

# SELECTS STUTZ AS FIRST CHOICE

Homer McKee, in Analysis of Field, "Puts Money on" Local Cars.

## MERCERS MOST DANGEROUS

Other Foreign Entrants Not Expected to Set Track Afire Memorial Day.

BY HOMER MCKEE,

Director of Sales and Advertising, Cole Motor Car Company.

With the eyes of the world on Indianapolis, preparations for the greatest speed contest in all history give promise of the purest day of sport it may ever be the lot of some of us to enjoy.

To prophecy at this time would be foolhardy.

A little analysis, however, purely for the fun of it can hurt no one; besides, it would be interesting to see just how dependable the dope sheet is on the matter of motor car racing.

The dopester can foretell with pretty fair accuracy the outcome of a baseball season. He can foretell, sometimes, the outcome of a boxing contest, or a golf tournament, or a tennis tournament, but the seer who can forecast the outcome of a race like that to be staged May 30 at the Indianapolis Motor Speedway is yet to arrive.

Haynes Official to Lead  
Big Party to Coming Race



GEORGE H. STROUT.

average time of the winner would be better than seventy-eight miles an hour. You can rest assured that this race is not going to be won by the fastest car, nor the most dare-devil driver. The fellow who wins this race is going to be the boy who slaps a red mark on his speedster at along about eighty-one miles an hour and has the stubbornness and brains to hold it there.

Ralph DePalma, if he cuts out the speed sports is just the sort of fellow it will

would be interesting to see just how dependable the dope sheet is on the matter of motor car racing.

The dopester can foretell with pretty fair accuracy the outcome of a baseball season. He can foretell, sometimes, the outcome of a boxing contest, or a golf tournament, or a tennis tournament, but the seer who can forecast the outcome of a race like that to be staged May 30 at the Indianapolis Motor Speedway is yet to arrive.

### SOME THINGS OBVIOUS.

A few things, nevertheless, seem obvious.

First, Indianapolis will have to fight harder for her laurels this year than ever before. The foreign fellows are here in droves, and they have with them their best speed machines.

The next obvious thing is that by lowering the piston displacement limit the Indianapolis defenders are having the game cut a little more to their liking. Stutz, who represents three-fourths of the Indianapolis defense, has been building small race cars right along, and it's a cinch that the new ruling has not weakened his chances. On the contrary, it seems that the white Stutz flying squadron are as consistent as his entries were last year and quite a deal faster.

Billy Knipper in his Henderson is a dark horse that needs watching. The blue car has the right ring to its exhaust.

It certainly is a pity that the Marmon and National are not in the game this year—they certainly add to the gayety of the occasion. It doesn't seem like a 500-mile race without the old familiar yellow and blue home craft. Yet I personally feel that anybody who beats the Stutz entries to the checkered flag will know there's been a race—and that's what we're waiting to see.

### FEELS BETTER NOW.

I was pretty leery of those Peugeot entries until I saw them work out. I feel a good deal better about it now. The Frenchmen so far have the wrong dope. They either don't know how to drive the turns or else they are playing a mighty clever "come on" game. Their cars are as fast as the mischief, but the way they are handling them now they will never get tires that will hold up. Then, too, their cars are not well balanced. They seem too weighty in the rear, and the across-the-water boys will have to dig up a couple of pairs of regular shock absorbers before they get in the running right. I hope they get straightened around pretty soon, because they have wonderful cars and deserve a run for their entry fee.

The foreign entry I'm afraid of is that Sunbeam. The Englishman who is to

GEORGE H. STROUT.

average time of the winner would be better than seventy-eight miles an hour.

You can rest assured that this race is not going to be won by the fastest car, nor the most dare-devil driver. The fellow who wins this race is going to be the boy who slaps a red mark on his speedster at along about eighty-one miles an hour and has the stubbornness and brains to hold it there.

Ralph DePalma, if he cuts out the speed sports, is just the sort of fellow it will take. He's heady and knows how to analyze. This year Ralph will make somebody go some. There'll be a lot of us, who saw his game finish last year, pulling for him this year if for any reason the local lads disappoint us.

The dope is so uncertain that there's only one thing we can actually know in advance about this particular race. One thing is sure. The city of Indianapolis ought to take off its hat to Charley Sedwick. This man, by bringing our Speedway to the attention of Europe, has done more to boost the town than any other one man ever can do. They gave him a tough job and he brought home the bacon. Here's how, Charley!

## COMING AUTO EVENTS

- May 30—Indianapolis, Ind., 500-mile race.
- May 30—Interclub reliability, Chicago Motor Club-Illinois A. C.
- June 7—Philadelphia, Pa., interclub reliability.
- June 10—Algonquin hill climb, Algonquin, Ill.
- June 25-28—Chicago, Ill., non-motor-stop reliability, Chicago to Boston.
- June—Tour Iowa State Automobile Association.
- July 1—Indianapolis, Ind., tour of I. A. M. A. to the Pacific coast.
- July 1-16—Winnipeg, Manitoba, motor plow competition.
- July 4-5—Sioux City, S. D., track meeting.
- July 4—Track meet, Taylor, Tex.
- July 5-6—Tacoma, Wash., road race.
- July 7-14—A. A. A. endurance run, Minneapolis to Glacier Park, Mont.
- July 8-16—Winnipeg, Manitoba, Midsummer Exhibition.

cars are not well balanced. They seem too weighty in the rear, and the across-the-water boys will have to dig up a couple of pairs of regular shock absorbers before they get in the running right. I hope they get straightened around pretty soon, because they have wonderful cars and deserve a run for their entry fee.

