

TELLS WHY CARS ARE NOT IN RACE

Marmon Official Answers Questions Propounded by Fans and Gives Good Reasons.

SAYS EFFICIENCY IS PROVEN

H. H. Rice Declares Pressure of Business Big Reason for Absence of Marmons.

"Why isn't the Marmon entered in this year's race?"

This question, oft repeated, is becoming common to members of the Nordyke & Marmon Company organization whenever they go out to the Speedway to watch practice for this year's race.

With the winning of the first 500-mile race to the credit of the Marmon six-cylinder "Wasp," with Joe Dawson, the pilot who drove the winning car in the second Sweepstakes race, a member of the Marmon organization and with the immense \$10,000 Wheeler-Schebler Trophy, which has long been one of the features of the Marmon group of trophies, offered as one of the prizes to the car first passing the four-century mark, the question is a natural one.

H. H. Rice, sales manager of Nordyke & Marmon Company, when asked a few days ago for reasons, said:

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"That something was not speed. It takes speed to win races, of course, but we were more anxious to prove consistent performance, efficiency, durability, economy of fuel and ease on tires.

MAKE GOOD RECORD.

"Marmon cars proved consistency. In the first Sweepstakes race we entered two cars. One finished first and the other fifth. I think that record will stand for a two-car team. The motor of the Marmon Wasp was never stopped, not a drop of wafer was added to the radiator, three of the original tires finished the race.

"Now the only thing we could possibly demonstrate would be added speed. Suppose it took an eighty-mile per hour average to win this year's race. We could prove our racing cars are capable of going fast enough to win. Our features of design, material and construction have not changed materially since winning the first race—added speed is all we could show to their advantage. And people are not buying Marmons because they can run eighty miles per hour. Against the few reasons we should enter, there are better reasons why we should not go into a racing campaign this season.

"To make cars ready for such races as this takes the services of our best men in the spring when they are needed most on other important work. This spring we are employing more men, turning out more cars and doing more business than ever before and there's not a man or a car in the factory to be spared for racing.

"Nothing would give us more pleasure than to have two cars out in practice work on the track, and I believe the Marmon would be a serious factor to consider in naming the winner, but I would rather be tied up making and getting cars out into the hands of customers than in getting them ready to race.

"If the serious interference and interruption to factory organization and production could be avoided we might be found among the starters. Until we have to prove the worth of Marmon features in some other line than in service, I expect to be among the crowds who

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U. S. Tire Official Inflation Causes Auto Owners'

One of the most consequences that motorists awakened to a realization that inflation is a dominant element in the general service is the present the air pressure gauge.

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"It should be understood walls of a tire are its that here most of it takes place when the If the tire is not given Keep it perfectly round rim on the sidewalls. In a short time the down.

"We recommend two to the inch. A four-inflated to eighty pounds tire to 100 pounds and various sizes.

"It is absolutely whether a tire has sufficient any amount of feeling here is where many big mistake. A tire and feel hard when a it has only half enough inside.

"More air pressure used this season than car owners are certain

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MAKES LARGE TRUCK SALE.

White Company of Cleveland Places

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