Big Outlay Made to Make Auto Classic A Great Racing Event

Memorial Day race at Indianapolis clear. is as typical of the great country and its great people as anything that can be imagined, writes Walter C. Boynton in MoToR. · Here are prodigal outlay of time and money. of genius and energy, of devotion and death-daring-all to make a holiday for a crowd and to show freely, and the connecting rods re that the American is supreme in his determination to be first in whatever he undertakes. Think of a 420-acre field, cared for the year around by a small army of men; a brick-paved race track that is two and a hall miles long, with more than 3,000,000 bricks in it; a throng of 135,000 people, spectators; and 5,000 people more to look after their comfort and safety. All this and much more months of energetic work of preparation, weeks of effort, days and days of test and trial—have been devoted to a brief space of a little more than five hours, in which the world's best racing cars and the world's best drivers and mechanics race of specialized automotive parts are on the ground to provide such parts that need replacing with new ones. Anti-friction bearings of beth world's biggest sporting event.

Tenderfoot Learns Much.

tenderfoot at the Speedway learns many things, if he is willing to. First of all, he learns that, as one mechanic puts it "Building more r. p. m. into your rear wheels," is the end and aim of everything that is done to the cars before the That is the object of all the outlay of every kind that goes be-fore the big show. Getting the extra r. p. m. out of the wheels while the race is on is the job of the driver -and of his indispensable mechanic. That is the object of the five one of the twenty-nine cars entered tense hours at the track—the one developed any bearing trouble at all. day in the year when the track is

Speed, speed—more speed! That flanking the track, ready to furnis the watchword and no trouble is too great to take, no risk too great replacement were necessary.
to run, if by taking it or running it At last, the great hour

to keep on going.

Every visible part of the car is planned and built and watched and planned and built and watched and cleaned are really washed are really washed are really washed are really washed and cleaned are really washed are really tested with the care that its responsibility entitles it to. Two human lives—and possibly more—may be the penalty for overlooking a trifle.

The moving parts are brought together with scrupulous care. They gether with scrupulous care. They must be close enough together to made in the qualifying runs, stand minimize vibration and far enough ready for the word. The big crowd apart to minimize friction. Vibra-holds its breath in suspense. Antion and friction are the twin rats other second, and the crowd that gnaw at speed and safety. Every part that bears upon anbreathes again. They are off!

other-and there are so many of them-is fitted to an unbelievable your foot out, quickly, when you are nicety. No man can say just what the limits shall be. Men working around a racing car, which is so largely hand-tooled, grow to have a sort of sixth sense that tells them when parts that bear based. In the edge of the car does! And how your words of one expert: "You see, it heart goes back where it belongs mustn't be too tight here, and at the when you straighten away after the

Camshaft bearings are hand scraped with loving care. It is a sight to see the artistic devotion with which the scraping tool is handled. Repeated and delicattests are made to see that the bearing surfaces work intimately, yet pistons gets the same careful scrut iny. The car is gone over with laborate care from end to side to side and through When the driver and the mechanic unite in saying that a car-to which they are going to trust their lives-if fit, it is fit-

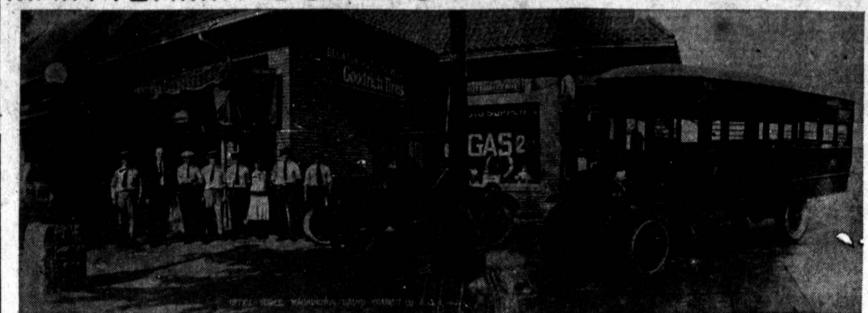
best drivers and mechanics race ones. Anti-friction bearings of both around and around the track, for a the ball and roller type are employstimable glory of being first in the cars, and for example the Bearing Service Company has for a num-ber of years worked closely with racing mechanicians and drivers, so that the bearing equipment every car is as near perfect as

Racing conditions are very well known to the designers of racing cars, and every part is engineered strength that is to the greatest compatible with lightness and ca-pacity for swift motion. When bearings are properly installed they are the 1922 race, during which not developed any bearing trouble at all. While the race was on, the Bear-

to run, if by taking it or running it At last, the great hour comes. a car may be made to go faster—and After days of trying and testing, changing and altering, tightening cleaned. Their identification num-

You know how you "sort of" put when parts that bear upon one an- a good deal faster than the outside

MAIN TERMINAL OF WASHINGTON RAPID TRANSITI



The main offices of Washington's popular bus line are shown here with the headquarters staff.

