

HARROUN DEPARTING FOR ATLANTA TELLS PLANS FOR COMING SEASON

Drives in Contests on Motordrome and Georgia Tracks in Preparation for National Championship Meet on Speedway, Which the Marmon Pilot Expects to Add to List Victories.

"Watch the sunlight glisten on those orange rims," said Ray Harroun yesterday before leaving for Atlanta. "The Speedway wasps have been disturbed and some one is sure to get a stinging when hornets known as the 'yellow peril' are turned loose over the surface of clay of the Atlanta track.

"My cars are in fine shape and I never felt better in my life. My recent wins at the motordrome in Los Angeles have simply given me a greater appetite for what I expect to do at the greater meets of Atlanta and the national championship meet at the Indianapolis Motor Speedway.

"The Indianapolis Motor Speedway is the spot that I have set my highest hopes on. Why, do you know what the May 30 championship meet means to me? It means that to win a race on that date carries with it the honor of being the champion of the United States for 1910. This will be my first championship race and I am doing my motordrome and Atlanta work simply as preparation for the greater meet to take place here.

"If I do not win in Dixie I will have no excuses to offer, as my cars are right and I am in shape for the hardest contests of my life. What will I do to win? Well, that is hard to tell. One's policy is usually planned as the contest is on. I always aim to drive a conservative and a consistent race.

"A driver to drive a conservative race must be a perfect judge of distance and pace. He must be able to judge the speed of his car to the

second to the mile. He must also have a perfect knowledge of his motor. He must use good judgment in placing his various rivals, also the distance he is gaining or losing on them. He must know his motor and its action under every condition.

"The average man who watches a race figures that the driver has his car out to its limit and that winning all depends on just how well the car will stand the strain. This is all wrong, for various reasons. A driver must win with his skill as well as with the car. A good driver without a good car will never win, and a good car with a poor driver also suffers. Team work is a great factor to contend with. I never use team work to defeat a rival, but it often has been used against me.

"A driver must know what his motor will stand and keep it at that point. He must also know his speed, he must observe the speed of the others, he must know how much of a lead the man who is beating it has on him, so that at the proper moment he can overcome it. And, again, he must be able to determine whether the man who is leading the event is or is not capable of maintaining that speed to the limit.

"He must also have a thorough knowledge of his tires and fuel; must know when to stop and change tires and then to replenish his car.

"In the last half a dozen races I have won I have gone through without a stop. In fact, it has been the ability of my cars to go through races without a stop that has often encouraged other teams to resort to the teaming methods, which, while

perfectly fair, work a hardship against the driver who is the butt of this attack, so it requires more than the ability of the car to stand the strain to win the

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Driver in Contest on Motordrome and Georgia Tracks is Preparing for National Championship Meet in Speedway, Which the Harvard Pilot Hopes to Add to Last Victory

"Watch the national glider on those orange hills," said Ray Harroun, driver, as he looked toward the Atlanta. "The Speedway races have been finished and come out to see to get a thrilling when someone known as the 'yellow girl' are started home over the course of day of the Atlanta track.

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"A driver to drive a conservative race must be a perfect judge of distance and pace. He must be able to judge the speed of his car to the smallest fraction of a

second to the mile. He must also have a perfect knowledge of his motor. He must be a good judge of his steering, his braking, his shifting, and his clutch. He must be able to judge the speed of his car and the engine under every condition.

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