

## NEW MARKS CROWN EFFORTS OF PILOTS

**Burman Burns Up Speedway  
Course in Brilliant Century  
Dash for Rich Remy Trophy.**

### BUICK DRIVER WINS HONORS

**Robertson With Simplex and  
Aitken in National Aid "Wild  
Bob" in Thrilling Crowd.**

*By H. G. Deupree.*

Nine American Speedway class records sprang up in the wake of the great stock cars, which fought bitterly yesterday over the 100-mile route on the Indianapolis Motor Speedway for possession of the rich Remy-Brassard and Grand Trophy Cup. It remained for Robert Burman, racing pilot extraordinary and hero of the present July speed carnival on the brick surface, to show the way, and at four different points the steel-hearted driver clipped seconds from former proud efforts and rolled majestically past the checkered flag under the stress of a 74.44 miles per hour-pace in his booming Marquette-Bulck.

Burman's time for the century flight was 1:20:35.6, a new mark forced on the official list by the great stock car race of Speedway history. Nationals, Marmons and Marquette-Bulcks under the skilled hands of the world's greatest pilots battled desperately for the Remy-Brassard and the struggle for the magneto manufacturers' rich offering brought the total number of records on the second day of the July meeting up to thirteen, including one track mark.

The diminutive Herreshoff inaugurated the record proceedings of the day when it posted the mark of 10:37.6 for the ten miles distance open to cars not over 160 cubic inches piston displacement. Then came Louis Chevrolet with a mark in his Buick "ten," which lowered the time of Burman, made at Indianapolis in May, for cars in the 160-231 cubic-inch class.

#### Chevrolet Sets Record.

L. Chevrolet shattered another stock car record when he shot the Marquette-Bulck across the line in the 301-450 cubic-inch class at the conclusion of a brilliant ten-mile effort in 7:54.8. This fast flight clipped a couple of seconds from the new mark established by Burman Friday.

Thrilled by the short races which brought out some of the most spectacular battles ever seen on a race course, the crowd eagerly awaited the start of the 100-mile Brassard event. And it was not disappointed. The great field of cars began to wreck the old marks at the twentieth mile, when Tom Kincade flashed over the wire in the big blue National "forty" in 15:54.83, snatching a record won by Harroun in the Marmon at Atlanta.

At thirty miles the intrepid Kincade was still beating it at a mad rate and he clipped about a minute off the former record established for thirty miles on the Atlanta course by Harroun and the sturdy Marmon 32. Tire trouble brought Tom to grief for a few brief seconds, and "Wild

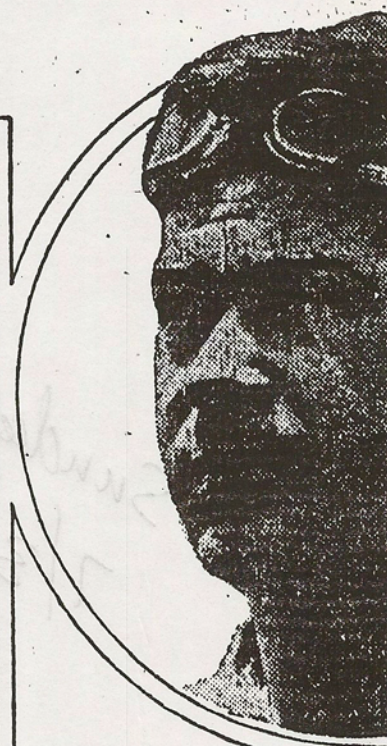
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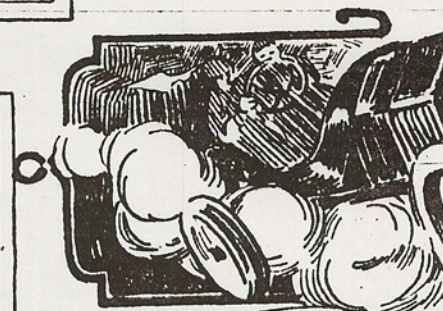
HARRY ENDICOTT,  
E.M.F.



FRANK STINSON,  
REMY CUP



R. H. IRE  
MIL





# THE INDIANAPOLIS SUNDAY STAR

INDIANAPOLIS, SUNDAY MORNING, JULY 8, 1910.

## NEW FACES SEEN IN AUTOMOBILE RACES AT THE SPEEDWAY.



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E.M.F.



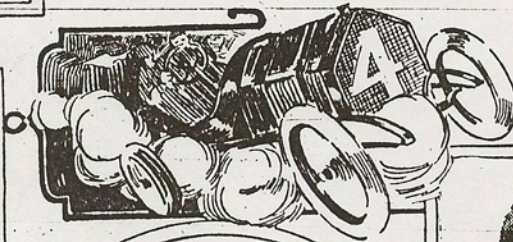
R. H. IRELAND,  
MIDLAND.



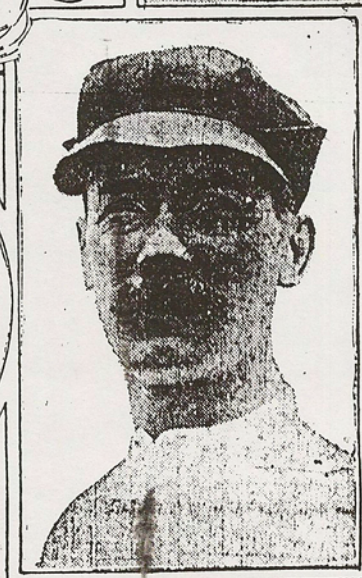
ARTHUR CHEVROLET.



FRANK STINSON,  
"BLACK CROW."



D. O. COOK,  
"BLACK CROW."



F. B. THORNBURGH,  
"GREAT WESTERN."



HOWARD  
WILCOX,  
"NATIONAL"

### PREMIER NAMED VICTOR

### GIVEN HONORS IN GLIDDEN

SIX-CYLINDER CAR ADJUDGED WINNER  
IN RELIABILITY TOUR BY REP.  
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CHICAGO, July 2.—Ray F. McNamara and his six-cylinder Premier touring car today were adjudged winners of the seventh annual reliability contest of the American Automobile Association for the Glidden Trophy, after completing with the best score, the most trying endurance event ever conducted among motor cars. With a clean lead over its competitors, this big car and its driver underwent a most rigorous road test of nearly 3,000

## PERFORMANCE OF CARS AT LOCAL SPEEDWAY SURPASSES ALL PREVIOUS MOTOR PROGRAMS

*Hundred-Mile Match for the Rich Remy Trophy Is the Most Successful Staged Anywhere.*

By Paul P. Willis.

The performance of the cars yesterday at the Speedway races exceeded anything formerly witnessed here. Not one serious accident marred the events and the drivers exhibited more skill than they

The others finished without changing order, except Sutcliffe, in Maytag 2, who was so far behind he was not allowed to finish.

#### Event 4—Five Miles.

This race, for five miles, was for cars with 231 to 300 cubic inches piston displacement. Nine cars faced the tape,

car and was forced to the rear. Greiner in his National held first position throughout and won in time of 8:16.66. Toussy in National came second.

#### Event 9—Five Miles.

This event was a free-for-all open for five miles. It was from a rolling start. Much speculation was indulged in before,

Summary of Events



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At thirty miles the intrepid Kincaid was still beating it at a mad rate and he clipped about a minute off the former record established for thirty miles on the Atlanta course by Harroun and the sturdy Marmon 32. Tire trouble brought Tom to grief for a few brief seconds, and "Wild Bob" Burman in the big Marquette-Bulck slipped past; at the forty-mile post the man from Flint hung up the fast time of 32:30.37, grabbing another Atlanta mark made by Harroun and the Marmon.

Burman Scofes Again.

At the half-way point Burman was still thundering onward, leading by a narrow margin, hard-pressed by the Marmon in the hands of Dawson. Fifty miles saw the Marquette-Bulck flash by in 40:28.1, which took away from the Marmon another Atlanta creation which had reflected to the honor of Dawson for many months.

Coming from behind at a terrific pace, Dawson took the lead and dashed past the sixty-mile post at a pace which lowered by six seconds the time once made by the same driver in a car of the same make on the Southern track. Dawson was still to the good at seventy miles, and again lowered one of his own Atlanta records.