Reading from left to right: William P. Killeen, vice president and general manager; Vaughn Derby, auditor; Harry Johnson, starter; C. S. Watts, cashier; W. D. Trowbridge, secretary; Miss Wurtzman, office; Frank Dowling, cashier, and H. H. England, traffic manager.

great deal too fast and hang on by the far edge of the tires like flies crawling on a side wall. I worked so hard trying to help keep those whole track was pretty liberally and round, but there is sprinkled with oil, and fairly slippery different every minute at the turns; and I felt that I must

For the first half hour or so, while fifty miles, everybody was intent on the track, following the cars with turning heads and craned necks. But after that, until it began to come track to rest them for a minute time for the finish, people were almost indifferent. The cars were all gone more than a mile, and so many bunched, most of the time, so things can happen in that distance that there would be a perceptible .u!l for a little while, then a drumming noise, steadily growing louder and Then there was a concentrated roar as the cars swept by the press pagoda and the drumming died the discarded casings. But it was away for a few seconds—to begin away for a few seconds—to begin again. And so it went, lap after lap, hour after hour, with Jimmy Murphy out in front and the electrical timing device clicking off the record of the

performing a very delicate operapatient. They work fast, you know, and the assistants and nurses stand with a weight of eight tons or at their elbows, keeping the sweat out of their eyes and handing them just what they need at the very instant they need it. If you can imagine a moving picture of an operation, speeded up to the limit of the camera, you will get some idea of what happens when service is being given while a race is in progress.

But It's Not Monotonous.

an automobile race is monotonous cars right side up that after a few when no one is hurt or killed. Some laps I was as tired as if I had been driving myself. Before very long the wrong. The cars keep going round different every minute for every man in the race. You never know For the first half hour or so, while your mind off the cars at the turn, the boys are warming up the first for you feel that if you don't work just a little minute—the cars have

You could see the strain on the men—and on some things about the be worn to a knife-edge and the punthe parts of the car that were standing their share of the brunt of it all—the frame and the moving device clicking off the record of the parts, the engine and the bearings. World's most remarkable automobile for the engine, though the mechanic When it comes to the matter of to relieve the friction. And the man is a dynamo. Perhaps you bearings! Every time a car went man is a dynamo. Perhaps you bearings: Every time a car went have seen a skillful surgeon or two thrust of that heavy mass of metal. thrust of that heavy mass of metal, multiplied by centrifugal force so

It was as if the cars themselves felt a strong urge to get away from the track and the dust and the shouting and the strain, and the drivers and the bearings would not let them go.

Is Just Like Play. No one but a fool would trust his Every man concerned in own life and risk those of his felthe job knows exactly what to do low creatures with any mechanism

going to tip over that time. Well, getting ready to see what they are that's the way you feel when you see doing, and how, it is done and the one of those racing cars hit the turn car is on its rushing way again. cars that can be humanly foreseen enters so strongly into the race that Don't let any man tell you that is made safe and as strong as can it is hard to say who will win, all

be—always remembering that the crowd is there to see speed—and some of them (most of them, if the truth is to be told) to see spills. bound to push his car through Some of the crowd coming away ahead of the rest if it is humanly from the speedway that wonderful possible—and sometimes when it May day yawned and remarked that quite evidently is not. All that it had been a dull race—nobody hurt. human ingenuity can do to build do all that I could to keep the cars going, right side up.

Indifferent as Time Goes.

For the first half hour or so, while

> spectacle as a finished production- racing driver who combines rare as a play that was put on with skill with a rarer cool head, an ap-scenery, costumes, properties, all parent contempt for death, an al-complete. And the actors in the most divine sense of direction and swiftly moving drama—the men and distance. the machines-were so carefully prepared, so letter-perfect in their parts.
>
> They had all been coached and taught, groomed, refined, trained—bus every day in North Carolina.

eaths!

A hundred generations have been The crowd, the big crowd, saw the born and have died, to produce the

nothing had been left undone to Ninety-three per cent of the chil-make them play their parts.

It is anybody's race until that pense are carried in motor vehicles

A good way to prevent hardening of inner tubes while they are stored away is to place them in hot water once a month or six weeks. After a few minutes' immersion, they should be dried thoroughly and inflated slightly before being hung up. This will keep the rubber soft and pliable.

To successfully "make" a small parking space in which the car is to placed. First steer the car slightly into it and then out again before backing in. This brings the rear wheels nearer the curb in preparation for the backing process, and makes the work of parking easier.

An automobile school for chauf-feurs has been opened in Constan-tinople. The school, which is the first of its kind in the Near East, 's operated by the Near East Relief. The school of the Near East Relief. The poses are excluded.

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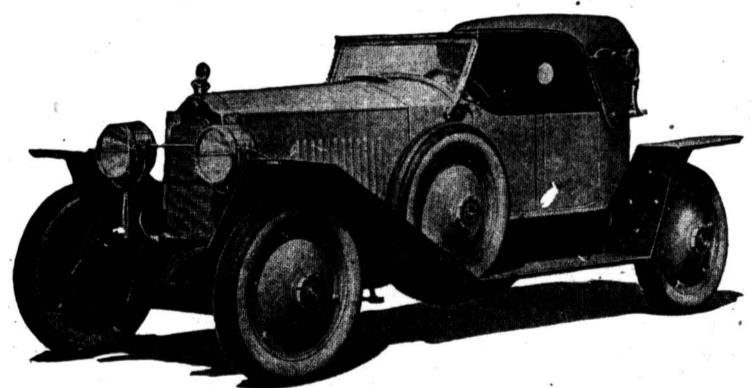
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