

SPEEDWAY HELD GREAT BOON TO AUTO INDUSTRY

History of Track, Since Time of
Inception, Given as Proof
by Dickson.

EIGHTY-EIGHT RACES SINCE
1909, TOTAL 3,310 MILES

Record of Local Course Compiled
by National Manager Gives
Full Information.

BY GEORGE M. DICKSON,

General Manager National "40" Com-
pany.

It is impossible to conceive what the history of the motor car industry in this country would have been without the Indianapolis Motor Speedway. We do know what this wonderful track has done in helping promote and perfect motor cars. Of course the first thing that made motor cars become permanent and popular was the existing need for this means of locomotion.

Next in our opinion comes the quickening of interest, the encouraging of study of the machines, and the demonstrated proof of the cars' powers and merits. The Speedway, we believe, has done more toward the latter end than any other one thing. There is no use to argue that testing gives the same sort of a test upon a car's "makeup" because we have tried every known form of testing our cars, including strenuous tours.

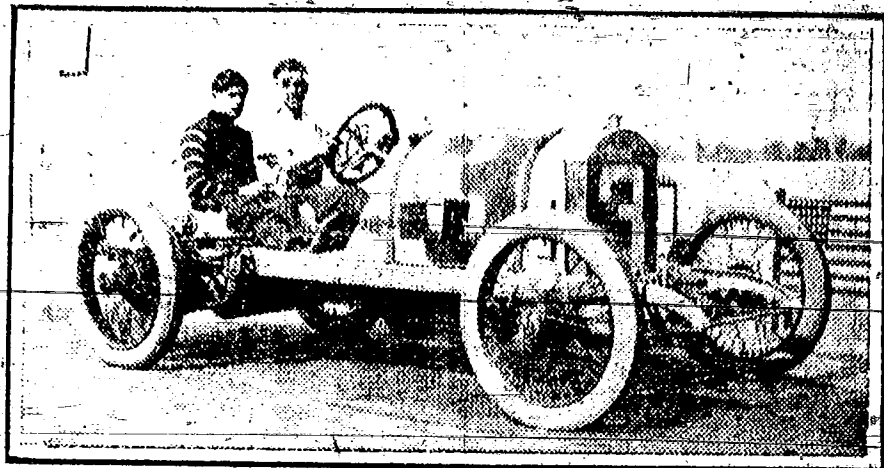
But a hard race, where speed is sustained, is the most grueling white heat test that can be imposed upon a machine. All this is valuable because it helps the manufacturer to analyze his product and find weaknesses and improve them. It also helps the public to get a true perspective of the relative worth of various cars.

NOT ASHAMED OF CAR.

Of course it does not necessarily follow that the manufacturer who will not enter a car in a race such as the coming 500-mile race is ashamed of his product or that he fears to risk the reputation in open, clean and fair competition under the hardest possible strains. But certainly it is true that a manufacturer who does enter a car "is on the level" with the public and is willing to show his good faith in the materials and manner in which his car is built.

We have always been strong contenders for stock car races, and the National today holds the stock car championship, but while the 500-mile race is a nonstock car race, there no doubt have been many lessons learned by competitors.

Has Car Tuned Up for Long Grind.



NIKRENT IN CASE.

Lozier, Fiat, Mercedes, Marmon, Simplex, National, Amplex, Knox, Jackson, Stutz, Merrer. These are the cars that were counted as finished in places. The elapsed time for the winning Marmon in the 1911 race was 6:42.08, and the last car's time in the "finished" list was 7:23.32.

Elapsed time means the total time consumed from the time the race starts until it is finished. The actual running time is just that time when the car is actually racing and not including the time it is at the repair pits, etc. But the official record, as recorded by the American Automobile Association in its reports, is the elapsed time.

It is interesting to remember also that the winner of this event must await official announcement of this fact from the A. A. A. before it is an official victory. In September of 1910 there were nine events. Of these six were five-mile races won by the following cars: Herreschoff, 6:10.35; Prestone Columbus, 4:47.87; Marmon, 4:38.27; National, 4:10.22; National, 4:09.89, and a handicap race won by the McFarlan, 5:08.32. The figures after the name of the winning cars above indicate their time, the first figure being the minutes.

D'PALMA IN LIMELIGHT.

A ten-mile race that day was won by a Fiat with DePalma driving. Time, 6:18.30. The Benz won the fifty-mile race, 38:02.85. A National won the 200-mile race that day with Aitken at the wheel, time of 2:47.54. Another National was second in this event.