At seventy-five miles Dawson scraped the name of Chevrolet and the Bulck 30 with an Atlanta-made record off the slate and posted his own and the Marmon with a new time of 1:08 for the three-quarter length. At eighty miles tire and spark plug trouble delayed the fast-flying machines and the Marmon record won by Dawson at Atlanta for eighty miles was left a lone survivor.

At ninety miles, with the lust for gold and glory and victory surging through his entire being Burman gave his mighty Marquette-Bulck all it would stand. He leaped into the lead and thundered onward, taking away a mark of 1:12:27.8, which Tom Kincaid created during the May races in his great victory in the Prest-O-Lite race.

Burman Files Onward.

Hard-pressed by the sturdy Marmons, which were going almost silently but swiftly as is their way, Burman never faltered. And his magnificent car never shirked the severe stress for a moment. Across the finish line the big white Bulck streaked and the record, honor, cash, trophy were awarded to the begrimed pilot, who, on Friday, captured the fifty-mile stock competition and other leading events.

The new records and wonderful driving of Burman in the Remy Brassard, however, could not dim the glorious performances of Aitken and Robertson earlier in the afternoon. While neither the fearless National pilots nor the great driver of the mighty Simplex "ninety" added new records, other than track, to their list of achievements they furnished some magnificent speed that deserved a larger crowd.

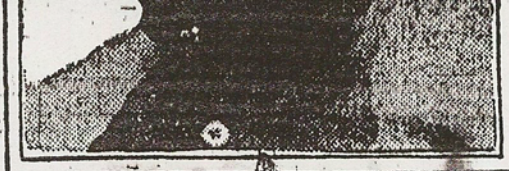
In a ten-mile free for all, Robertson hurled the Simplex "ninety" four times around the Speedway course at the sensational speed of 87.03 miles per hour, which lowered the record of Bragg, the erstwhile amateur, and his giant Fiat, made during the May races in Indianapolis. With this introduction the five-mile free for all was expected to be an easy win for the smiling Robertson.

But a surprise and a thrill was in store for the crowd. Robertson went out in front and for a lap the big Simplex responded masterly. Then the big six-cylinder National "sixty," with the eager Aitken at the wheel, was seen to overtake the Eastern machine, and like a meteor the blue National flashed ahead and came down the stretch a scant winner in one of the finest short races ever staged on a speed track. Aitken averaged more than eighty-one miles per hour, but it was the closeness of the match and the spirit of bitter contest that brought the people to their feet.

In the time trials over the mile course, the Bulck Special, driven by Burman, took the honors, although it was unable to lower the mark set by Oldfield in the 200-horse-power Benz, and which now seems so sure of landing the gold-plated Overland car, offered for the fastest mile made during 1910 on the Indianapolis track.

The character of racing in the 100-mile struggle for the Remy Brassard adds further luster to this classic, established by the magneto manufacturers of Anderson, Ind. Burman will draw the salary until called upon to defend the trophy at the expense of more records in the next Speedway meeting.

**HARMON SETS NEW MARK.**



**FRANK STINSON, BLACK CROW.**

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A Chalmers-Detroit, driven by Bolger, won second place; a Maxwell, driven by Walls, third. Another Premier, handled by Ballinger, got fourth position, a Glide fifth and a Cino sixth, these being the only Glidden tour contestants to finish of the fourteen starters.

The tour technically finished Thursday, but the Chalmers Company entered a protest against the Premier, and at a meeting this afternoon the protests were dismissed by Referee Whiting as being out of order, as they were not founded on facts and were not made in accordance with the rules of the association.

The result of the technical examination did not change the standing of the machines.

Premier (McNamara), 93; Chalmers (Bolger), 116; Maxwell (Walls), 208; Premier (Ballinger), 806; Glide (Castle), 2,247; Cino, (Donnelly), 2,414.

As an evidence of the perfect running condition of the two Premier cars, they started overland this afternoon to the factory in Indianapolis, a feat not undertaken by their competitors.

## New Records Made on Second Day of Meet

—160 Cubic Inches and Under.—  
10 Miles—Herreshoff (Roberta). Time, 10:37.6. (No previous record.) Average, 56.35 miles per hour.

—161-230 Cubic Inches.—  
Ten Miles—Bulck (L. Chevrolet). Time, 8:55.4. (Lowering mark of 9:03.6, made by Burman of Indianapolis.) Average, 67.5 miles per hour.

—Free-for-All (Track Record).—  
Ten Miles—Simplex No. 90 (Robertson). Time, 6:53.38. (Lowering mark made by Bragg in Flat at Indianapolis May meeting.) Average, 37.08 miles per hour.

301-450 Cubic-Inch Class.—  
Ten Miles—Marquette-Bulck (L. Chevrolet). Time, 7:54.8. (Lowering time of 7:56.45, made by Burman in Marquette-Bulck at Indianapolis on Friday.) Average, 75.82 miles per hour.

Twenty Miles—National (Kincaid). Time, 15:54.83. (Lowering mark of 15:57.83, made by Harroun in Marmon at Atlanta.)

Thirty Miles—National (Kincaid). Time, 22:43.3. (Lowering mark of 24:13.15, made by Harroun in Marmon at Atlanta.)

Forty Miles—Marquette-Bulck (Burman). Time, 31:47.8. (Lowering mark of 32:30.37, made by Harroun in Marmon at Atlanta.)

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The appetites of the spectators were whetted for the races to follow yesterday afternoon at the Speedway by a series of time trials. This event was open for all. Charles Merz, in Empire 4, was the first to try. He made the mile in 1:03.28. Eddie Hearne, in his Benz 22, with a companion working the lubrication pump, followed and made the mile in 1:40.83.

Wilcox, in his Simplex 48, next raced against time and registered a mile in 1:45.94.

Johnny Aitken, in his National 8, the second Indianapolis-made car to try thus far, shot by the grand stands. He made the mile in 1:40.54. This was faster than any of the others before him.

George Robertson, in his Simplex 47, making his debut on the local track, was next to flit with death. He made the mile in 1:41.48.

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### Event 2—Ten Miles.

While the bigger cars were racing for time records, four smaller ones lined in front of the paddocks for the next event. This was a ten-mile race for cars with cubic-inch piston displacement between one and 160 inches. At the end of the first lap they stood as follows: Roberts, in Herreshoff 19; Merz, in Empire 4; McCormick, in Herreshoff 20, and Herreshoff, in Herreshoff 21. The cars were far apart.

The second lap, or half of the race, found Merz closer up on Roberts, who was still leading. Herreshoff, who was in the rear the first lap, came third. McCormick, in his Herreshoff 20, was forced to quit the race in this lap because of engine trouble.

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Seventy Miles—Marmon (Dawson). Time, 56:05.65. Lowering mark of 56:17.4, made by same driver in Marmon at Atlanta.)

Seventy-five Miles—Marmon (Dawson). Time, 1:08. (Lowering mark of 1:09.47, made by Chevrolet in Buick at Indianapolis.)

Ninety Miles—Marquette-Buick (Burman). Time, 1:12:27.8. (Lowering mark of 1:15:51.3, made by Kincade in National at Indianapolis.)

100 Miles—Marquette-Buick (Burman). Time, 1:30:35.6. (Lowering mark of 1:33:43.1, made by Kincade in National at Indianapolis.) Average, 74.44 miles per hour.

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This was a ten-mile race for cars with 161 to 230 cubic inches piston displacement. H. Endicott, in E-M-F 26, got a big lead at the start, but the two Buicks passed him and L. Chevrolet, in Buick 35, and Burman, in Buick 36, finished the first lap in order named. H. Endicott came third. Sutcliffe, in Maytag 2, came fourth. Miller, in Warren-Detroit 24, had to quit the race. The second lap finished in the same order, with Endicott farther behind the two pace-setting Buicks.

In the third lap Chevrolet forged farther ahead of Burman. The leading car's time for the five miles was then given at 4:35:47. Chevrolet had little difficulty in winning in time of 8:55:40.

The others finished without changing order, except Sutcliffe, in Maytag 2, who was so far behind he was not allowed to finish.

#### Event 4—Five Miles.

This race, for five miles, was for cars with 231 to 300 cubic inches piston displacement. Nine cars faced the tape. None of the drivers carried mechanics. Li Chevrolet, in Buick 37, was off well in the lead at the start. Moore, in Great Western 14, had to stop a short distance from the tape with engine trouble. The first lap finished with Chevrolet, in Buick 37; Burman, in Buick 38, and Dawson, in Marmon 34, in the order named, closely bunched. The others trailed in a bunch. The second lap, five miles, finished with victors in same order as first lap. The time for Chevrolet was 4:08.3. Moore, in Great Western 45, was fourth; Stinson, in Black Crow 17, was fifth, and Davis, in Great Western 15, was last. The others did not finish.

