

Just at the time when the Mercer 19

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# AMERICAN BRAINS ASSISTED VICTOR

## Work of Lime and Aitken in Peugeot Pit Invaluable to Goux.

### SIGNALS WATCHED CLOSELY

### Winner Owes Much to Careful Coaching Received From Local Men.

BY EDDIE EDENBURN.

France may well be proud of Jules Goux and his Peugeot, which won every trophy and finished first in the 500-mile race at the Speedway yesterday, but American brains figured in the victory. Herbert (Red) Lime and Johnny Aitken, who in past years have been members of the National racing team, were Goux's chief advisers during the race and for a week before.

The winner of the world's greatest race of the year realized on arriving in this country that he could not hope to learn everything he should know in the weeks before the race. Lime and Aitken helped him during not a week's vacation here.

the straightaways he put his foot on the throttle and the blue car seemed to skim the brick track. He took the turns easy and kept to the center, not trying to hold the pole or ride high at any time.

### FOLLOWED PIT SIGNALS.

Goux drove the pace that was signalled him and his mechanic proved apt at keeping him advised.—From the time he took the lead until he finished he was as regular as clockwork in obeying the signals given him by Lime to slow down or to quicken his pace. If ordered to speed up he would cut his lap by five or six seconds or he would add about the same amount, keeping very near seventy-seven or seventy-eight miles an hour while running. Except when coming into the pits he drove near the outer edge, keeping away from the pits, as this gave him a clear field.

Remembering his experience the first day on the track he followed the instructions to save his tires, and this he did by taking the turns while coasting. He drove consistently from start to finish and was cool and collected at all times. The crowd came to recognize the measured cough of the exhaust as he came down the stretch and shut off while passing the grandstand. When the race was nearing the close he was forced to make more frequent stops at the pits, but he was cool and kept himself well in hand, although almost exhausted from the strain of driving the entire race alone.

### PIT WORK IS GOOD.

His pit work was good, although the Stutz team made the lightning tire changes. Goux watched every move, and when it came to putting on a fresh tire and wire wheel he helped to place the wheel. Although Goux did not break the record, he might have been able to accomplish it under more favorable conditions for the day was hot and tires would not stand a faster pace. The only time he showed a tendency to push his car to the limit was in his brush with Anderson's Stutz. The next day a rear tire, let the change was made in a minute and he was off his way again and from that time he kept his head, driving the same steady pace.

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The winner of the world's greatest race of the year realized on arriving in this country that he could not hope to learn everything he should know in the weeks before the race. Lime and Altken helped Joe Dawson set a world's record that withstood the assault yesterday, and it was only natural that Goux should look for two such capable men. From the time the race started the winner followed the pit instructions to the letter. He cut out and coasted every turn, but on

The arrangements for the race were completed by the pit men who were on duty at the start of the race. The winner of the world's greatest race of the year realized on arriving in this country that he could not hope to learn everything he should know in the weeks before the race.

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Both Lime and Altken took great interest in their racing brother from across the sea and put forth every effort to give him a fair chance with the other drivers. They coached him steadily for a week, schooling him in the way to drive the track and the speed they thought was best. That he proved an apt pupil his winning tells. By a strange coincidence, Red Lime, the man who made it his business to coach the winner, never

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...go down in history as such.  
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France may well be proud of Jules Goux and his Peugeot, which won every trophy and finished first in the 100-mile race at the Speedway yesterday, but American brains figured in the victory. Herbert (Red) Lime and Johnny Aitken, who in past years have been members of the National racing team, were Goux's chief advisers during the race and for a week before.

The winner of the world's greatest race of the year realized an ambition in his country that he could not hope to meet anywhere he should drive in the weeks before the race. Lime and Aitken helped the French man a week's work and attention. The American mechanics and it was only because that Goux should win the race that he could not have done it. From the time the team started the winner followed the pit instructions to the letter. The pit work was good, although the

the straightaways he put his foot on the throttle and the blue car seemed to skim the brick track. He took the turns easy and kept to the center, not trying to hold the pole or ride high at any time.

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Remembering his experience the first day on the track he followed the instructions to save his tires, and this he did by taking the turns while coasting. He drove consistently from start to finish and was cool and collected at all times. The crowd came to recognize the measured cough of the exhaust as he came down the stretch and shut off while passing the grandstand. When the race was nearing the close he was forced to make more frequent stops at the pits, but he was cool and kept himself well in hand, although almost exhausted from the strain of driving the entire race alone.

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His pit work was good, although the Stutz team made the lightning tire change. Goux watched every move, and when it came to putting on a fresh tire and wire wheel he helped to place the wheel. Although Goux did not break the record, he might have been able to accomplish it under more favorable conditions for the day was hot and tires would not stand a longer run. The very time in the final lap of the race that Goux showed a tendency to push his car to the limit was in his hands with Aitken's change. The man who a few days before the change was made in a distance and he was up the way again and Goux had time to get his head, during the entire race.