On Sept. 3, 1910, there were nine races and some one-mile time trials. Of these six were five-mile events. The following are the names of cars that won five-mile events on this date and their winning time: Herreschoff, 6:20.48; Cole, 5:05.50; Marmon, 4:35.66; National, 4:04.97; National, 4:06.76, and a handicap race won by a Cole, 5:01.66.

A Benz won the ten-mile free-for-all on this date, time, 7:03.41. The 100-mile Remy Grand Brassard was won by Wilcox in a National, with Merz in another National a close second. Time, respectively, Wilcox, 1:23:03.56, and Merz, 1:23:12.51. The 100-mile free-for-all on this date was won by Hearne in a Benz; time, 1:19:58.09.

The meet held on July 4 consisted of six events. Dawson, in a Marmon, won the 200-mile Cobe Trophy race. His time was 1:53:20.14. Burman, in a Marquette Buick, came second. The twenty-mile free-for-all open was won by Hearne in a Benz; time, 1:06.72, with Aitken, in a National, second. Wishart was first in a Mercedes in the five-mile race for amateur drivers. His time was 4:21.34, while Greiner, in a National, was second with the exceedingly close time of 4:21.35. Tousey, in a National, was third.

HERRESCHOFFS HOLD TRACK.

lowing is the time of the three cars in order as they finished the five miles: 4:01.36; 4:01.92; and 4:02.23.

Another five-mile race went to a National in time of 4:05.69, with two other National cars second and third. A ten-mile, 451 to 600 cubic-inch race went to a Knox with a National second and third. The next ten-mile race went to three National cars. The time for these three cars is unusual because of their closeness at the finish. Their times were 7:57.08, 7:57.56 and 7:57.61.

A free-for-all ten-mile race event was won by a Fiat with a National second and third. A free-for-all five-mile event went to a Fiat, with a Darracq second and a National third. A free-for-all five-mile handicap went to a Stoddard-Dayton. A ten-mile free-for-all was won by Briggs in a Fiat, time, 7:02.68; a Darracq second, time, 7:04.30, and a National third, time, 7:39.18.

FOUR EVENTS MAY 28.

On May 28, 1910, there were four races and some one-mile time trials. A National came first, another National second, and a Marmon third in a ten-mile stock chassis event. Winner's time was 8:08.98.

In a five-mile stock chassis race for cars of 451 to 600 cubic inches a Knox came in winner and two Nationals second and third. Winner's time was 4:03.24. The ten-mile free-for-all handicap on this date was won by Wilcox in a National, time 7:15.33.

The 200-mile Wheeler-Schlebler Trophy race was won by the Marmon, time 1:66:32, with a Jackson second and a National third. There were nineteen starters in this event.

Eight races were held on the Speedway May 27, 1910. Five of these the National cars were fortunate to win. The Buick car won two and a Marmon won one. Greiner in a National won the five-mile amateur race, time 4:09.3. Kincaid in a National won the 100-mile Prest-O-Lite Trophy race, time of 1:23:43.12. Merz in a National was second. A ten-mile race went to a Marmon car, with another Marmon second and Pope-Hartford third. Winner's time was 8:16.8. A Buick won a five-mile race, time of 4:41.7. Burman, in another Buick won another five-mile race, time of 3:37.4.

Three Nationals, driven by Aitken, Kincaid and Wilcox, took the first, second and third positions in a ten-mile race, winner's time being 8:26.04. A five-mile race went to Kincaid in the National; time, 4:05.7. A free-for-all handicap was also won by Greiner in a National, time for the five miles being 3:44.90.

FIRST MEET IN 1909.

The first meet was held in 1909, and the first day of this year on which races were held was Aug. 19. On this initial day a Stoddard-Dayton won a five-mile race; time, 6:13.4. A Buick won a ten-

that touring gives the same sort of a test upon a car's "makeup" because we have tried every known form of testing our cars, including strenuous tours.

But a hard race, where speed is sustained, is the most gruelling white heat test that can be imposed upon a machine. All this is valuable because it helps the manufacturer to analyze his product and find weaknesses and improve them. It also helps the public to get a true perspective of the relative worth of various cars.

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Of course it does not necessarily follow that the manufacturer who will not enter a car in a race such as the coming 500-mile race is ashamed of his product or that he fears to risk the reputation in open, clean and fair competition under the hardest possible strains. But certainly it is true that a manufacturer who does enter a car "is on the level" with the public and is willing to show his good faith in the materials and manner in which his car is built.

