

SPEEDWAY IS READY FOR START OF GRIND

Last Detail Perfected, and Cars
Await Bomb Which Releases
Fiery Monsters.

GUARDS TO HANDLE THROG

Long Test of Speed and Skill on
Brick Course Is First in His-
tory for Distance.

BY W. D. EDENBURN.

For the first time in the history of the motor racing game a track event of 500 miles is scheduled, and the cream of America's motor pilots will vie for honors on the Indianapolis Motor Speedway Tuesday, beginning at 10 o'clock.

Months have been spent on preparations for the race, the entry list has grown from a handful to forty-six cars and the Speedway will offer to the motor fans one of the greatest gasoline battles ever staged. Indianapolis has the greatest of motor racing plants, and, while all the world's records are not held in this country, many of the A. A. A. records were made in races over the local course.

Details have been followed minutely and everything is now in readiness for the race. It is doubtful if any race in the history of the game has been as well advertised or if the newspapers of the country have paid as much attention to any other event. The Speedway is prepared to seat almost 66,000 persons, and, as a rule, at the big events which are usually run over the roads the majority of the spectators view the race from fence corners and the fields along the course.

Every effort has been made to make the course as safe as possible for this race. The Speedway management realizes that with such a throng to contend with it must take every precaution to prevent accidents. All winter long test cars from the local factories have used the track to work out, and with the added practice of the last four weeks the track has become oiled with quantities of oil which has dropped from the motors. This morning the Speedway will start a force of men to scrubbing the track, and when Bob Burman drives his trials for the records tomorrow the track will be absolutely free from oil and one of the safest courses in the world. The track is the only bricked course in the world and much smoother than the track in Brooklands, England, where Hemery drove the world's fastest kilometer and half mile on a speedway.

Another innovation for the elimination of accidents will be the stretching of two blue banners across the course at the center of each turn the moment an accident occurs. This will be a signal for the drivers to stop their machines.

MEN IN PITS MAY WIN RACE.

Even the comfort of the pitmen will be taken care of, for when the race starts a canvas awning will be placed over every pit to shield the workers from the rays of the sun. A small army of men will work

May 28, 1911, p. 2 of Auto Section (71)
Seek Fame and Fortune in Big Race.



EARNEST DELANEY.
(Cutting.)



HOWARD HALL.
(Vells.)



JOHNNY JENKINS.
(Cole.)



HUGHIE
HUGHES
(Mercer.)



Even the comfort of the pitmen will be taken care of, for when the race starts a canvas awning will be placed over every pit to shield the workers from the rays of the sun. A small army of men will work in the pits, employed in making repairs to the machines, changing tires and looking after the welfare of the drivers.

One big factor in the outcome of the race will be the team work that comes from the pits. A second saved in putting in a spark plug or changing a tire will mean much in the winning of the race.

With the knowledge that every car in the race has been able to make a speed of seventy-five miles an hour, the public is assured that the cars will be able to show only the highest class in this event. The one great factor in the rate of speed that the winner will show will be the weather. If the day is cool and the sun does not shine the rate of speed may pass the seventy-five-mile-an-hour mark for the 500 miles, but if it is a hot day the winner will be driving a great race at an average speed of sixty-eight miles an hour. The hot day will make the tire burn up quicker, and the number of tires that will be used in this race will be a factor in determining the winner.

Three hundred Speedway guards will be on the grounds to care for the safety of the spectators, and a vast army of men will be employed by the concessionists to feed the throng. Down East the motor fans stay up all night and many sleep in cars along the course waiting for the break of day and the start of the Vanderbilt. This event will not start at day-break, but it is not improbable that when the gates are opened at 6:30 Tuesday morning a long line of fans will be waiting to get seats in the bleachers. The trains will be running early and the Interurbans will start early, so that by the time the race is under way almost all of the real fans will be on the grounds. Many will not come till noon, probably, if they hold reserved seats, but the dyed-in-the-wool racing fan will be on hand to see the start of the biggest event of the year in motor circles.

WIDE INTEREST IN RACE.

Over 100 newspaper men, representing the metropolitan papers of the East and central West, will follow the race, that the stay-at-homes may know who won the big event and the details that will make the race one of historical interest. The scoring system is one of the most perfect ever arranged for the scoring of any event, and, when it is considered that over forty cars will make the field one of note, it must come to mind that the scoring will be the most intricate part of the successful running off of the event. The race will be timed by the Warner Chronograph, in charge of "Colonel" C. H. Warner, the inventor, and this device is recognized by the A. A. A. in the making of official records. The electrical device is accurate, while the timing of an event with a stop watch is not so accurate, because of a certain amount of time lost by

HARRY H COBE

(Jackson.)



RALPH BEARDSLEY.

(Simplex.)



ARTUR GIBBONS.

(Vello.)

the conveyance of the nerve impulse to the hand after the eye has caught the car. Another small army will be employed in scoring the race and giving the results to the crowd from the three score boards at different points.