#### Event 5—Ten Miles.

This ten-mile race was for cars with 301 to 450 cubic inches piston displacement. Seven cars started, four of which are home-made machines. The start of this event was exceedingly exciting. The first lap finished with Kincade, in National 6, first; Dawson, in Marmon 21, second, and Harroun, in Marmon 30, third. Kincade drove an excellent race and held first place in the second lap, losing it to Chevrolet, in Buick 37, in the third lap. Kincade's time for the five miles was 4:04.83. Chevrolet passed him at the tape in the third lap and won in the time of 7:54.86.

Johnny Aitken, in National 7, came second; Dawson, in Marmon 31, third; Harroun, in Marmon 30, fourth; Burman, in Buick 40, came fifth, and Kincade had the bad luck to fall back last after his brave fight for victory. Aitken, in his National, upheld the reputation of his team by climbing from fourth place in the first lap to second at the finish.

#### Event 6—Twenty Miles.

Only three cars started in this race, a twenty-mile event for cars with 451 to 600 cubic inch piston displacement. Grant, in his Alco 27, carrying a mechanic, had this race all to himself. He made ten miles in 8:15.65, with Greiner in National 12 and Wilcox in National 1 far behind in order named. Grant lapped Wilcox in the fifth lap. He lapped Greiner in the sixth lap. Grant won with ease in time of 16:27.13.

#### Event 7—Ten Miles.

When this event was called the timers assumed a strained attitude, as it was a free-for-all handicap that called forth every bit of ability they had in catching the machines as they whirled by in a bewildering mass. The smoke at the tape almost kept the officials from seeing the numbers on the cars that lurched past huddled in a flying mob.

Twenty-one cars started. Meddock, in Empire 4, was first off, but came in at the finish next to the last. Robertson, in Simplex, was the eighteenth car in the first lap. He jumped to fourteenth place in the second lap and fourth place the third lap and won in the fourth and last lap by a big margin. Smith, in National 25, came second. Ireland, in Midland 9, came third. Aitken, who had not started when Roberts, in Herreshoff 19, had made a complete lap, came fourth.

#### Event 8—Ten Miles.

This race was open only to registered amateur drivers in accordance with the definition of the A. A. A. rules. It was for ten miles. Wishart in his Mercedes made his first appearance on the local track in this event. He held second place in three laps, then had trouble with his

car and was forced to his National held it out and won in the National came s

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Ray Harroun, in like a streak in the Chevrolet, in his Bu to the lead by the Kincade, in Nation his team mate, Ait ber-shod heels. Ki leading at the end Kincade's time bel in Buick, came thir mon, fourth. At th A Chevrolet had t Dawson second an Kincade again cr ward until at the he led with time was second and Bu rolet stopped for stopped again for next lap. Kincade thirty miles, with son, in Marmon, c man, in Buick, stay At the end of se leading. His time was second and Kin for tires, was third half over, a wheel National on the b was hurt, but co was created when t paper men rushed of the track in the cars.

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accordance with the  
A. A. rules. It was  
art in his Mercedes  
rance on the local  
held second place  
ad trouble with his

car and was forced to the rear. Greiner in  
his National held first position through-  
out and won in time of 8:16.66. Tousey  
in National came second.

Event 9—Five Miles.

This event was a free-for-all open for  
five miles. It was from a rolling start.  
Much speculation was indulged in before  
the start because of the fame of the  
pilots. Robertson in Simplex, Aitken in  
National, Hearne in Benz, and Burman in  
Bulck formed a fierce array of motoring  
talent. Aitken was off well at the start,  
but Robertson soon passed him, but  
Hearne in Benz came first in the first  
lap, with Aitken second. Then Robert-  
son passed all again and seemed to have  
victory certain again. Johnny Aitken  
showed his hand next, and amid the first  
cheering of the meet, he won in time  
of 3:39.74, after a wonderful drive. Robert-  
son came second; Hearne, third; Wil-  
cox in Simplex, fourth; Zengle in Chad-  
wick, last. Robertson's car broke its fly  
wheel and pieces fell all over the track.  
They had to be cleaned up before the  
next event.

Event Ten—One Hundred Miles.

Johnny Aitken, the hero of the hour be-  
cause of his victory in the preceding race,  
was given a hearty welcome when he  
again drove forth to compete for the  
prize in this, the last event of the day.  
100 miles for the Remy Grand Brassard  
and trophy. Thirteen cars were ready to  
start in this race.

Ray Harroun, in his Marmon, was off  
like a streak in the lead at the start. L.  
Chevrolet, in his Bulck, however, crawled  
to the lead by the end of the first lap.  
Kincade, in National, came second with  
his team mate, Aitken, close on his rub-  
ber-shod heels. Kincade and Aitken were  
leading at the end of the first ten miles.  
Kincade's time being 8:04.35. A Chevrolet  
in Bulck, came third and Dawson, in Mar-  
mon, fourth. At the end of fifteen miles,  
A Chevrolet had taken front position with  
Dawson second and Aitken third.

Kincade again crawled, by degrees, for-  
ward until at the end of twenty miles  
he led with time of 15:54.83. Dawson  
was second and Burman third. L. Che-  
vrolet stopped for tires in this lap and  
stopped again for the same cause in the  
next lap. Kincade led at the end of  
thirty miles, with time of 23:43.3. Daw-  
son, in Marmon, came second and Bur-  
man, in Bulck, stayed at third.

At the end of forty miles Burman was  
leading. His time was 31:46. Dawson  
was second and Kincade, who had stopped  
for tires, was third. When the race was  
half over, a wheel came off of Wilcox's  
National on the back stretch. No one  
was hurt, but considerable excitement  
was created when the soldiers and news-  
paper men rushed across the inclosure  
of the track in the three Overland press  
cars.

Burman was still leading at the end of  
fifty miles. His time was 39:47.86. Daw-  
son was still second and Kincade third.

Dawson in his Marmon came in first at  
the end of sixty miles with time of  
45:15.29. Burman was second and Kin-  
cade third. Aitken, who had by now gone  
forty-five miles, quit the race because of  
trouble with his car. L. Chevrolet, with  
his Bulck, by this time had traveled sixty-  
two miles and had to leave the track be-  
cause of trouble with his car.

At the end of seventy miles the three  
leading cars had not changed position.  
Dawson's time was 55:05.85.

At the end of seventy-five miles Daw-  
son was still leading, his time being  
60:08.50. Kincade was second and Burman  
third. Burman had forged to the lead at  
the end of eighty miles. His time was  
64:24.48. Dawson was second and Har-  
roun came third, placing Kincade fourth.  
Burman seemed a certain victor at the

HOWARD  
WILCOX,  
NATIONAL

## Summary of Events in Speedway Races

Event No. 1 (record trials for one mile,  
free-for-all)—Bulck Special (Burman). Time,  
3:38.36.

Event No. 2 (ten miles, 160 and under  
class)—Herreshoff (Robertson), first; Empire  
(Merz), second; Herreshoff (Herreshoff),  
third. Time, 10:36.60.

Event No. 3 (ten miles, 161-230 class)—  
Bulck (L. Chevrolet), first; Bulck (Bur-  
man), second; E-M-F (H. Endicott), third.  
Time, 5:55.40.

Event No. 4 (five miles, 231-300 class)—  
Marquette-Bulck (L. Chevrolet), first; Mar-  
quette-Bulck (Burman), second; Marmon  
(Dawson), third. Time, 4:08.3.

Event No. 5 (ten miles, 301-450 class)—  
Marquette-Bulck (L. Chevrolet), first; Na-  
tional (Aitken), second; Marmon (Dawson),  
third. Time, 7:54.86.

Event No. 6 (twenty miles, 451-600 class)—  
Alco (Grant), first; National (Greiner), sec-  
ond; National (Wilcox), third. (Only three  
starters.) Time, 16:27.13.

Event No. 7 (ten miles, free-for-all handi-  
cap)—Simplex (Robertson), first; National  
(Smith), second; Midland (Ireland), third;  
time, 5:53.33.

