News, May 31, 1911, p. 12

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LEADER NEVER GETS TIRED

How does it feel to win the greatest race ever run in the world?

This was a question put to Ray Harroun, the Indianapolis motor driver, after the race at the speedway, yesterday afternoon, when he received the greatest applause ever tendered the winner of any automobile event in America. Harroun was puzzled for a moment, but a smile lingered about the corners of his mouth.

"It makes me feel pretty good, I know that much," he replied. "A man never gets tired driving in a race when he's ahead. It's when he is behind that the wear and tear tells on him. I'm not a bit tired now. At the end of 100 miles, when I gave way to Patschke and rested while he was driving eighty miles, I was about all in. When I got back in the race and secured the lead, then it was easy. I didn't feel like getting tired. No driver would get tired in the lead of a race of that kind. However, I believe five hundred miles is too long a race for one man to think of driving."

MUCH CREDIT FOR WASP FEAT GOES TO PATSCHKE

RELIEF DRIVER SENT MARMON CAR TOWARD THE LEAD.

DROVE A SWIFT 80 MILES

Not a little of the credit for winning the speedway race for Harroun's Marmon Wasp is due to Cyrus Patschke, a driver employed by the Wyckoff, Church & Partridge Company, automobile dealers, in New York, who came here and was engaged as a relief driver for the Marmon company.

Many of the racing people about the paddock were loud in their praises of Patschke's driving, and they said that without his assistance Harroun would not have come in first in the big event.

Harroun, following out his belief that no driver should stick to his wheel for five hundred consecutive miles, gave up his place to the relief in order to take a breathing spell.

Identity Little Known.

Even while the crowd was talking of Patschke none of them knew the identity of the driver. All they knew was that Harroun was taking a rest while another driver relieved him. At the end of the one hundred and sixtieth mile Harroun stopped his car for tire repairs and Patschke took his place at the wheel.

The thousands of people in the grand stands did not notice the change. Nearly all watched the car as drivers in their hoods look a great deal alike.

However, there were a few who noticed the Wasp leave the pits with a slim young man gripping the wheel. The racer disappeared around the south curve and as the car was far behind the leaders at the time, the spectators turned their attention to other machines.

However, when the Wasp flashed by the grand stand again there was a shout of approval from hundreds of throats. "Harroun is beating it right," was an expression that showed the speaker still thought Harroun at the wheel.

The Wasp continued to tear off the miles. Car after car was passed by the flying Wasp and the spectators were wildly excited, because Harroun was hitting the high places."

Patschke's eighty mile spin was one of the best exhibitions of fast driving ever seen on the speedway, and when he stopped at the pit the car had gained several laps and was well up in the bunch of winners.

Harroun Was Freshened.

When Harroun resumed his place after his hour's rest, he was fresh and eager. There was no doubt that his spirits rose when he realized that Patschke had swept aside the handicap under which he had labored.

The crowds had shouted their approval of Patschke's driving and they continued to shout when Harroun maintained the lightning speed which characterized the eighty miles under Patschke's hand. Patschke was apparently unconcerned, but his feat must have been a source of gratification to himself, as it did much to boost the winning car.

Patschke's experience was gained at the wheels of Lozier and Sterne cars in races in the east.

evening and 3 o'clock this morning twenty special trains left the city. The Big Four ran sixty-five trains to the speedway and sixty-five in.

The three fourteen-coach trains put on by the Big Four at the close of the races brought in a load only once and then were taken to the yards.

Big Four men are pointing with pride to the fact that they handled many thousands without an accident.

O. F. Brookmeyer, chief clerk in the office of General Superintendent Houghton says:

"There was some complaint that we were not bringing in the crowd from the speedway promptly. This was due to the fact that every one wanted to come in on the first train. It should be taken into consideration that we began running crowded trains close together at 6 o'clock in the morning, and were taking big crowds out until 12:30 p. m., and many, of course, after that.

Return Trips.

"It took six hours and a half to take the crowd out, and we brought back practically as many people in the two hours and a half, between 5 and 7:30, when the last train from the speedway was in. This is handling the crowd in a manner that is just as good as any crowd is ever handled in the east or anywhere else when big crowds gather. The first thought was for safety, and it is a thing for which we deserve credit that no one was hurt in an accident. The crowd was brought into Indianapolis within a remarkably short time, considering the number of tracks and other facilities we had."

Brookmeyer, who was working with W. I. Lamport, trainmaster of the St. Louis division, in handling the crowd, makes a higher estimate of the number handled to and from the speedway than does Lamport. The latter put the figures at 70,000 in and out. Brookmeyer says he thinks it likely that it was a little nearer 90,000.

Many Did Not Pay.

"We handled many people from whom we received no pay," he says, referring to the "wise ones" who took advantage of the crowd to board a train without tickets, and trusted to luck that the lick-

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500-MILE RACE IS LAST OF YEAR, SAYS FISHER

NOT LESS THAN $3,000,000 SPENT IN STAGING BIG EVENT.

FIREFLIES COVER LOWLAND

Sparkling Little Insects Attract Peo-

DEPLORES DICKSON'S DEATH