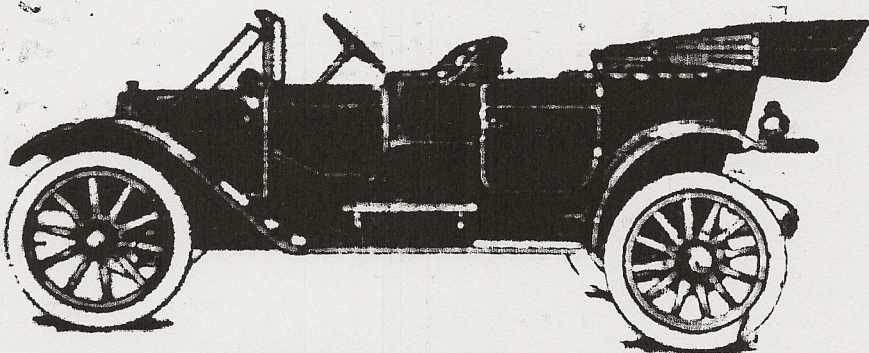
Previous to the race a parade of the cars will be held and the concessioners will introduce the drivers and their mounts as they pass in front of the grand stands. Carl G. Fisher, president of the Speedway company, will act as spokesman at the start of the race. Lacking the starters around the track one lap at a speed not to exceed forty miles an hour, then giving them a flying start. The first lap will not count in the race, and this start will give the entrants a chance to keep away from accidents on turning into the south turn and give the motors a chance to get away from the clouds of smoke that come at the start.

Prize List Offered in 500-Mile Race

Prizes offered by the Indianapolis Motor Speedway, 1914.

Position	Prize
First	\$10,000
Second	1,000
Third	500
Fourth	250
Fifth	100
Sixth	50
Seventh	25
Eighth	10
Ninth	5
Tenth	2.50

INDIANAPOLIS AND THE INDIANAPOLIS MOTOR SPEEDWAY. The Indianapolis Motor Speedway is located on the west side of Indianapolis, Ind. It is a 3.75 mile track. The first race was held on May 30, 1909, when Ray Harlowe won the 500-mile race. The Indianapolis Motor Speedway is the only track in the world where a 500-mile race is held. The Indianapolis Motor Speedway is the only track in the world where a 500-mile race is held. The Indianapolis Motor Speedway is the only track in the world where a 500-mile race is held.



Detachable Four-door, \$115

Chalmers "30" Touring Car \$1500

There are Four Main Elements of Safety in a Motor Car

These are the frame, the wheels, the steering connections and the

the conveyance of the nerve impulse to the hand after the eye has caught the car. Another small army will be employed in scoring the race and giving the results to the crowd from the three score boards at different points.

Previous to the race a parade of the cars will be held and the announcers will introduce the drivers and their mounts as they pass in front of the grand stands. Carl O. Fisher, president of the Speedway company, will act as pacemaker at the start of the race, taking the starters around the track one lap at a speed not to exceed forty miles an hour, then giving them a flying start. The first lap will not count in the race, and this start will give the entrants a chance to keep away from accidents on turning into the south turn and give the motors a chance to get away from the clouds of smoke that come at the start.

Prize List Offered in 500-Mile Race

Purse offered by the Indianapolis Motor Speedway, \$26,100.

Position.	Prize.
First	\$10,000
Second	5,000
Third	3,000
Fourth	2,000
Fifth	1,500
Sixth	1,000
Seventh	800
Eighth	700
Ninth	600
Tenth	500

SIDE PRIZES AND THE DONORS.

Rayfield Carburetor Purse—\$3,000, offered by Finkelstein & Kropf Manufacturing Company, Chicago, Ill. Winner, \$3,000; second, \$500; third, \$300; fourth, \$200. (If winning cars are Rayfield equipped.)

Schebler Carburetor Purse—\$2,500, offered by Wheeler & Schebler of Indianapolis, Ind. All to winner if Schebler equipped.

Monogram Oil Purse—\$1,000, offered by the Columbia Lubricants Company of New York. Winner, \$500; second, \$250; third, \$150; fourth, \$100. (If winning cars use Monogram oil.)

Remy Magneto Purse—\$1,000, offered by Remy Electric Company of Anderson, Ind. All to winner if Remy equipped.

Bosch Magneto Purse—\$800, offered by the Bosch Magneto Company of New York. Winner, \$500; second, \$200; third, \$100. (If winning cars are Bosch equipped.)

Red Head Spark Plug Purse—\$450, offered by Emil Grossman Company of New York. Winner, \$250; second, \$100; third, \$50. (If winning cars have Red Head spark plugs.)

Dorian Rim Purse—\$450, offered by Dorian Rim Company of New York. Winner, \$250; second, \$150; third, \$50. (If winning cars are Dorian rim equipped.)