Event No. 8 (ten miles, amateur, free-for-  
all)—National (Greiner), first; National  
(Tousey), second; Mercedes (Wishard),  
dropped out after three laps; time, 5:15.55.

Event No. 9 (five miles, free-for-all)—Na-  
tional (Aitken), first; Simplex (Robertson),  
second; Benz (Hearne), third; time, 3:39.7.

Event No. 10 (100 miles, Remy Grand Bras-  
sard and Trophy)—Marquette-Bulck (Bur-  
man), first; Marmon (Dawson), second;  
Marmon (Harroun), third; Marquette-Bulck  
(A. Chevrolet), fourth; time, 1:20:35.6.

end of ninety miles. His time as leader  
was 1:12:27.8. Dawson still remained sec-  
ond and Kincade came back to third place.  
Burman won the race. His time was  
1:20:35.6 for the 100 miles. Dawson was  
second, Harroun in a Marmon third and  
A. Chevrolet in a Bulck fourth. The race  
was over.

## TO TRY FOR WORLD'S RECORD.

Many Noted Aviators Will Take Part in  
Atlantic City Meet.

ATLANTIC CITY, N. J., July 2.—Glenn  
H. Curtiss, Walter Brookins, C. K. Hamil-  
ton, Walter Harmon, Capt. Baldwin and  
Coffey make up the list of aviators who will  
take part in the Atlantic City aviation meet,  
which will start Monday, according to offi-  
cials of the Atlantic City Aero Club tonight.  
The program will include an attempt to  
break the world's records for altitude, with  
a prize of \$5,000 for the successful aviator.

## WOMEN CHAMPS TO MEET.

May Sutton and Hazel Hotchkiss, Tennis  
Stars, Play Soon.

The Oregon state tennis tournament will  
be held at the Multnomah Club, near Port-  
land, the week of July 18. Oregon has pro-  
duced some clever tennis players, but inter-  
est is attached to the tournament this year  
from the fact that Miss May Sutton and  
Miss Hazel Hotchkiss, the greatest women  
players in the world, will meet then. Ten-  
nis will receive its greatest impetus in the  
Northwest when these accomplished women  
meet at the court. Miss Hotchkiss is the  
national women's champion.

The Remy magneto. Burman's Marquette-  
Bulck was fitted with the ignition, which  
means that "Wild Bob" will draw its  
weekly so long as he successfully de-  
fends his laurels.

The great struggle was a little late in  
getting under way, and it was well past  
4 o'clock when the cars were sent from  
the judges' stand. George Robertson,  
that remarkable driver of the Simplex,  
who had won the free-for-all ten-mile  
handicap after a race that aroused the  
enthusiasm of every spectator, was de-  
feated in the ninth event, a free-for-all  
five-mile event, by Johnny Aitken. The  
Simplex steersman broke a fly wheel after  
taking the final lap, and the fragments of  
the mechanism were scattered about the  
track. Many minutes were consumed in  
the removal of this menace to tires and  
to the safety of drivers.

The entire Bulck team, Louis and  
Arthur Chevrolet and Bob Burman, all  
in Marquette-Bulcks, held the sputtering  
mounts steady, while the remainder of the  
entrants, as follows, drove up in front of  
the judges' stand to take the starting  
signal from Fred Wagner: National (Wil-  
cox), National (Kincade), National (Ait-  
ken), Great Western (Moore), Black  
Crow (Cook), Black Crow (Davis), Mar-  
mon (Harroun), Marmon (Dawson) and  
Fal (Pearce). The steel steeds, emitting  
fire and smoke through their huge nos-  
trils, impatiently waited until the crash-  
ing report of a revolver shot rang out  
clear above the noisy din.

L. Chevrolet Leads.

They were off. Around the vitified  
course built for speed, thirteen cars made  
to annihilate space in quickest possible  
time, spun under all the pressure that  
could be applied by eager drivers. It  
was a start that augured something ex-  
traordinary. Quickly noting its way in  
the front, the freakish Marquette-Bulck  
guided by the cool and calculating hand  
of Louis Chevrolet, headed the field, with  
Kincade at its heels, Aitken, Arthur  
Chevrolet and Dawson menacing their op-  
ponents' advantage every inch of the way.  
By the second lap the Franco-Swiss has  
been crowded out of the leading position,  
leaving the two Nationals to fight it out  
for supremacy. Dawson still trailed among  
the leaders.

For three laps the first five, Aitken  
Kincade, Dawson and the Chevrolets were  
almost neck and neck and it was too early  
to begin predicting about the outcome.  
Harroun, Wilcox and the Fal hung on  
doggedly, while the fearless speeder who  
was destined to rob Harroun of the title  
of king of the Remy-Brassard dominion  
was contentedly picking his way, now  
passing the judges' stand in eighth place,  
now in sixth and again a notch toward  
the leader or a position farther removed.  
Arthur Chevrolet and Kincade disputed  
each other's claim to head the procession  
until on the eighth trip around the  
course Joe Dawson, who had been plug-  
ging along in a consistent manner, by a  
burst of speed ran his car alongside that  
of the two in the vanguard. He was un-  
able, however, to break the handicap  
which Kincade had placed him under.

Meantime, Johnny Aitken, who was  
driving in magnificent fashion, was hav-  
ing trouble with his spark plugs. He took  
time out, was lapped, and re-entered the  
event. How important a figure he would  
have been can not be told, as the plugs  
kept blowing out and Aitken continually  
retired for repairs. Finally, after regain-  
ing much lost ground, he left the course  
on the twenty-sixth lap. Arthur Chevro-  
let, suffering from the same trouble,  
dropped out on the eighth lap but re-  
sumed the long grind, although he had  
forfeited his chance of victory. Louis  
Chevrolet, too, underwent inconvenience  
from tires and was compelled to rest un-  
til, on the twenty-seventh lap, he quit  
for the day.

Burman Advances.

Dawson was seconding Kincade until  
the twelfth lap, when he stopped to make  
repairs. By the time he again took up  
the drive Bob Burman had forged his way  
to second place and was never below  
that thereafter. Ray Harroun was third.  
There is no telling how long the little  
National pilot would have continued to  
hold his lead had he not delayed to make  
repairs on the fifteenth lap. He gave  
way to Burman, whose car, equipped with  
Michelin tires, stood the strain of the  
mad pace astoundingly well.

For eight laps then, gallant Burman  
determined to add to his honors won the  
day before, showed his heels to all, with  
the chugging craft of Joe Dawson and  
Tommy Kincade threatening to rob him  
of first place in the race. After circling  
the big course twenty-three times, Daw-  
son shooting along with eager celerity  
passed "Wild Bob" in a trice and then  
set out to create a big lead. He was  
able to place one-eighth mile between  
him and the Bulck wheelsman in short  
order. Kincade all the while was sending  
his car about the track at a dizzy pace,  
but after suffering the handicap by

CONTINUED ON PAGE 12, COLUMN 2



# 5 Victories For BOSCH Equipped Cars

## The Bosch Equipped Victors:

- 10 Mile Stock Chassis Race for Class B, Div. 1. Won by Herreshoff, Roberts Driver: Herreshoff driven by Mr. Herreshoff, third. Both Bosch equipped.
- 20 Mile Stock Chassis Race, Class B, Div. 5. Won by Alco driven by Grant: National, Greiner driving, second: National, Wilcox driving, third---a clean sweep.
- 10 Mile Free for All. Won by Simplex, driven by Robertson: National, driven by Smith, second---a new track record.
- 10 Mile Amateur Race. Won by Greiner, driving a National: and Tousey in another National, second.
- 5 Mile Free for All Open Race. Won by National, driven by Aitken: Simplex, Wilcox driving, second: Benz, Hearne driving, third.
- Marmon Second and Third in Remy Trophy and Brassard Race. Dawson lost by five seconds and drove the faster race.

## THE MAY MEET WAS A BOSCH TRIUMPH

Bosch Equipped Cars Won Twenty-two of the Twenty-five Races. Twenty-two of the twenty-five races at the May Meet were won by cars equipped with Bosch Magneto. Twenty-two new records were, also, made by these same victors, and among the trophies captured by them were the Prest-O-Lite, Wheeler & Schebler and the Remy Brassard and Trophy.

