these races were to be held on the Indianapolis Motor Speedway, where almost unlimited speed can be made on account of the remarkable smooth surface and banked curves, the motorcycle manufacturers at once began to construct fast racing machines with which they expect to carry off the honors. Realizing that powerful motors would be necessary to make a good showing, the makers are constructing machines for this event that have a speed limit of considerably better than 100 miles per hour. One can hardly realize that any human being would care to risk his life in riding at this terrific speed, yet there are many motorcyclists who seem to have no fear of losing life or limb and are very enthusiastic to ride these fast machines in these events. From present indications the public will probably witness some sensational time made.

Another feature that is causing increased interest to be taken in these races is the fact that they will be the first held on the Indianapolis Motor Speedway. The motorcyclists are determined to hang up records that will never be touched by the fastest automobiles. In fact, they expect to christen the famous track with a 100-mile an hour record the first day.

Valuable Trophies Assured.

Heretofore Los Angeles, Cal., has offered the best track for racing purposes and most all the fastest and most daring riders have been camping in that territory. But word has been received that practically all of these riders have already departed for their respective factories to test out their new machines for the meet.

Several thousand dollars in medals and cups will be awarded for prizes, also several hundred dollars in cash will be put up for the professional events, of which there probably will be two each afternoon. Probably the most valuable prize to be given for any single event will be the large silver loving cup given by the Indianapolis Motor Speedway. It is valued at several hundred dollars and will be awarded for the fastest time made during the two days' meet.

RIDER DESCRIBES DANGERS.

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DEMANDS PUBLIC

Government Meat Inspector Testify in Secret

FREEMONT, O., July 3.

give testimony at the government inspection probe now on a James Harms, former inspector turned to Fremont. It was a letter and resignation of Harms to Secretary Wilson that started the investigation, Harms claiming the inspection to be a farce.

With the assurance that he would receive a square deal and the matter would not be secret he went to St. Paul, Minn., on Wednesday to testify before government officials conducting the investigation. As the hearing is still pending he refused to testify.

Since his first letter of July 1, Harms has received numerous letters from inspectors at other stations, asking for valuable information concerning conditions at their stations. He has written another letter to Secretary Wilson asking for an open investigation into the inspecting stations.