

# KNIPPER LOOKS FOR NEW RECORD

Henderson Driver Predicts Fastest Time in History of Speedway.

MUCH DEPENDS ON WEATHER

Speed Bug Sees Marks of Harroun and Dawson Tumbling Before Coming Fliers.

"New Speedway records for 500 miles will be made when the smoke clears away on Memorial day after the running of the third five-century race on the Indianapolis track," says Billy Knipper, driver of the Henderson entry in the biggest speed event of the year. "Joe Dawson's mark of 78.72 miles an hour can not stand and I believe that the winner of this race will have to average between eighty and eighty-three miles an hour, although I do not believe that the race will exceed an average of eighty-three.

"To the superficial follower of the racing game this seems a broad statement. Consider, however, that more than twenty-five of the thirty-one cars entered will qualify in the time trials and that they will represent the fastest cars ever built in the old or new world with a piston displacement of less than 450 cubic inches. The space eaters that will get the gun in this international race will represent the engineering genius of America, England, France, Germany and Italy, and the best drivers in the game today will be behind the wheels of the starters.

"That the old record will fall is my firm belief if the weather conditions that prevail are in any way similar to those of the last two events, when Harroun in 1911 and Dawson in 1912 startled the world with their victories and marks. I have heard it said that the record will not fall. However, this as a rule is modified by the statement that the present

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and the race does not always go to the driver that pushes his car to the limit at the start.

"The pace set at the start, however, is going to boost the average and end danger the present record, although almost without exception the American drivers entered know the Indianapolis track and the foreigners in their short practice of two weeks will not be able to become as familiar with the peculiarities of the brick course and the limited endurance in such a race. From a 'dope' and mechanical standpoint they can easily see that the records of the previous race will fall.

"However, no matter how much thought has been given to improvements, or how perfect the cars are, the mark will never go over eighty-five miles an hour on the present Indianapolis Motor Speedway, owing to its construction and also to the fact that tires will not stand the strain necessary to exceed eighty-five miles

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"That the old record will fall is my firm belief if the weather conditions that prevail are in any way similar to those of the last two events, when Harroun in 1911 and Dawson in 1912 startled the world with their victories and marks. I have heard it said that the record will not fall. However, this as a rule is modified by the statement that the present backward season will give us our first taste of torrid summer weather about May 30. This may be true as the weather is one condition that neither promoter nor entrant can control.

#### UP TO THE CARS.

"Everyone, whether a race fan or not, must admit that there is no other basis to make any computations on the speed of the Indianapolis classic except the performance of the cars in previous events of this distance and entry requirements and always making an allowance for weather conditions.

"In both of the previous events the limit to the size of the motor has been 600 cubic inches, but this year 450 is the maximum, and this is going to make possible higher speed as one entrant has already demonstrated that his cars were faster with a motor of approximately 400 inches than one near the limit. Personally I favor even a smaller motor, and the Henderson with a bore of 4.5-16 and a stroke of six inches measures 350.3 cubic inches. Many other cars like the Henderson will be equipped with wire wheels and noticeable among these is the Isotta team from Italy. The wire wheels make a car livelier, as the lightness of the wheel at the rim gives less flywheel effect and saves the tires as well as facilitating rapid tire changing, as the wheel and not the rim is replaced, which saves time.

"Every car that starts in the race will have to show an average speed of seventy-five miles an hour for one lap of two and one-half miles around the brick course in the qualification trials before the race—that is, they will have to lap the track in two minutes or less. This means that a car capable of starting in the race will be able to show a speed of 100 miles an hour on the straightaways. Then again the American and foreign engineers have built their cars to equal and better the record of 78.72 miles an hour, for it will be remembered that DePalma in the Mercedes had an average of above eighty

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"However, no matter how much thought has been given to improvements, or how perfect the cars are, the mark will never go over eighty-five miles an hour on the present Indianapolis Motor Speedway, owing to its construction and also to the fact that tires will not stand the strain necessary to exceed eighty-five miles an hour average for the distance. There is not the slightest doubt in my mind that if we have a cool, calm day, such as the promoters were favored with in 1911 and 1912, all the records will become ancient history.

#### HOT WEATHER FATAL.

"Should the weather conditions be unfavorable the mark made in the last race will stand the assault of speedier cars. Extremely hot weather will be fatal. The friction at high speed, coupled with the heat absorbed by the brick track, will provide a temperature at the point of contact between tire and brick that will literally burn the rubber tube, and higher speed will meet with this insurmountable barrier. But if the weather is cool and if by chance it should be cooler than last year, the rate of speed that will return the winner will surprise even the most optimistic disciple of racing and

#### Member of Mason Team.



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### FOREIGNERS CONTENDERS.

"While many of the critics do not expect the foreign cars to win it must be admitted that when some of them can average on the Brooklands, (Eng.) Speedway 106 miles an hour for an hour's continuous driving they are going to make every one go some, at least in the beginning of the race. I look for them to be serious contenders, at least they will set a fast pace in the early stages of the event, but whether they will last or not remains to be seen. This much is true, both of the previous five-century events have been won in the last hundred miles

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**HAUPT:**

er. It is said that at midnight during this race, these four men were eating their lunch and dreaming dreams of the future possibilities of motor racing; that the performance of the National gave them courage to presume that other marvelous races could be run and that the public would actually be interested in seeing such events.

the staunchest supporter of the world-record-holding Santa Monica road course.

"The second race was won in 6:21:06, or twenty-one minutes and two seconds faster than Harroun's time in 1911. Dawson's National was five minutes ahead of the record at 100 miles, fifteen minutes faster at the 200-mile post, and eighteen minutes ahead at the third century mark. The winner averaged for the first 100 miles the best time of the race, 80.7; the second 100 dropped to 78.3, and the third century average was the lowest, 77.1. Between 300 and 400, Dawson reeled off the miles at the rate of 79.5 miles per hour, and in the final hundred, when DePalma lost out, he averaged 78.0. His fastest twenty miles was at the close when he made the final eight laps at an average speed of 84.21 miles per hour, which shows that American brains and mechanism conquered the foreigner and stood the test in the final moments.

**CONDITION OF TRACK.**

"Another thing that will have much to do with records will be the condition of the track. The Speedway management has improved the surface, smoothing off the rough places and filling any fissures caused by the winter freezes with a cement mixture. Another thing that will help to raise the record will be the sanding of the turns, under the direction of Chief Umpire George Weidley, by experienced men, both on the south and north turns. This will cut off the oils and greases dropped by the cars and make driving safe.

"I am confident that when the sun sets in the west, May 30th, that the Indianapolis Motor Speedway will have, and the thousands of spectators that spend the day in the stands will have seen, a new record hung up for a distance of 500 miles for cars under 450 inches."

**NO JOUNCING FOR THIS LOAD.**

After a series of interesting tests, the Du Pont de Nemours Powder Company has bought a Studebaker "20" delivery car to carry detonators on a route through the Pennsylvania and West Virginia mining districts. The highly explosive nature of the load ensures its getting an easy, smooth ride.