### The Events Won by Bosch Equipped Cars Were:

Distance.	Class.	Driver.	Bosch Equipped Car.
10 Miles.	231-300 cu. in.	Harroun.	Marmon.
5 Miles.	200-450 cu. in.	Kineald.	National.
10 Miles.	450-600 cu. in.	Aitken.	National.
5 Miles.	Free-for-Amateurs.	Greiner.	National.
5 Miles.	Free-for-All.	Greiner.	National.
100 Miles.	301-450 cu. in.	Kineald.	National winning
PREST-O-LITE TROPHY.			
1 Mile.	Time Trial.	Bragg.	Flat.
10 Miles.	301-450 cu. in.	Aitken.	National.
10 Miles.	Free-for-All.	Wilcox.	National.
5 Miles.	451-600 cu. in.	Oldfield.	Knox.
200 Miles.	600 cu. in.	Harroun.	Marmon winning
WHEELER & SCHEBLER TROPHY.			
10 Miles.	Free-for-All.	Bragg.	Flat.
5 Miles.	Free-for-All.	Bragg.	Flat.
5 Miles.	Free-for-All.	Reed.	Stoddard Dayton.
10 Miles.	Free-for-All.	Bragg.	Flat.
Championship.			
6 Miles.	231-300 cu. in.	Dawson.	Marmon.
10 Miles.	231-300 cu. in.	Harroun.	Marmon.
5 Miles.	451-600 cu. in.	Oldfield.	Knox.
5 Miles.	301-450 cu. in.	Aitken.	National.
10 Miles.	451-600 cu. in.	Oldfield.	Knox.
10 Miles.	301-450 cu. in.	Aitken.	National.
50 Miles.	231-300 cu. in.	Harroun.	Marmon winning
THE REMY BRASSARD AND TROPHY.			

# Bosch Magneto Co.

223-225 West 46th Street, New York

Chicago Branch, 1253 Michigan Ave.; San Francisco Branch, 357 Van Ness Ave.  
Detroit Branch, 878 Woodward Ave.

## MULTITUDES SEE SPEED MARVELS

Patronize 4,000 Days of Racing  
in United States During 1909—  
11,000 Horses Start.

SPORT LASTS FIVE MONTHS

Year Book of Trotting Association  
Shows 1,054 Meetings Held  
in 900 Cities.

The number of cities and towns where trotting meetings were held during the racing season of 1909 under the direct supervision of the National and American Trotting Associations, and the result reported to the officials of the Registrar Association was 903, the majority of them holding one meeting in the entire season.

In a number of places extra meetings were given, which brings the total of regular meeting officially reported and published in the Year Book to 1,054, the number of extra meetings being fifteen. In this estimate are not included the matinee races held in at least half of the 900 cities where regular or professional races were held for cash purses, stakes and futurities, and admission charged at the gate.

Scores of harness meetings of one day or longer duration are annually held all over the country, the results of which are never reported to trotting officials and not published. They add greatly to the total number of such meetings, where the general public of the entire country enjoys the sport.

The Year Book shows a total amount given by these 900 old racing associations or individual tracks to trotters and pacers last year was a very small fraction less than \$3,000,000, the prizes in cash varying from \$100 up to \$5,000, and \$10,000 classic stakes and the big futurities, up to the \$35,000 handicap at Readville. This total amount brings the general amount of cash premiums for each meeting, large and small, close to \$3,000 as the amount given by track managers for the entertainment of their patrons.

### Average Meet Four Days.

A small percentage of trotting meetings recorded are only of one afternoon, while a majority of them last four days. The next largest are of three days' duration, while those in connection with the two big circuits, the Grand and Great Western, and the state fairs, are of five days' and ten days' at Columbus and Lexington. Estimates of the past proved that three and a half days is a fair and general average for the meetings held, so that nearly 4,000 days of racing were patronized by the American public throughout the United States, mostly during the months of August, September and October.

Trotting meetings are held in different parts of the country as early as May and as late as November, but these are few in number compared with former years, the general rule being not to start the sport until the latter part of June or early in July. Taking June as a racing month, the sports lasts for five months in the year and an average of 800 days in each month. It is hard to estimate even approximately the number of attendances in these trotting meetings, yet an idea can be gained when it is stated that as high as 30,000 paid admissions to the racing inclosure of the New York state fair at Syracuse has been recorded for one afternoon, and the same stands true for nearly all the big fairs where harness racing of a high order is a feature East and West.

### Eleven Thousand Horses Race.

No feature of harness racing can better illustrate the extent of the horse breeding industry and the popularity of the sport than the estimated number of trotters and pacers that are campaigned each season, as this is one point in which no falling off is shown, even if the number of meetings, amount of purses and paid admissions at the gates or racing inclosures have partly fallen off during the last few years.

The trotting Year Book for 1909 devotes eighty-four pages as index for trotters and pacers that were started in races last season once or twenty times as the case might be. Each page averages a fraction over 120 names, and at that figure it is a fair estimate that a total of 11,000 names were raced last year. While racing associations offered the sum of \$3,000,000, yet, compared with the money spent by owners for training, feeding, shoeing, wages, transportation, harness, aukies and other paraphernalia which go with the racing, the sum seems almost like a small cupful in the bucket of immense expense.

No trotter or pacer of even third grade



# ES AT THE SPEEDWAY.



ARTHUR CHEVROLET.



HORN BURGH,  
UT WESTERN.



## BURMAN WINS REMY RACE IN FAST TIME

Buick Driver Cuts More Than  
Three Minutes Off Former  
Hundred-Mile Record.

### VICTOR IN THRILLING EVENT

Daring Pilot Defeats Fast Field in  
Wonderful Trip for Rich  
Reward.

By Julian J. Behr.

A white streak flashing forty times around the two and a half mile course at the Indianapolis Motor Speedway yesterday afternoon in almost marvelous time carried "Wild Bob" Burman, dare-devil Buick pilot, to victory in the Remy Brassard and trophy race, the feature on yesterday's splendid card of ten events. A magnificent, heart-rending battle between two Marquette-Bulcks, a National and two Marmons, the race will go down in history as one of the finest struggles motordom ever has witnessed.

All the elements were present to make the match for the rich reward one long to be remembered. A strong field of thirteen cars leaped like unleashed hounds at the crack of Starter Fred Wagner's pistol, and, unhampered by injury to driver or serious damage to machine, hurtled about the track in the cool of the evening. Every nerve of the daring pilots was strained as the spectators cried for still greater speed. There were great cars, great drivers, excellent meteorological conditions, and the applause of the multitude which appeals so strongly to the hero.

Small wonder was it then that nine of the dozen records written into American motor history during the grand hundred-mile competition, were registered during the final event of the afternoon. Small wonder was it that every inch of the way was bitterly fought, now with one driver apparently having a safe lead only to be supplanted by another. Then a third, speeding along at a lightning rate, was only too willing to overhaul him when he lagged for the fraction of an instant. And small wonder was it that gallant Burman, covering the century distance in a nonstop trip in one hour and twenty minutes, thirty-five and six-tenths seconds, was able to clip more than three minutes from the old mark which was made by Tommy Kincaide, National driver, in the Prest-O-Lite event during the May meeting at the Speedway. Kincaide's time was 1:23:43.

### Harroun Loses Trophy.

Joe Dawson, in a Marmon, captured second honors, while the prizewinning Ray Harroun swept in behind his teammate. Harroun was victor on May 30, here, when, by vanquishing a large field, he secured the brassard and trophy, the latter representing a value of \$50 a week. By request of the donors, Perry Remy and Frank Remy of Anderson, the cash reward is to be \$75 per week, provided the successful aspirant for the honors has equipped his car with the Remy magneto. Burman's Marquette-Bulck was fitted with the ignition, which means that "Wild Bob" will draw \$75 weekly so long as he successfully defends his laurels.

The great struggle was a little late in getting under way, and it was well past 4 o'clock when the cars were sent from the judges' stand. George Robertson, that remarkable driver of the Simplex, who had won the free-for-all ten-mile handicap after a race that aroused the enthusiasm of every spectator, was the



## BUICK GOAT BUTTS IN HORNS-WAY INTO MOTORDOM

INDIANAPOLIS ANIMAL BECOMES RACERS' MASCOT—WILCOX MEETS WITH ONLY ACCIDENT IN VARIOUS PROGRAM YESTERDAY.

"Lizzie Burman Chevrolet Buick" is a long name for a plain everyday unsophisticated American goat, but that is the title borne by a little animal that horned her way into the Speedway yesterday afternoon. She immediately was perched upon a new Buick (buck) Special and was the target for half a dozen cameras. Lizzie was born and bred in Indianapolis and was purchased for the munificent sum of \$1.50. The Buick people will take Lizzie and the rest of her names with them when they leave the city. "We've got Indianapolis's goat," said a member of the racing team yesterday.

