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NATIONAL MAKER ANSWERS CRITICS

**G. M. Dickson Tells Why Last
Year's Speedway Winner Has
Not Entered Race.**

HOLDS GREAT RACE RECORD

**Local Car Aided Inception of
Track Here by Twenty-Four-
Hour Victory.**

"It is not the question to ask us why we do not enter a National in the 500-mile race this year; rather ask some of the other Indiana car builders why they don't support the Speedway and why they don't give the public the benefit of a demonstration of their product in a real hard contest."

This is George M. Dickson's answer to a series of repeated inquiries concerning why he does not enter a National car in the Speedway race this year. A National won last year and an organized effort is said to have been made to force the National Company in again.

Dickson uses plain words in answering some of these questions, especially when he and his company have been accused of not supporting the Speedway by not entering and of not having the proper public spirit. Dickson says:

"The car made in Indianapolis that has done the most to advertise this city as a good automobile center has been the National car, because of its many winnings. Today the world's two highest contest honors are held right here in this city, and were brought here by the National car—the stock championship and the international championship. For years the

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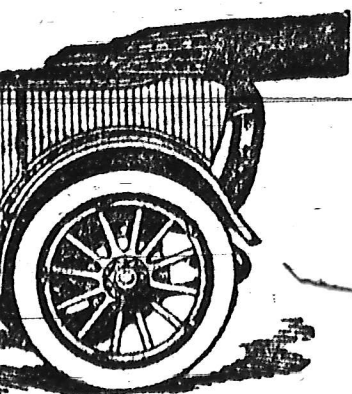
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not supporting the Speedway by not en-
tering and of not having the proper pub-
lic spirit. Dickson says:

"The car made in Indianapolis that has
done the most to advertise this city as a
good automobile center has been the Na-
tional car, because of its many winnings.
Today the world's two highest contest
honors are held right here in this city,
and were brought here by the National
car—the stock championship and the in-
ternational championship. For years the
National has been America's most con-
sistent and spectacular winner in contests
of all kinds from coast to coast.

"Back in 1905 when the automobile in-
dustry was in its infancy a National car
'put Indianapolis on the motor-car map'
by breaking the world's twenty-four-hour
record on the Indiana State Fair track.
That was years before many others
thought of entering contests. And that
record made then caused the now famous
Speedway here.

AIDED SPEEDWAY INCEPTION.

"It was at that race on a mile track
that the men who built and own the
Speedway first saw the possibilities of
such an undertaking. It was the demon-
stration by the National that made these
men appreciate what was possible in
such performances and caused them to
produce the Speedway later. From the
time the Speedway was built the National
cars have been steady contenders and
winners. Today we hold the 500-mile
record.

"The question is not so much why we
don't enter this year—we have done our
share and more—but rather why do not
some of the other local makers enter?
The National car has carried the fame of
Indianapolis from one coast to the other
by entering contests in all sections of
the United States and has been fortunate
in generally being the winning car.

"The National has made many dealers
throughout the United States recognize
Indianapolis as a motor-car market place
who had otherwise looked upon Detroit
as the only motor-building community.
Let some of the many other Indianapolis
and Indiana car builders who have the
proper public spirit and sufficient faith
in their product come forward and enter
this 500-mile race and take our record
from us and keep it at home.

"At present we are busily engaged at
our factories taking care of increased
business. The National today rests at
the pinnacle of motor car achievement
and will until some car snatches some of
its laurels from it. Whoever wins the
500-mile race this year is the new inter-
national champion, whether that winning
car lowers the National record or not.
But the 500-mile race is this year, as it
always has been, a nonstock car event.
And the winning car this year will not
affect the National's stock car champion-
ship, which we still hold and of which
we are justly and exceedingly proud."

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