

Entry List for 500-Mile Race.

Car and Driver.	Cylinder.	Bore.	Stroke.	Displacement.
Stutz, Anderson	4			
Stutz, Merz	4			
Nyberg, H. Endicott	6	4	6	389.00
Kecton, Burman	4	5 3-32	5 1-2	387.00
Mason, Evans	4	4 5-16	6	350.5
Mason, Tower	4	4 5-16	6	350.5
Deltal, Delling	4		5 15-16	299.00
Stutz, Hery	4			
Sunbeam, Guyot	6	3.54	6.29	380.8
Henderson, Knipper	4	4 5-16	6	350.5
Fox Special, Wilcox	4	4 3-4	5.5	389.00
Peugeot, Goux	4	4.4	7.2	448.00
Peugeot, Zucarrelli	4	4.4	7.2	448.00
Anel, Liesaw	4	4.5	5	318.1
Schacht, Jenkins	4	4 7-8	5.5	410.6
Mercer, DePalma	4	4.8	6 3-16	447.9
Mercer, Bragg	4	4.8	6 3-16	447.9
Mercer, Wishart	4	4.87	5	299.7
Mercedes-Knight, Pillette	4	3 5-16	5 1 8	250.00
Pennabaker-Stearns-Knight, Pennabaker	4	5 1-8	5 3-8	443.5
Tulsa, Clark	4	4 3-4	5.5	389.9
Mercedes, Mulford	4	4.4	7 1-8	440.8
Isotta, Grapt	4	4.6	6	443.86
Isotta, Tetzlaff	4	4.6	6	443.86
Isotta, Trucco	4	4.6	6	443.86
Case, Disbrow	4	5.1	5.5	449.00
Case, W. Endicott	6	4 23-64	5	448.00
Case, Nikrent	4	5.1	5.5	449.00
Mason-Special, Haupt	4	4 5-16	6	350.5

DAWSON REFUSES TO PICK WINNER

Last Year's Victor in 500-Mile Race Gives Many Good Reasons.

HOLDS LUCK BIGGEST FACTOR

Smiling Joe Asserts, However, American Cars Have Even Chance With Field.

BY JOE DAWSON, Winner of Last Year's Race.

It's easy enough for some people to pick winners in this year's 500-mile race. I've been out to the track every day and, while I have not seen all the cars, I wouldn't be caught trying to choose the winner.

There's too much luck about this racing business to say that any car has more than half a chance. Too many of these 'authorities' on racing don't know what they are talking about.

The track is neither better nor worse than it was last year. I believe if the turns were banked 10 feet higher it would be possible to get an average of 100 miles or better out of the course.

And that brings up another point. Conditions have a lot to do with records. You can take a car out on the Speedway as it is now—drive it the best way—have everything break right and not get better than a seventy-five-mile average. With the turns banked right for speed you can get ten to fifteen miles better out of the same car. Banking the turns would also save tires.

The explanation of the records hung up by the foreign cars on the Brooklands track is a matter of track construction as well as of the cars. The American cars, in my opinion, have just as good a chance as any of the foreign entries despite the records that have been credited to the European entries.

I've concluded that the driver hasn't anything to do with a car's winning since reading a story from one of the 'dope' writers in one of the magazines. According to this man's description of last year's race, the entire race was run from the pits. He says that signals from a blackboard on the back stretch even told us when to change tires.

Then there is a lot of talk about carefully planning the entire race in advance by the factory experts, and I get it that all the driver has to do is to get in the car and put it around the track according to schedule.



Joe Dawson.

Foreign Race Car Drivers Pick Up American Slang

The French drivers now at the Speedway are trying hard to learn English and have already mastered many expressions which they use on every possible occasion. They have learned the proper way of acknowledging introductions in English, can pass the conventional remarks of greeting and parting, and, of course, know several choice slang expressions.

Yesterday Jules Goux was watching the practice from the side lines, stop watch in hand. One of the cars flashed by, having made a good showing for a lap. Goux beamed his approval after a glance at his watch and, turning to a bystander, exclaimed in English: "Some boy."

Zucarrelli also likes to use the few English words he knows, and greeted Manager Sedwick with a polite good morning. Paul R. Martin, press director of the Speedway, overheard the remark and jokingly said to Albert Guyot, the Sunbeam driver: "Zucarrelli parle Anglais maintenant" (Zucarrelli speaks English now). "Out," said the big Peugeot pilot. "Comme une vache" (Like a cow).

Goux also is becoming Americanized rapidly. He comes downtown each evening before dinner and stops regularly to buy the paper telling of the ball games. He expects to see the Indians play before departing.

tory is now being carried out. A winding drive will lead from the road to the main office building and a wide expanse of lawn and gardens will cover the space between the buildings and the road.

The Prest-O-Lite Company will hold its formal open house during the week preceding the annual 500-mile International Sweepstakes race on May 30. At that time thousands of visitors from all parts of the country will be in Indianapolis and will be made welcome at the new plant.

With the advent of new manufacturing interests to the "Horseless City," work will be pushed on installing all modern conveniences. At the present time, every street is piped for gas and water, and provision has been made for installing electric lights and electric street lamps. Streets have been laid out and are now being graded ready for putting in curbs and sidewalks.

MAKES NEW RECORD

One of the most enthusiastic motorcyclists of South Carolina is Thomas E. Wicker, a rural mail carrier from Newberry. It usually takes him only about two hours to cover his twenty-five-mile route. Recently, however, he eclipsed even his own good record. He was riding from Ballentine to Newberry. As he passed through Chaplin, twenty-three miles from home, a fast train on the C. N. & L. was just pulling out of the station. Although the roads were in bad condition Wicker chugged into Newberry at the same time the train arrived.



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Then there is a lot of talk about carefully planning the entire race in advance by the factory experts, and I get it that all the driver has to do is to sit in the car and put it around the track according to schedule.

That is a fine idea of running a race on a typewriter. As a dream it is good. But I'd like to take the man who wrote it on just one lap of a real race. Instead of all this "pit work" and "planning in advance" stuff, he would leave the track swearing that 99 per cent of the chances in a race depended upon whether the car hung together or whether the driver shot it over the bank on the first turn.

About four-fifths of the reports written on races are founded on what some one thinks. I could give you a lot of ideas about what I suppose might happen to the different entries, but the actual facts of the racing business depend so much on luck as well as the car and the driver and the pit work and the weather and the track and the tires and so many other things that it's about impossible to pick any one.

That is one of the things that makes racing exciting.

DENTIST A CYCLIST.

The motorcycle has invaded another profession—dentistry. Dr. L. M. Basehoar of Moundsville, W. Va. finds a mo-

tory is now being carried out. A winding drive will lead from the road to the main office building and a wide expanse of lawn and gardens will cover the space between the buildings and the road.

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100,000 Miles in 29 Weeks

letter which will interest every motor-car owner. It was written by a young merchant of New York, and shows just the kind of service and satisfaction owners get from their cars.

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