

spending an hour admiring the grounds the pathfinders started on their trip southward, and Marshall is the next point, 22.2 miles from Veederburg. Straight through Marshall, and at 24.8, turn right and then sharply to the left and Rockville is reached at 30.2. From Rockville, until after the Parks County line is crossed half way between Hollandburg and Morton, the road is as beautiful as the one on the south leg of the tour and the roads are fine. Several steep hills are to be climbed and as many grades downward. Leaving the Court House at Rockville, follow Ohio street east out of town and Hollandburg is on the main road at a distance of 6.3 miles, Hollandburg is 8.7 miles and the first turn in the swing from Rockville is to the left at 13.5. Morton is the next hamlet on the trip, at a distance of 16.5, and the road from this point to Indianapolis is fair, but not equal to the rock roads just covered. Bainbridge is reached at 23.1, Groveland at 26.7, New Winchester at 29.4 and Danville is 39.1 miles from Rockville. The course lies straight ahead through Danville, and Gale is reached at 43.2, Avon is 46 and at 54.6 the road angles right from the trolley and the tourist finds Washington street at a distance of 55.7, and The Star office is 59 from Rockville.

CAR COSTS \$163.66 A YEAR.

Chicago Banker Keeps Account of Expenses for Operating Automobile

Prospective purchasers of automobiles will be interested in the following list on maintenance cost voluntarily given the Studebaker Corporation a few days ago by A. W. Converse of the First Trust and Savings Bank of Chicago:

"The last of March, 1910, I purchased from you an E-M-F thirty touring car, and at the time decided to keep an actual account of the cost of operating the car."

"In summing up my expenses for the year, the figures were so satisfactory it occurred to me you might be interested."

"During the year, I have driven the car 5,633 miles and my expense account follows:

Insurance of car	\$35.00
State license	2.00
City license	20.00
Gasoline, 394 gallons	48.30
Lubricating oil	15.18
Carbide for lamps	4.23
One extra tire, two extra tubes and tire repairs	35.50
Miscellaneous expenses	15.45
Total	\$163.66

"A goodly portion of my driving was in long country runs, and not once was I delayed by any serious car trouble. Having been so well pleased with the conduct of the car, I thought you might be interested in learning these facts."

Date for the Paris Race Is Set Ahead

NEW YORK, May 15.—Method or chance may have caused it, but the date of the Grand Prix, France's big automobile road race, has been changed. From July 2 it has been postponed to July 8. Under ordinary conditions a mere seven-day shift would not cause comment. But motor racing conditions in France are not ordinary. Prefix the "extra" and the case is fitted better. For most of the French manufacturers are opposed to the speed game, and they are not backing up the Grand Prix as the promoters hoped they would.

All of which makes it essential that a number of American cars make the trip to Europe and so boom interest in the contest. Now, July 2 was a very poor date for American machines were to be panned. Practically every driver and car of note in this country will compete in the 500-mile race at Indianapolis on Memorial day. With the Grand Prix on July 2 these American racers would not have sufficient time to reach France and prepare for the contest. With the extension, however, there would be just the right number of days for the trip and the work of preparing the machines in French quarters and the subsequent practice spins.

Indeed, since the Grand Prix was fixed for July 9, W. J. Morgan, the American representative, has become rather optimistic. Morgan says that two Loziers, Marmones, Marquette-Buicks and Nationals will likely be entered.

HOOSIERS WILL ENTER.
The reason given for the change of date is this:

DEPENDS ON BRAINS TO WIN LONG GRIND

Ralph De Palma Says "Headwork" Will Decide 500-Mile Race at Speedway.

SEES TROUBLE WITH TIRES

Veteran Driver Predicts Interruptions if Competitors Decide to "Hit Things Up."

BY RALPH DE PALMA.

Between souvenir post cards from friends in various parts of the country asking me to let them know the real inside "dope" on the coming 500-mile race, and answering dozens of questions daily out here at the Speedway, in addition to my regular training and tuning-up duties, I am fairly busy.

For the benefit of those who seem to think I know all about just how the race is to be decided (which I don't), I might mention that I do not believe any one can pick the winner or even the three first cars to finish. Personally, I shall drive to win, but as all my friends know, I never try to predict what I shall do.