The handicap yesterday drew a field of twenty-one starters and was a grand struggle. The field in a track event has been equaled only once, in the Wheeler-Schebler race here last May. "Smiling George" Robertson, with his Vanderbilt cup winner, was the cynosure of all eyes as he whirled his big "ninety" around the vitrified course. He received an ovation when the event ended.

Howard Wilcox, driving a National "forty," met with an accident in the forty-ninth mile of the Remy race. His steering gear broke on the northeast turn, and the car left the course, losing a wheel. This was the only real mishap of an afternoon of exciting races.

### Mercedes Not Barred.

A. R. Pardington, referee, overruled A. L. McMurtry, representative of the A. A. A. and an official in the Speedway meeting, yesterday when he allowed Spencer Wishart of Portchester, N. Y., to enter his Mercedes car in Event No. 18, the eighth number on yesterday's program, and the Cobe race Monday. The technical committee in examining the car reported its ineligibility because there is on file with the contest board of the American Automobile Association in New York no certificate filed by the manufacturers for the manufacturers' agent. The technical committee declared the car ineligible. Because of circumstances and conditions leading up to and incidental to the declaration of this car, the referee overruled the technical committee. Mr. McMurtry appealed from the decision of the referee and filed his appeal with C. W. Sedwick of Indianapolis, the representative of the contest board of the A. A. A. The matter will come before the contest board of the American Automobile Association either to sustain or overrule the decision of the referee.

Officials of the Black-Crow Company, who are making their headquarters at the Claypool Hotel, are enthusiastic over the possibilities of their product through a well-organized and properly handled racing team. The situation, as it appears to

## Smiles Over Victory in Remy Race.



"Wild Bob" Burman, caught by camera immediately after winning hundred mile contest.

President Crow and General Sales Manager Darnell of the Black-Crow Company, is best expressed in Mr. Darnell's own words: "We have just decided to maintain and support the racing team, and this decision has been reached, not from a publicity standpoint alone, but because we believe the experiences will make it possible for us to maintain a higher standard of excellence in the manufacture of our product, and in consequence thereof the buyers of Black-Crow cars will receive material benefits. The possibilities for gaining these benefits and utilizing them quickly in producing results are far greater at the present time than heretofore, because of the advances which have been made in developing and perfecting the racing features."

## REAL ESTATE MAN LEAVES FOR STATE PENITENTIARY

His Wife, Ill Since His Conviction, Will

## CHILDHOOD SCENES LURE

### EDITOR PLANS HOMECOMING

WARREN WORTH BAILEY WILL MOTOR THROUGH INDIANA AND TAKE SON TO OLD FISHING GROUND NEAR GREENCASTLE.

WASHINGTON, July 2.—(Special)—Warren Worth Bailey, editor of the Johnstown Democrat, leader in Pennsylvania Democratic politics, friend of the late Henry George, and one time editor of the Vincennes News, is to revisit the scenes of his early activities in Indiana.

# AUTOMOBILES



**Auto Livery** 23 East Ohio Street  
**Auto Repairing** H.C. SATTERTHWAIT 22nd St. Garage  
**Bodies & Fenders** Auto Supply Bldg. C 221 North Alabama  
**Brass Plating** Indianapolis Plating Co 433 Mass. av. New 3618  
**Bulck & Olds** Bulck Motor Company, 150-152 E. New York St.  
**Cadillac** Frank Motor Car Company, 221-223 N. Delaware street.  
**Clark & Speedwell** Wilcox & Clemens Auto Co. 19 W. Ohio St.  
**Commercial Car Co.** 702 Board of Trade Building  
**Cole 30** COLE MOTOR CAR CO. Factory, 742-750 E. Wash.  
**E-M-F "30"** STUDEBAKER, 309-15 N. Penn. St.  
**Empire** Empire Motor Car Co. Factory, 29th st. and Canal.  
**Everitt** Empire Tire Co., 208 North Delaware. Both phones.  
**Flanders "20"** STUDEBAKER, 309-15 N. Penn. St.  
**Finch & Freeman** Auburn, Dufable, Richmond, Rider, Lewis, 322 N. Del. St.  
**Firestone** Sterling Motor Car Co., 142 West Market Street.  
**Gilde** AUTO CO., 35 W. St. Clair St., Storage, repairs. Work guaranteed.  
**B & J Tires** Indianapolis Rubber Co. 6a and 8, Liberty Sts.  
**Henderson** Motor Sales Co., 759 E. Washington Street.  
**Hupmobile** Hearsey-Willis Co., 113-117 West Market street.  
**International** International Harvester Co. of America, 230 S. Capitol Ave.  
**Inter-State "40"** 1750, 16th and Alabama Streets  
**Jackson & Wescott** Co-Auto Motor Co., 23-25 Km. Ave.  
**Knox** Conduitt Automobile Co., 332-334 N. Del. St., 1/2 Block N. Mass Ave  
**Kohl Mfg. Co.** Maker of Brass Wind Shields 10th Street and Canal  
**KRIT** Sterling Motor Car Co., 142 West Market Street.  
**MARION** MARION MOTOR CAR CO. Factory, 19th St. and Canal  
**Marmon** Nordyke & Marmon. Factory Local Branch Mer. and N. Y.  
**"Maxwell"** Maxwell-Briscoe Ind'pls. Co., Illinois and Vermont.  
**McFarlan Six** McFarlan Six Sales Co. 316 State Life Bldg.  
**Metal Polish** International "Blue Ribbon" 2142 N. Capitol Ave. Sales Everything  
**Mitchell** Hearsey-Willis Co., 113-117 West Market street.  
**Moline** Matton Pl. Livery and Garage, 1640 North New Jersey.  
**Noon "30" & "45"** Noon Motor Car Co. 54 Kentucky Avenue  
**National** National Motor Vehicle Co. Factory, 22d St. & L. E. & W.  
**Oakland** State Automobile Company, 324-330 North Delaware St.  
**OILS** Greases and White Rose Gasoline NATIONAL REFINING CO. Phones 19  
**Overland** Oliver Avenue and Dwyer Motor Dept. 15th and Big 4  
**Parryson "30" \$1400** Knickerbocker Auto Co., 330-36 E. Market St.  
**Parry** PARRY AUTO CO. FACTORY Standard and Division Streets  
**Peerless** SHOEMAKER-SMITH AUTO CO., 240 North Pennsylvania street.  
**Premier** Motor Car Sales Co., 315 N. Delaware St.  
**Randolph** Premier Motor Car Co., Factory, 221-223 S. Shelby street.  
**Rambler** Commercial Trucks, Van Camp Hardware, & Iron Co.  
**Rapid** Rambler Auto Co., 224 South Pennsylvania street.  
**Rauch & Lang** Indianapolis Motor Car Company, 419-423 East Market street.  
**R.A.G. Six** Electrica. Frank P. Fox & Co 27-33 N. Capitol Ave.  
**Regal** RICKETTS & DIAMOND CO. 4004 N. Capitol. Phone North 1305  
**Star Starter** Factory Branch 219 North Delaware Street Starts Engine from Seat 321 West 28th St.  
**Studebaker** Ind'pls. Co., Frank Staley Gen. Mgr., 309-15 N. Penn  
**TIONIA** REFINING CO., INDIANAPOLIS MOTOR CAR OILS  
**Valcanizing** Hearsey-Willis Co., 113-117 W. Market street.  
**Waverley** Electrica — The Waverley Co., 129 South East street.  
**Westcott** MOTOR CAR CO., General Sales Office, 742 E. Wash St.  
**White** STEAM Hearsey-Willis Co., GAS 113-117 West Market St.

## TWENTY-FOUR-HOUR RACE AT SPEEDWAY CANCELED

Twice-Around-Clock Contest Off and Course Will Be Free of Events In August.

The management of the Indianapolis Motor-Speedway has abandoned its idea of holding a twenty-four-hour race on Aug. 12 and 13. It was announced last night, so that the next event at the course will be on Sept. 2, 3 and 5, the Labor day meet. This step was taken for fear a fatality might mar the twice-around-the-clock contest, as the long grinds are considered the most dangerous events.