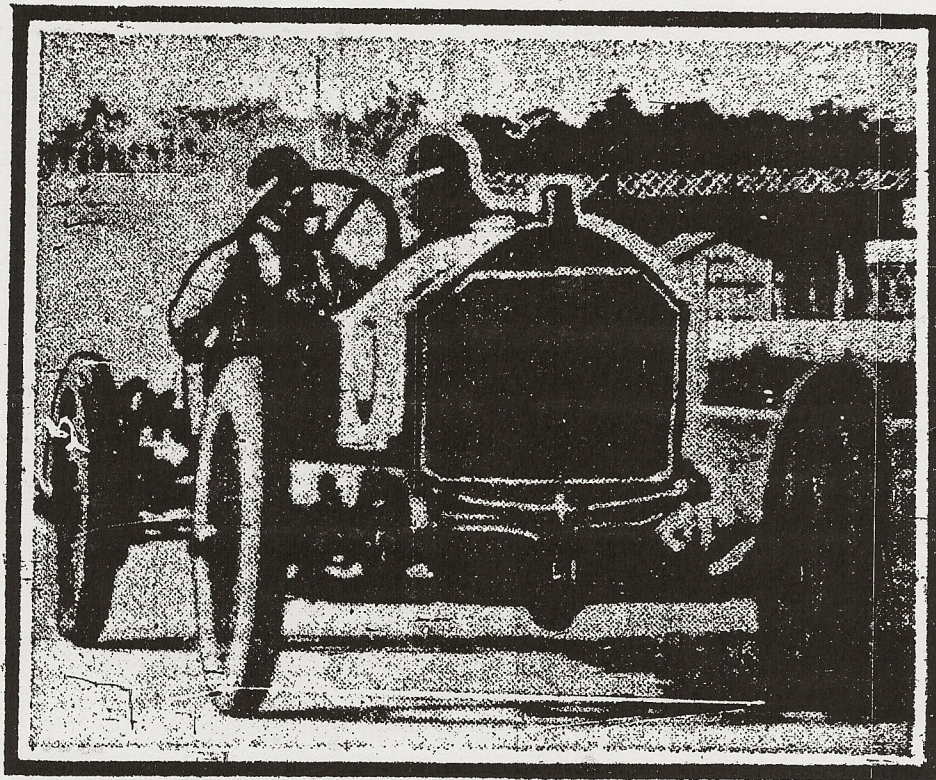
Spittdorf Magneto Purse—\$3,100, offered by C. F. Spittdorf, Inc. Winner, \$1,500; second, \$750; third, \$500; fourth, \$250; fifth, \$100. (If winning cars are Spittdorf equipped.)

Connecticut Shock Absorber Purse—\$300, offered by Connecticut Telephone and Electric Company. Winner, \$200; second, \$100. (If cars are Connecticut equipped.)

Total prizes, \$27,600.

BRAVES DANGERS OF CANYON.

Word has been received at the Oakland factory of a remarkable trip made by an Oakland "forty" through the San Antonio Canyon in southern California. The distance covered was 145 miles, and the trip was considered one of the severest ever made by a motor car, as some of the roads encountered were in a terrible condition. Such is the roadway which are so thick that no driver, no matter how skillful he may be handling the car, can avoid.



HARRY ENDICOTT AT WHEEL.

TELLS WHY HE USES "WASP"

HARROUN SURE OF VICTORY

Marmon Driver Believes Indianapolis

Made Speed Machine Will Win 500-

Mile Speedway Race.

BY RAY HARROUN.

A number of people have asked why I drive the Marmon "Wasp" in the 500-mile International Sweepstakes race at the Indianapolis Speedway on May 20, and seem to think that last season's strenuous work would have made the car unfit for the big race.

I chose the "Wasp" against a dozen new cars I was asked to drive simply because I know it to be in better shape for this race than any new racing car that could be built.

A car that is built right in in better condition for a long race the second year than it is the first. Any car that is built for one race and driven for the first time in a big event is uncertain, no matter how much work you do in practice. I know I can depend upon my car at every stage of the long grind. The grueling workout it had during last season merely put it into the best condition. We overhauled it

thoroughly in the factory this spring without making a change in it.

As to speed—I have never opened it up to the limit and think I never shall. I know it will go just as fast as I want to drive it, and, better yet, I feel it will keep going at that speed. I know what it will do.

That is the real reason for my getting back into the racing game. Judging from what it has done, I believe the "Wasp" can go the 500-mile route in better time than any other car entered. I base my belief on what I know about a car I have driven for one entire season, and I am not experimenting with a new proposition.

There is no spirit on my part to claim a race before my car is past the checkered flag at the finish, but I have every confidence in the "Wasp" against any car entered in the big event.

ENTERS OAKLAND IN GLIDDEN.

Howard Bauer to Test Skill in Noted Runs.

General Manager George E. Daniels of the Oakland Motor Car Company of Pontiac announces that an Oakland forty-horsepower roadster will take part in the Glidden tour this year, and will compete for the Ottawa and Glidden trophies. Howard A. Bauer, who won a perfect score with an Oakland in a former Glidden, will drive again. He has been very successful in reliability and other runs of this nature, having always won a perfect score. Entry of two Oakland "thirty" and forty-horsepower has also been made in the Algonquin hill climb, to be held near Chicago, June 3. The Oakland "forty" holds a record made on this course five years ago.