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Jones is in charge of Knicker's service department by Rochester, N. Y. where the famous race driver is the agent for Stenderon cars. Stenderon drove the Barney Oldfield in mile track meets all over the country last summer and is one of the best informed mechanics in the area.

### PLAN ENDURANCE RUN

The Allegheny (Pa.) Motorcycle Club is planning a number of endurance runs for May

...of the... The... which makes up the greater part of the road between Cherokee, Okla., and Wichita, Okla. Bladden rode his motorcycle completing the trip in five and one-half hours.

### THROUGH HILL AND VALE

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# Dawson Predicts Average Speed in Race Less Than 80 Miles an Hour

What will be the average speed of the winner of the third International Sweepstakes 500-mile race, to be run on the Indianapolis Speedway May 30? On May 30, 1911, the Marmon "Wasp" won the first big Speedway classic at the rate of 74.6 miles per hour. Last year Joe Dawson hurled the winner across the tape at the end of the five-century grind at an average speed of 78.72 miles per hour. This year wide circulation has been given to the sensational record of many of the foreign cars entered in the race, but as these records have been made on foreign tracks and under different conditions than obtain on the Indianapolis Speedway, there is big room for argument as to the records.

Joe Dawson, who drove the winning car last year and who was well up among the leaders in the first classic, was seen recently at the Napier & Marmon Tool and Machine Co. in Indianapolis and gave his views on the matter. Dawson has been a successful winner at the Speedway and has watched many of the cars of practice and should be as well qualified as any one to make a prediction on this year's race. "I believe the winning car will not average more than 80 miles an hour," Dawson said. "The cars of this year are not so good as the cars of last year."

against the 600 cubic inches displacement of last year. While several of the foreign entries have shown speed around 100 miles per hour on the Brooklands track in England, I do not think they will come within twenty miles of this average on the Indianapolis course, where the turns are not banked so high. I have seen and driven cars myself that would do better than 100 miles per hour, and yet it is impossible to hold this average on the Speedway where the turns must be taken into consideration.

"The last two races on the Indianapolis track have shown that the winning is a matter of careful, conservative driving, and any driver in any car who starts out to 'beat it' and incidentally to average above eighty miles an hour will no doubt come to grief before the end of the 500 miles.

"In view of the special prizes hung up for the leading cars at the 100-mile mark this year, I look to see several cars start out and go to the limit for the special prizes, but I do not think the winner will be found among these cars.

When you get right down to the actual conditions of the race, the actual speed of the cars is not so important as the driver's skill. The driver who can keep his car in the lead and who can make the most of the special prizes is the one who will win. The cars of this year are not so good as the cars of last year, and the driver who can make the most of the special prizes is the one who will win.

# Dawson Predicts Average Speed in Race Less Than 80 Miles an Hour

What will be the average speed of the winner of the third International Sweepstakes 500-mile race, to be run on the Indianapolis Speedway May 30? On May 30, 1911, the Marmon "Wasp" won the first big Speedway classic at the rate of 74.4 miles per hour. Last year Joe Dawson hurled the winner across the tape at the end of the five-century grid at an average speed of 73.72 miles per hour. This year wide circulation has been given to the sensational record of many of the foreign cars entered in the race, but as these records have been made on foreign tracks and under different conditions than obtain on the Indianapolis Speedway, there is big room for argument as to the records.

Joe Dawson, who drove the winning car last year and who was well up among the leaders in the first classic, was seen recently at the Nordyke & Marmon Company factory in Indianapolis and gave his views on the matter. Dawson has been a constant visitor at the Speedway and has watched many of the cars at practice and should be as well qualified as any one to make a prediction on this year's race. "I believe the winning car will not average more than eighty miles an hour," said Dawson. "This year the limit of 450 cubic inches placed on piston displacement limits the size of the car

against the 400 of the last year. When another track miles per hour in England, it is within twenty miles of the Indianapolis course, where the turns are not banked so high. I have seen and delivered cars exceed them 100 miles per hour, and yet it is impossible to hold this average on the Speedway where the turns must be taken into consideration.

"The last two races on the Indianapolis track have shown that the winning is a matter of careful, conservative driving, and any driver in any car who starts out to 'heat it' and incidentally to average above eighty miles an hour will no doubt come to grief before the end of the 500 miles.

"In view of the special prizes hung up for the leading cars at the 100-mile marks this year, I look to see several cars start out and go to the limit for the special prizes, but I do not think the winner will be found among these cars.

"When you get right down to figuring the actual conditions and the enormous chances against a car and driver even equaling the previous records and add to that even an average two miles more per hour, you have cut out a good day's work for any team. If the winner averages over eighty miles an hour he should get full credit for doing something that is almost impossible under the conditions."