We have always been strong contenders for stock car races, and the National today holds the stock car championship, but while the 500-mile race is a nonstock car race, there no doubt have been many lessons learned by competing on the Speedway by the car builders who have learned there whether their cars were built right.

To be sure the element of luck enters into such a race, but luck does not always favor the "wagerer" nor does luck always turn out the "logical winner." Luck has fallen against us many times, but taken on the whole our record proves just what we went out to prove. So with other manufacturers if they are serious and race for the benefits to be gained and not for the mere excitement and fun, they will get practical lessons that are priceless, also the public will have been given a demonstration that is their correct guide to superior quality.

HISTORY OF TRACK.

A study of the history of the Speedway contests since 1909 reveals many interesting features to the student of motor car activities.

It is noted that there have been up to date eighty-eight races; of these thirty-four races have been five-mile events, two 500-mile races, three 200-mile races, four 100-mile races, one 250-mile race and one 300-mile race. The others were for short distances, such as ten, fifteen and twenty-five miles.

The total amount of mileage for all the races run on the Speedway since built is 3,310. In addition to this there have been some trials for miles, kilometers and perhaps other distances that are not given in these figures and which are not considered here as racing events.

Beginning with the one race of last year and going back through the catalogue of events to the start we note, in 1912, there was but one contest, and that was the 500-mile international race. There were twenty-seven entries. The National car, driven by Joe Dawson, won this race, with actual running average of 81.72 miles per hour. This broke the former record. The ten cars that were counted as having "finished" the race finished as follows: National, Fiat, Mercer, Stutz, Schacht, Stutz, White, Lozier, National and Knox.

It is interesting to note the way the time varies for the various cars, ranging from 6:21:06 for the first car's elapsed time to 8:20 for the last of the ten that finished.

BOTH WINNERS ABSENT.

The winner of the 500-mile race in 1911 was not in the 1912 race, and likewise this year the winner of the 1912 race is not entered in the 1913 event.

In 1911 the 500-mile race winners finished in the following order: Marmon,

a Fiat with DePalma driving, time, 6:18.30. The Benz won the fifty-mile race, 38:02.85. A National won the 200-mile race that day with Aitken at the wheel, time of 2:47:54. Another National was second in this event.

On Sept. 3, 1910, there were nine races and some one-mile time trials. Of these six were five-mile events. The following are the names of cars that won five-mile events on this date and their winning time: Herreschoff, 6:20.48; Cole, 5:05.50; Marmon, 4:35.66; National, 4:04.97; National, 4:06.76, and a handicap race won by Cole, 5:01.66.

A Benz won the ten-mile free-for-all on this date, time, 7:03.41. The 100-mile Remy Grand Brassard was won by Wilcox in a National, with Merz in another National a close second. Time, respectively, Wilcox, 1:23:03.56, and Merz, 1:23:12.51. The 100-mile free-for-all on this date was won by Hearne in a Benz; time, 1:19:58.09.

The meet held on July 4 consisted of six events. Dawson, in a Marmon, won the 200-mile Cobb Trophy race. His time was 163:20.14. Burman, in a Marquette Buick, came second. The twenty-mile free-for-all open was won by Hearne in a Benz; time, 1:06.72, with Aitken, in a National, second. Wishart was first in a Mercedes in the five-mile race for amateur drivers. His time was 4:21.31, while Greiner, in a National, was second with the exceedingly close time of 4:21.35. Tousey, in a National, was third.

HERRESCHOFFS HOLD TRACK.

Another five-mile race was won by F. A. L. in a Chevrolet, in a Buick, won a ten-mile race, time of 9:12.23. In the small-car class a Herreschoff won a five-mile event in which two other cars only of the same make competed, time of 5:22.88.

On July 2, 1910, there were nine events. One of these was time trials for a mile with Butman in a Marquette Buick making time of .38.35, and Aitken in a National making time of .40.54. A Herreschoff won a ten-mile event, a Buick won another ten-mile event, and a Marquette Buick won a five-mile event. Another Marquette Buick won another ten-mile race on this date, and an Alco finished first in a twenty-mile race with a National second and third.

A ten-mile handicap with twenty-one starters was won by Robertson in a Simplex, time of 9:43.38. Greiner won a ten-mile race in a National, time of 8:16.66, and Aitken in a National won a five-mile free-for-all with Simplex, Benz, Chadwick and Buick, finishing in the order named, National time, 3:39.76; Burman in a Marquette Buick won the 100-mile event of the day; time, 80:35.61.

The next meet was held on July 1, 1910. On that date Hearne in a Benz won a ten-mile free-for-all, in time of 7:13 with Aitken in a National second. Greiner in a National won a five-mile amateur event, time of 4:14.49.

