

EXPECTS MUCH SPEED LOST

DISBROW SEES DANGER AHEAD

Famous Driver Declares He Will Lay Low—Tire Changes and Heat Mean Much.

Tire changes are going to affect the results of the races, in the opinion of the veteran race driver, Louis Disbrow of the Pope Hartford team. Disbrow has had liberal experience in the Vanderbilt, Grand Prize and Atlanta Speedway races, and with these experiences in mind has done some practicing in quick changes of tires. In eight stops at the pit for tire changes time was kept on each change and the average per change was twenty-four seconds, a surprising record. The Jordan rim is being used for the first time in a race and it is to this that the speedy changes may be attributed. Disbrow does not believe that any great number of changes will be necessary, but is preparing for what may be inevitable.

As regards the probable speed of the contest, Disbrow rather favors seventy miles per hour average and has made a number of wagers on this. He believes that a very hot day, such as yesterday, will affect the speed and cause a reduction, estimating sixty-eight miles per hour for a very hot day.

"It is all right to go out and do seventy-five to ninety miles per hour in training," said Disbrow yesterday, "but even with my Pope-Hartford I am not going to try to make any such speed in the race. With forty-six cars on the track speed will be lost passing other cars and delaying for bunches of the little cars. These cars have a race all their own and bunch together all over the track in front of you. It is hard to get through such a bunch with safety. There is but one man on the track who will do it and he has the goat of every one of them. He will go through the bunch or knock down a stone wall and go through that, for he stops at nothing. I am going to put a sign on the back of my car 'Please let me alone and keep away.'"

BUY NEW TYPE FIRE TRUCK.

North Braddock Commissioners Add Much to Safety Equipment.

The fire truck recently placed in commission at North Braddock, Pa., shows what can be done in adapting a commercial vehicle to the requirements of public service. It is a Packard truck chassis with special body and equipment supplied by Albert F. Leuschner of Homestead, Pa. The step-

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boards, tool boxes, hose basket and brass railings are rated as part of the body. The equipment includes porch ladder, roof ladder, 32-foot extension ladder, ax, crowbar, rotary pump, two Babcock extinguishers and two 25-gallon brass chemical tanks. It is so designed as to carry additional tanks of larger capacity, as well as standard fire hose. The cost of the special body and equipment complete is \$1,180. The chief or captain has the seat beside the driver, and the other fire fighters are ranged on the running boards.

REMOUNT RIMS LIKE FLASH.

Tire Experts Play Important Part in Speedway Game.

Remountable rims will play an important part in the 500-mile international automobile race on the Indianapolis Speedway Memorial day. In a recent test, made by experts of the Dorian Remountable Rim Company, a rim was changed in eight and one-half seconds, while five great rims were changed in an aggregate of forty-nine seconds, a trifle under ten seconds each. These tests were made on a Marquette-Hufsch car. A world's record was established during the test when a complete tire change was effected and the tire pumped up in three minutes. As the cars must show a speed of seventy-five miles an hour over a measured course the rim will be a valuable adjunct to the racing machine. Among the cars in the race equipped with the Dorian Remountable rims are three Marmons, three Buicks, three Nationals, Fiat, Interstate, Westcott, Stutz, Amplex, F-A-L and Cole.

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