Many factories were eager to take part in a twenty-four-hour race, among them being the Loxier, Buick, Marmon and others. In addition to declaring off the twenty-four-hour race the balloon meet for Aug. 12 has also been abandoned, so that the next contest for the great gas bags will be Sept. 17, when the national championships will be run.

There will be no events at the Speedway in August, as every effort will be made to handle the two September events.

## SCHOOLS PUT BAN ON RUGBY

California Students Will Play Old-Fashioned Association Football.

Six California schools have announced that they intend to play old-fashioned association football next fall instead of Rugby.

The announcement that the Mt. Tamalpais Military Academy or San Rafael will play the American Intercollegiate style of football instead of Rugby has practically defined the football situation for the approaching fall in California. Six schools are now lined up to contest a series for the gridiron championship, including Belmont, Hitchcock, Stockton, Lick, Polytechnic and Mt. Tamalpais. The Oakland and Berkeley high schools have switched to Rugby, while no announcement has been forthcoming from the Alameda High School. With Oakland and Berkeley out of the Academic Athletic League, but two schools remain in Frisco to demonstrate the gridiron game, Lick and Polytechnic.

A movement is on foot to form a league for those teams continuing to play the American game. The game seems to be finding high favor upon the coast.

**VINCENNES WINS, 4 TO 1.**  
**VINCENNES, Ind., July 2.**—Brumfield pitched a great game and both teams fielded fast. Score:  
 Vincennes .... 0 1 1 1 0 0 0 1 0—4 10 1  
 Paducah ..... 0 0 0 1 0 0 0 0 0—1 3 0  
 Batteries—Brumfield and Fish; Floyd and Block.

to take my boy to the little crystal stream not far from Greencastle, Ind., where my father used to take me when he was fishing. It is a spot that has lingered much in my memory during all the long years since those far, childhood days, and I hope it will prove to be as beautiful and alluring as I see it now through the vista of more than four decades.

"I shall visit Tom Johnson at Cleveland and Brand Whitlock at Toledo en route and shall spend a little time in Chicago before dropping down to Kansas, Paris, Terre Haute, Carlisle and Vincennes. I also count on passing through Uncle Joe Cannon's town on my way to the prairie farm where I used to pick wild flowers and hunt snipe, plover, ducks and prairie chickens with a single-barreled shotgun before I was 12 years old."

## CLUBS DUBBED EVERYTHING FROM SAINTS TO SKEETERS

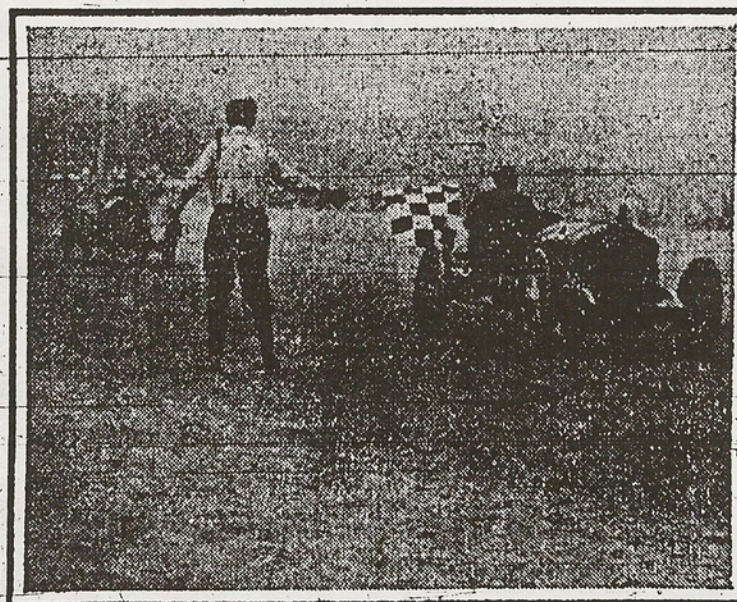
Wide Diversity of Nicknames Chosen for Various Baseball Nines in United States.

Have you ever stopped to consider the peculiar names—nicknames—which have been attached to baseball clubs throughout the United States? Starting at the top, the world's champion Pittsburgh Nationals are called the Pirates and the Detroit Americans are called the Tigers. The Western teams offer the most peculiar aggregation of names. San Francisco in the Pacific Coast League is called the Seals, Portland, Ore., the Beavers, and so on.

The National League has Chicago as the Cubs, Pittsburgh as the Pirates, New York as the Giants, St. Louis as the Cardinals, Boston as the Doves, Cincinnati as the Reds, Brooklyn as the Trolley Dodgers. The American has Chicago as White Sox, New York as Americans, Cleveland as Naps, St. Louis as Browns, Washington as Senators, Detroit as Tigers and Boston as Red Sox. In the Southern League we have Atlanta as the Crackers, Mobile as the Oysters, Nashville as the Sea Gulls, Birmingham as the Iron Founders. The Virginia League has Richmond as the Colts, Norfolk as Tars, Lynchburg as Shoemakers, Portsmouth as Truckers. The Northwestern League has Tacoma as the Tigers, Vancouver as the Beavers and Spokane the Indians. The Eastern League has Baltimore as Orioles, Jersey City as Skeeters, Rochester as Herds, Buffalo as Bronchos, Toronto as the Leafs, Montreal as Royals, Providence as the Clams. The American Association has St. Paul as the Saints, Louisville as the Colonels, Milwaukee as the Brewers, Toledo as the Mud Hens, Kansas City as Blues, Indianapolis as the Browns and Columbus as the Senators. The California State League has Stockton as Millers, Fresno as Raisin Eaters and San Jose as Prune Pickers.

**ATHLETES ON LONG TRAMP.**  
 A number of the famous track team of the University of Michigan are going to make a tramping trip through Europe this summer. They are Horner, Craig, Hall, Gutz, Gamble and Keck. Their plan was to go by cattle steamer and tramp through Germany, France, Holland, Switzerland and Italy.

## Aitken in National Beating Simplex.



Finish of spirited five-mile free-for-all race with Johnny Aitken in National nosing out George Robertson. Aitken averaged more than eighty-one miles per hour in this contest.

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sence from the court resume the lead.  
 After maintaining seven laps Dawson had a few seconds. Just as his fast-flying opponent gain his position at t Dawson fell in behind Harroun (third and K order continued four thirty-fifth revolution the "Bedouin" Marmon set out to overhaul I He was aided in his entire crowd of spectators the fight he the odds which faced grueling contest.  
 Burman and Dawson have all the end and, drawing forth all they had kept for this, they circled th



...take me, then I am especially planning to take my boy to the little crystal stream not far from Greencastle, Ind., where my father used to take me when I went fishing. It is a spot that has lingered much in my memory during all the long years since those far, childhood days, and I hope it will prove to be as beautiful and alluring as I see it now through the vista of more than four decades.

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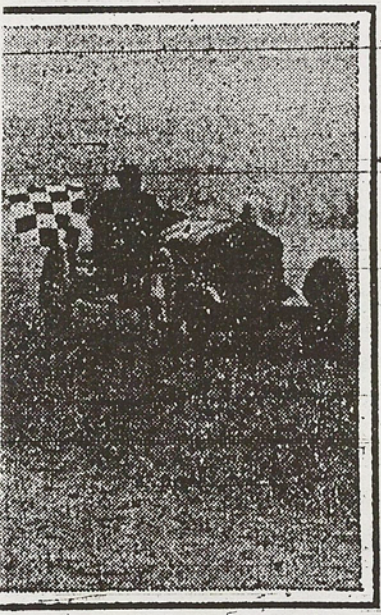
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Five miles—Class B, 231 to 300 cubic inches piston displacement. Marquette-Buick "16," driven by Louis Chevrolet, won. Same model by Robert Burman, second. Time, 4:48.2.

Ten miles—Class B, 301 to 450 cubic inches piston displacement. Marquette-Buick "16," driven by Louis Chevrolet, won. Time, 7:54.86.

100 miles—Remy Grand Brassard and Trophy—for cars up to 450 cubic inches piston displacement. Marquette-Buick "16," driven by Robert Burman, won. Time, 1:20:35.63.

## The BUICK Cars Ad

The Buick cars added two victories of all class, won by Buick Special. Time, :38.36.

Ten miles—Class B, 160 to 280 cc. Buick, Model 10, driven by Louis Chevrolet, won. Time, 8:14.20. Driven by Robert Burman, second.