The foreign entry I'm afraid of is that Sunbeam. The Englishman who is to drive it is going about so quietly and his mount has such a record that it looks like a swell case of self-assurance. Of course, the Isottas have to be considered, too, but somehow they don't worry many of the local camp.

Among the outside American entries, the Mercers look most dangerous. DePalma, Wischert and Bragg will all drive as long as they have a steering wheel to hold.

### WOULD DO NO HARM.

I look for a team race between Anderson, Merz and Herr in the Stutz cars as against the three Mercer drivers. If there wasn't another car in the field, this race alone would be worth going around the globe to see. While I honestly believe, barring the unexpected, that the Stutz will win, I can't help feeling that it would do the Speedway no harm for one of the Europeans to pull down the money. It would create no end of foreign interest in our race course and assure men like Wagner and Hernery for our next race.

This, however, does not strike me as being probable.

In the first place, driving on a new course is like playing billiards on a table that is not standard size. It takes study and practice. The foreigners are just as intellectual as our drivers, but they can't possibly accumulate the practice in the brief interim before the starting bomb. It's a pity, too.

This Indianapolis Speedway requires a style of driving which no one knows better than Gil Anderson, Charley Merz and Don Herr. They are masters at taking these turns. They don't climb so high when they go into the bends. They have a path just about ten feet from the inside edge that they will hug on the turns all day. It takes practice and skill to do the thing this way. It's a lot easier to ride high on the turns and let the banks hold you. At the same time, remember that the outside of an oval is longer than the inside, and in the course of 200 laps it makes a difference. Somehow, too, this way of making the turns seems to save tires.

I made a guess the other day that the

competition.

- July 4-5—Sioux City, S. D., track meeting.
- July 4—Track meet, Taylor, Tex.
- July 5-6—Tacoma, Wash., road race.
- July 7-14—A. A. A. endurance run, Minneapolis to Glacier Park, Mont.
- July 8-16—Winnipeg, Manitoba, Midsommer Exhibition.
- July 12—French Grand Prix.
- July 27-28—Tacoma, Wash., Tacoma road races.
- Aug. 29-30—Elgin road races.
- Aug. 30-Sept. 6—Reliability run, Chicago Motor Club.
- Sept. 1—Columbus, O., 300-mile road race.
- Oct. 4—Start of Chicago Motor Club's around Lake Michigan reliability.
- Nov. 21—Savannah, Ga., Vanderbilt Cup race.
- Nov. 21—Savannah, Ga., Grand Prize race.

### FOREIGN.

- July 12—Amiens, France, Grand Prix race.
- July 18-26—London, England, Imperial Motor Transport Conference.
- Sept. 21—Boulogne, French light car road race.
- Sept. 25—Isle of Man, international stock car race.

### MEETINGS.

- May—St. Petersburg, Russia, International Automobile Exposition.
- June 5, 6, 7—Detroit, Mich., midsommer meeting of S. A. E.
- June 23-28—London, England, International Road-Congress.
- October—Paris, France, Automobile Show.
- November—London, England, Annual Automobile Exhibition.

## CALIFORNIA IS LEADER.

California, with more automobiles than any other state in the Union, seems determined to maintain its place at the head of the motor car list, as recently pointed out by G. W. Bennett, vice president of the Willys-Overland Company of Toledo, O. During the month of January, 1913, according to Mr. Bennett, 2,084 new gasoline automobiles were purchased and registered in the state, more than the entire yearly output of many of the factories of the country.



### Carburetor Held Important Part of Racing Automobile

"There are so many things that will determine the winner of the race next Friday," said H. F. Hearsey of the Hearsey-Willis Company, distributors for the Hupmobile, "but none of them is more important to the car or driver than the working of the carburetor, the harmless-looking little contrivance that serves as the lungs of the automobile.

"A runner without 'cork' or a prize fighter whose wind is bad can't go the limit, and the carburetor which does not perform the work, especially the high speed demanded in this race, is going to cause a lot of trouble."

So far as his own car is concerned, Mr. Hearsey is not interested in the race. But so far as the carburetor end is con-

cerned he is vitally interested, for his firm is state agent for the Rayfield and the Rayfield will be on several cars in the race.

### NEW VELLE TRUCK PLANT.

In order to facilitate the work of manufacturing its line of commercial vehicles the Velle Motor Vehicle Company of Moline, Ill., has decided to conduct that work under the direction of a separate company, called the Velle Engineering Com-

### Indianapolis Freight Yards.



# Firestone

Smooth Tread  
of NON SKID

Firestone rubber and design mean - mileage never before approached.

Fulllest comfort, greatest car texture with lowest tire and repairs are additional values.