Goux's last lap was good, although the Stutz team made the lightning tire change. Goux watched every move, and when it came to putting on a fresh tire and wire wheel he helped to place the wheel. Although Goux did not break the record, he might have been able to accomplish it under more favorable conditions for the day was hot and tires would not stand a longer run. The very time in the final lap of the race that Goux showed a tendency to push his car to the limit was in his hands with Aitken's change. The man who a few days before the change was made in a distance and he was up the way again and Goux had time to get his head, during the entire race.

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The winner of the world's greatest race of the year realized on arriving in this country that he could not hope to learn everything he should know in the weeks before the race. Lime and Aitken helped Joe Dawson set a world's record that withstood the assault yesterday, and it was only natural that Goux should look for two such capable men. From the time the race started the winner followed the pit instructions to the letter. He cut out and coasted every turn, but on

the straightaways he put the foot on the accelerator and the time he counted to give the pit signals. He took the narrow road and kept to the normal car speed to keep the pit signals high all the time.

## FOLLOWED PIT SIGNALS

Goux drove the race this was expected from and the mechanical part of long-ing him advised—Goux has since he took the lead until he finished he was as regular as clockwork in following the signals given him by Lime to slow down, or to quicken his pace. If ordered to speed up he would cut his lap by five or six seconds and he would not about the same amount, keeping very near normal speed of seventy-eight miles an hour while pushing. Except when coming into the pits he drove near the outer edge, keeping away from the pits, as this gave him a clear field.

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**BY EDDIE EDWARDS.**

France may well be proud of Louis Goux and his Peugeot, which won yesterday and finished first in the opening race at the Speedway yesterday and American helms figured in the victory Herbert (Red) Lime and Johnny Aitken, who in past years have been members of the National racing team, were Goux's chief advisers during the race and for a week before.

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**BUT WORK IS GOOD.**

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**NARROW ESCAPE RECALLED.**

Red, who never left the Peugeot pit for a minute, was the mechanic for Charley Merz in the August (1909) meet. Merz's National was disabled on the back stretch during the first race for the Wheeler-Schebler Trophy, a 300-mile event. Lime ran all the way across the track to the pits for repairs, but fainted on his arrival. Kellum took his place and carried the repairs to Merz. The car then got back in the race and a few laps later plunged off the track, killing Kellum. Since that time Lime has never ridden in a race, but he remained a member of the National team. Merz won the International championship with an average of 28.72, which Goux was unable to equal.

**Make the Liver Do its Duty**

Nine times in ten when the liver is right the stomach and bowels are right.

**CARTER'S LITTLE LIVER PILLS**

gently but firmly cleansed a lazy liver to do its duty.



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# Make the Liver Do its Duty

Nine times in ten when the liver is right the stomach and bowels are right.

## CARTER'S LITTLE LIVER PILLS

gently but firmly compel a lazy liver to do its duty.

Cure Constipation, Indigestion, Sick

Headache, and Distress after Eating.

Small Pill, Small Dose, Small Price

Genuine must bear Signature

*Brentford*



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was noticeable that even with their more powerful machines the Peugeot's drivers turned to America for assistance. Goux won with Firestone tires and Hartford shock absorbers. Goux found on his arrival at the track some weeks ago that without shock absorbers he would never be able to finish, and with the Hartfords on he proved the best out of the twenty-seven that started. Almost without ex-

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The liver is the largest gland in the body and its proper functioning is essential for the health of the entire system.

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Indigestion,  
Headache,  
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*Wm. D. Foulke*

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**NARROW ESCAPE RECALLED**

... ..

ception—the cars in the race used the Hartford shock absorber.

**MUST BE WON THREE TIMES.**

Had Goux's car been equipped with a Remy magneto he would have won, in addition to the Remy Brassard, a salary of \$75 a week. In winning the Prest-O-Lite trophy Goux will retain it until it is raced for again as it must be won three times to become the property of a driver. The same is true of the Wheeler-Schebler trophy. This is the most costly silver trophy ever offered in racing and stands several feet high. It was last won by Ray Harroun, driving the Marmon Wasp in 1910 and, he was the only man that ever won a leg on this trophy as the 1909 race in which it was first offered was called in the last fifty miles with the Jackson in the lead. Harroun, with the same car, won the first 500-mile event.

**BURGLAR SUSPECT IS HELD.**

**Alleged to Have Entered Home on Birch Avenue.**

Another barefoot burglar suspect was arrested by the police yesterday morning. He gave the name of Open King, and did not seem able to give a very accurate explanation of anything. He was locked up in the County Jail pending an investigation. He is said to have entered the home of James ... ..

... ..