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Distance	Car	Driver	Time	Stock
Five Miles.	Buick 10.	L. Chevrolet.	4:35.47.	161 to 230
Ten Miles.	Buick 10.	L. Chevrolet.	8:55.40.	161 to 230
Five Miles.	Marquette-Buick 16.	L. Chevrolet.	4:48.20.	231 to 300
Ten Miles.	Marquette-Buick 16.	L. Chevrolet.	7:54.86.	301 to 450
Forty Miles.	Marquette-Buick 16.	R. Burman.	31:46.02.	301 to 450
Fifty Miles.	Marquette-Buick 16.	R. Burman.	39:47.86.	301 to 450
Eighty Miles.	Marquette-Buick 16.	R. Burman.	64:24.48.	301 to 450
Ninety Miles.	Marquette-Buick 16.	R. Burman.	1:12:27.84.	301 to 450
One Hundred Miles.	Marquette-Buick 16.	R. Burman.	1:20:35.63.	301 to 450

Think what these figures mean—then think what Buick and Marquette-Buick are synonymous. See the trophies won by these cars at our salesrooms.

# BUICK MOTOR COMPANY

Indianapolis Branch: 130-132 East New York

OLD PHONE, MAIN 639

NEW PHONE 2643

## Burman Wins Race in Fast Time

CONCLUDED FROM PAGE 11.

sence from the course, was not able to resume the lead.

After maintaining his advantage for seven laps Dawson halted for repairs for a few seconds, just long enough to allow his fast-flying opponent, Burman, to regain his position at the head of the field. Dawson fell in behind, with the consistent Harroun third and Kincade fourth. This order continued four laps, but on the thirty-fifth revolution Kincade went by the "Bedouin" Marmon, master and then set out to overhaul his other opponents. He was aided in his game struggle by the entire crowd of spectators, who appreciated the fight he was making against the odds which faced him earlier in the grueling contest.

Burman and Dawson then let their racers have all the energy they would use, and, drawing forth all reserve power that they had kept for emergencies such as this, they circled the course in speedy

time. Kincade might—but more tire trouble ended all his hopes of victory when he was on his thirty-seventh lap.

Then ensued an almost superhuman struggle between Burman and Dawson for first place in the Remy race. Dawson, making every possible attempt to close the lead of his famous opponent on the next to the last lap, gained eight seconds and was fairly flying as the end of the long competition approached. Harroun was an easy third, but it appeared for a time as if the Marmon pilot would seize the honors for which Burman already was extending his hand. The crowd breathed hard as the last leg of the long journey drew forth the most earnest efforts of the day.

Burman continued his flight at an appalling rate of speed and smiled as he coasted across the line at the end of the fortieth lap. Dawson finished second and Harroun third. Cheers rent the air for all the plucky drivers as the spectators, thrilled and satisfied, wended their way home.

## NEW SENSATION.

Newark (N. J.) Star.

Magistrate—If what you say is true why did the officer arrest you for overspeeding? Automobileist—I reckon he wanted to ride to the station house in my automobile.

## IMPROVE KENTUCKY TRACK

Kentucky Association Plans Enlarging Betting Shed and Repairing Track.

LEXINGTON, July 2.—The betting shed, the Kentucky Association track is to be enlarged and some changes in the offices and the handling of the tickets and money of the pari-mutuel machines are to be made. The executive committee has also decided to drain the low place in the infield near the half-mile ground, and fill it in with clay to be taken from the crown of the track which now obscures the turn for the home stretch. New soil is also to be put on the track in needed places.

It has not been determined whether a future meeting will be held here. This depends largely on the situation in the East, where there should be a suspension of racing. New York it can be put down as next to certainty that there will be a short meeting at Lexington in September or October.

There are now only ten horses in training at the local track. Superintendent Ross says this is the smallest number in the barn since any time within his recollection. It is expected that there will be any material increase until the yearlings begin to come in, about sixty days hence.



NDAY, JULY 8, 1910.

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# REMY MAGNETO

## Wins 100-Mile Race for Remy Bras- sard and Grand Trophy

At Indianapolis Speedway, July 2

Burman, in Marquette-Buick equipped with famous Remy High-Tension Magneto, conquers flower of American cars in greatest stock race of Speedway history.

Heroic Buick pilot climaxes two days of sensational achievement by hurling Remy-equipped car to victory in magnificent race for Remy-Brassard in record time of 80 minutes 35.6 seconds—an Average of 74.44 miles per hour.

New records for 40, 50, 90 and 100 miles marked the flight of Burman's Remy-equipped Marquette-Buick.

### Summary of Remy Magneto Victories on Saturday, July 2.

#### EVENT No. 1—Record Trials—One Mile.

1st—Buick Special (Remy equipped). Burman. Time, 38.3 seconds. Average, 94 miles per hour.

#### EVENT No. 3—Distance, Ten Miles, 161-230 Cu. In.

1st—Buick (Remy equipped). L. Chevrolet. Time, 8:55.4. (New Record.) Average, 67.5 miles per hour.

2d—Buick (Remy equipped). Burman.

#### EVENT No. 4—Distance, Five Miles, 231-300 Cu. In.

1st—Marquette-Buick (Remy equipped). L. Chevrolet. Time, 4:08.3.

2d—Marquette-Buick (Remy equipped). Burman.

#### EVENT No. 5—Distance, Ten Miles; 301-450 Cu. In.

1st—Marquette-Buick (Remy equipped). L. Chevrolet. Time, 7:54.8. (New Record.) Average, 75.82 miles per hour.

#### EVENT No. 7—Distance Ten Miles, Open Handicap.

3d—Midland (Remy equipped). Ireland.

#### REMY-GRAND BRASSARD.

100 Miles 301-450 Cubic Inch Class.

1st—Marquette-Buick (Remy equipped). Burman. Time, 1:20:35.6. Average, 74.44 miles per hour. (Four New Records.)

4th—Marquette-Buick (Remy equipped). A. Chevrolet.

#### FRIDAY, JULY 1.

Field Day for Remy equipped cars, which created 7 new records, and won 6 firsts, 5 seconds, 1 third, including great record-breaking

#### 50-MILE RACE FOR G & J TROPHY.

These victories in the leading classics prove again what the world's most famous racing pilots and largest motor car makers have long known—that the REMY MAGNETO is the

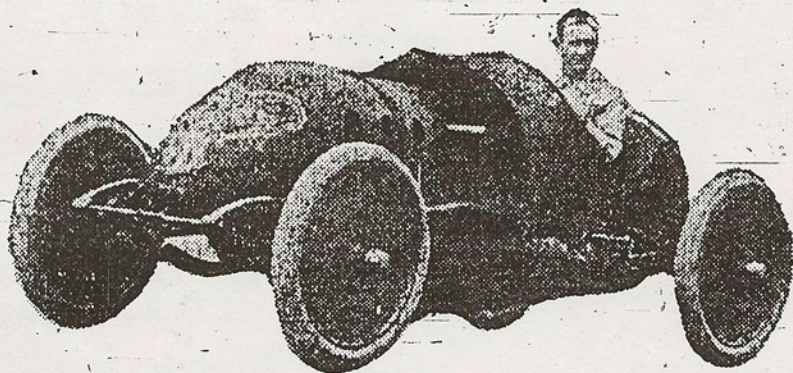
"Best in the World"

# REMY ELECTRIC CO.

Anderson, Indiana

Detroit—471 Woodward Ave.

New York Chicago Boston  
San Francisco Kansas City



Bob Burman, who with Chevrolet, has hurled Remy-Equipped Buicks to victory in leading speed events of past two years





**TEN Firsts**  
**FIVE Seconds**

**17 Class Records Broken**

**8 STOCK CAR STARTS---8 STOCK CAR VICTORIES**

**For Every Stock Car Race**  
**One or More New National Records**

**This is the Result of Two Days' Racing by**

**Marquette-Buick** and

**Buick**

**Cars at the Indianapolis  
Motor Speedway**

What does this array of winnings and records broken mean to, an automobile buyer?

What does the Buick and Marquette-Buick owner say when a stock car such as he owns wins every event in which it starts against class competition to the world?



# Marquette-Buick

# Buick

## Cars at the Indianapolis Motor Speedway

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Ten miles—Class B, 160 to 280 cubic inches piston displacement. Buick, Model 10, driven by Louis Chevrolet, won. Same model driven by Robert Burman, second. Time 8:58.04.

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