

Just at the time when the Mercer 19

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AMERICAN BRAINS ASSISTED VICTOR

Work of Lime and Aitken in Peugeot Pit Invaluable to Goux.

SIGNALS WATCHED CLOSELY

Winner Owes Much to Careful Coaching Received From Local Men.

BY EDDIE EDENBURN.

France may well be proud of Jules Goux and his Peugeot, which won every trophy and finished first in the 500-mile race at the Speedway yesterday, but American brains figured in the victory. Herbert (Red) Lime and Johnny Aitken, who in past years have been members of the National racing team, were Goux's chief advisers during the race and for a week before.

The winner of the world's greatest race of the year realized on arriving in this country that he could not hope to learn everything he should know in the weeks before the race. Lime and Aitken helped him during not a week's vacation but a week of the annual preparation and it was only because they kept advising him for the last week before the race that he was able to win.

the straightaways he put his foot on the throttle and the blue car seemed to skim the brick track. He took the turns easy and kept to the center, not trying to hold the pole or ride high at any time.

FOLLOWED PIT SIGNALS.

Goux drove the pace that was signalled him and his mechanic proved apt at keeping him advised.—From the time he took the lead until he finished he was as regular as clockwork in obeying the signals given him by Lime to slow down or to quicken his pace. If ordered to speed up he would cut his lap by five or six seconds or he would add about the same amount, keeping very near seventy-seven or seventy-eight miles an hour while running. Except when coming into the pits he drove near the outer edge, keeping away from the pits, as this gave him a clear field.

Remembering his experience the first day on the track he followed the instructions to save his tires, and this he did by taking the turns while coasting. He drove consistently from start to finish and was cool and collected at all times. The crowd came to recognize the measured cough of the exhaust as he came down the stretch and shut off while passing the grandstand. When the race was nearing the close he was forced to make more frequent stops at the pits, but he was cool and kept himself well in hand, although almost exhausted from the strain of driving the entire race alone.

PIT WORK IS GOOD.

His pit work was good, although the Stutz team made the lightning tire changes. Goux watched every move, and when it came to putting on a fresh tire and wire wheel he helped to place the wheel. Although Goux did not break the record, he might have been able to accomplish it under more favorable conditions for the day was hot and tires would not stand a faster pace. The only time he showed a tendency to push his car to the limit was in his brush with Anderson's Stutz. The rear hub of a rear tire, let the change was made in a minute and he was off his way again and from that time he kept his head, driving the same steady pace.

Such a race and such a crowd of spectators is not often seen from across the sea and the Stutz team every effort to give him a last chance with the other drivers. They crowded him steadily for a week, according to the way he drove the track and the speed they thought was best. They he proved an all-around driver, and the fact that he made it in

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The winner of the world's greatest race of the year realized on arriving in this country that he could not hope to learn everything he should know in the weeks before the race. Lime and Aitken helped Joe Dawson set a world's record that withstood the assault yesterday, and it was only natural that Goux should look for two such capable men. From the time the race started the winner followed the pit instructions to the letter. He cut out and coasted every turn, but on

the straightaways he put the foot on the accelerator and the time he counted to give the pit signals. He took the narrow road and kept to the normal car driving to beat the pit signals as fast as he could.

FOLLOWED PIT SIGNALS

Goux drove the race this was expected from and the mechanical part of driving him advised—Lime and Aitken told him the lead would be followed he was as regular as clockwork in following the signals given him by Lime to slow down, or to quicken his pace. If ordered to speed up he would cut his lap by five or six seconds as he would cut about the same amount, keeping very near normal speed of seventy-eight miles an hour while following. Except when coming into the pits he drove near the outer edge, keeping away from the pits, as this gave him a clear field.

Remembering his experience the first day on the track he followed the instructions to save his tires, and this he did by taking the turns while coasting. He drove consistently from start to finish and was cool and collected at all times. The crowd came to recognize the measured cough of the exhaust as he came down the stretch and shut off while passing the grandstand. When the race was nearing the close he was forced to make more frequent stops at the pits, but he was cool and kept himself well in hand, although almost exhausted from the strain of driving the entire race alone.

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Both Lime and Aitken took great interest in their racing brother from across the sea and put forth every effort to give him a fair chance with the other drivers. They coached him steadily for a week, schooling him in the way to drive the track and the speed they thought was best. That he proved an apt pupil his winning tells. By a strange coincidence, Red Lime, the man who made it his