A ten-mile free-for-all handicap went to Maytag; time, 10:01.78. A ten-mile race finished as follows: Alco, National and National. Grant drove the winner in time of 8:03.09. A fifty-mile race, the G & J trophy event, went to Burman in a Buick.

LOUIS AND BOB IN BUICKS.

Chevrolet in a Buick won a five-mile race, and Burman in a Marquette Buick won a fifteen-mile event. Burman in a Marquette Buick also won a ten-mile race in time of 8:14.46.

On May 30, 1910, there were twelve & J Trophy event, went to Burman in a Marmon won a fifty-mile race; time 42:41.68. Dawson in a Marmon won a five-mile race with a Marmon second and Marlon the other car. Dawson's time was 4:41.33. A ten-mile event went to L. Chevrolet, in a Buick; time 9:03.60; Harroon in a Marmon won a ten-mile race; time, 9:25.31.

A close race on this date was a 451 to 600-cubic inch class race, between a Knox and two National cars, the Nationals racing with a car which belonged in a class above them. The Knox won. Fol-

and third. Winner's time was 4:03.24. The ten-mile free-for-all handicap on this date was won by Wilcox in a National, time 7:15.23.

The 200-mile Wheeler-Schebler Trophy race was won by the Marmon, time 1:56:32, with a Jackson second and a National third. There were nineteen starters in this event.

Eight races were held on the Speedway May 27, 1910. Five of these the National cars were fortunate to win. The Buick car won two and a Marmon won one. Greiner in a National won the five-mile amateur race, time 4:04.3. Kincaid in a National won the 100-mile Prest-O-Lite Trophy race, time of 1:23:43.12.

Merz in a National was second. A ten-mile race went to a Marmon car, with another Marmon second and Pope-Hartford third. Winner's time was 8:16.8. A Buick won a five-mile race, time of 4:41.7. Burman, in another Buick won another five-mile race, time of 3:37.4.

Three Nationals, driven by Aitken, Kincaid and Wilcox, took the first, second and third positions in a ten-mile race, winner's time being 8:25.04. A five-mile race went to Kincaid in the National; time, 4:05.7. A free-for-all handicap was also won by Greiner in a National, time for the five miles being 3:44.90.

FIRST MEET IN 1909.

The first meet was held in 1909, and the first day of this year on which races were held was Aug. 19. On this initial day a Stoddard-Dayton won a five-mile race; time, 5:13.4. A Buick won a ten-mile race; time, 8:56.4. A Knox won a five-mile race; time, 4:15.5. A Marmon won a ten-mile race; time, 8:22.5, and a Buick won a 250-mile race; time, 4:33:59.4.

On the next day there were six races. A National, with Merz driving, won a ten-mile race; time, 9:16.3. A Buick won a five-mile event; time, 4:48. Aitken, in a National, won a ten-mile race in 9:26.3. A Stoddard-Dayton won a fifty-mile event. A Chadwick won a ten-mile race; time, 8:23.2, and Aitken in a National won a five-mile race; time, 4:25.

There were only four races the next day, Aug. 21, and one of these was stopped. This was the 300-mile Wheeler & Schebler event, stopped at 225 miles, with a Jackson car leading, a Fiat second and a Marmon third. Tom Kincaid in a National car won a fifteen-mile race on this day. A Benz won a twenty-five mile race, and a Fiat won a ten-mile race.

Baseball Bugs Go to Game in Motor Parade

The baseball fan of the East has the idea that the only real baseball "bug" inhabits the territory surrounding the big league cities. Evidence to the fact that there are others that get the feeling of wanting to go out, yell, tear up hats and generally go crazy is apparent of the following:

"Business in Portland, Ore., the afternoon of the opening game was at a halt. A parade composed of the leading citizens of that city who filed cleverly decorated motor cars paraded through the streets for two hours and terminated at the ball grounds.

"The procession was led by Mayor Rushlight and Judge Morrow of Portland, and his Majesty, Ralph W. Donges, supreme dictator of the Grand Lodge of Moose of New York, in a Paige car decorated with American flags. This demonstration is characteristic of all large towns on the Western coast and only goes to show that the great national game has taken just as firm a hold on the people in the West as in the East."

SPEED FOR PIANO TUNER.

Since he rides a motorcycle, J. A. Johnson, a piano tuner of Ortonville, Minn., is able to visit many more customers in a day than he used to when he used a horse and buggy. And on account of being able to cover a greater distance on his motorcycle, Mr. Johnson has greatly