Numerous drivers have made statements to the effect that better than seventy miles an hour will be averaged. Some say they will "beat it" from the first bomb and disregard the fact that an eighty-mile-an-hour clip will burn up tires pretty fast. In reply to the many who ask what speed I shall try to maintain, I would say truthfully that I do not know.

MUCH DEPENDS ON PACE.

In my opinion, a lot of the others do not know either. With me, much will depend on how fast a pace is set. If a hot speed is cut out at the beginning I doubt very much if I can resist the temptation to "hit things up" and keep in the van, in spite of the fact that I know it will be largely a race of tires, and that my car is heavier and harder on rubber casings than some of the others.

Ordinarily, in races, I never let a man pass me if I have sufficient power in my motor to avoid it. It is against my principles, even though it might be wiser to let the other fellow "run his head off." However, inasmuch as the five century race is so much longer than the ordinary event, circumstances may make me alter my usual policy.

In my opinion sensational driving alone will not win this race. Barring possibly the Grand Prix at Savannah, no race has ever been run in which "headwork" will count more than in the 500.

There are numerous drivers in this race and I have studied most of them, save a few of the new "dark horses," as I always study my competitors. Some of these men are very daring and sensational, but lack what is known to the sporting world as good "headwork." They appear when driving to concentrate their minds on one thing—speed—and neglect to nurse their cars and to think about how their competitors are stacking up—whether this or that car is practically "all in," whether or not certain dangerous contenders will have more tire changes to make before the finish and whether the pilot appears fagged out.

Other drivers who are not so sense-

tional use their brains more and I believe that these are the men who will be in the majority when it comes to grabbing off and splitting up the \$25,000 prize.

Of course I speak from my own personal experience. I have always managed to keep tab on the other fellows in a race almost intuitively, much as a good card player keeps tab on cards played from the deck.

When I began as a bicycle rider, I got "headwork" down pat before I became proficient at being "there with the push" at the right moment. As a motorcycle racer most of my success I believe was in knowing almost instantly when I had the other fellow's "cork pulled." That was the instant that I always became twice as strong because of this knowledge. The same has held true of my automobile career.

Aside from excessive tire trouble, which is often impossible to gauge, I do not hesitate to say that "headwork" will win the race. Things have not been "framed up" by any one to romp home a winner. I shall endeavor to drive my Simplex the entire route without a relief, because if anything has to happen to my car, I want it to come while I am at the wheel. Only in case of my becoming physically unfit will I accept an alternate.

LION MANGLES HIS KEEPER.

Circus Animal Has Killed Men at Chicago and Coney Island.

CORTLANDT, N. Y., May 27.—The man-killing lion, Kruger, added another victim to his list early today at Homer, when he attacked his keeper, Tom Wilmoth, and probably fatally mangled him.

The animal is owned by a circus which was showing there. It killed a keeper seven years ago in Chicago, and another three years ago at Coney Island.

No Eye for Scenery at Eighty-Mile Clip

There has been considerable discussion lately relative to the ability of the drivers in the 500-mile race at the Indianapolis Motor Speedway on Memorial day to stand the strain of driving the full distance.

"In none of these discussions have I seen the true reason why they might not stand it," says Ray Harroun, driver of the Marmon "Wasp."

"It lies almost entirely with the car, or the amount of physical strength necessary to operate the car and the ease with which it travels over the more or less rough surface of the track."

"There is all the difference in the world in the amount of strength required to handle different cars. The speed at which the car travels, of course, has something to do with it, but the variation of required exertion on this account is negligible as compared to the various physical requirements of the more than forty cars that will probably start in this race."

"In my opinion the talk about the drivers' nerves becoming unstrung on account of lack of change of scenery is all tommyrot, because scenery is the last thing one cares much about when driving at the rate of seventy-five or eighty miles an hour. And as for getting dizzy, this is another fallacy, as the rapidity at which a two and one-half-mile circuit will be sped is not great enough to cause any inconvenience to the driver from this cause."

"The nervous strain in a long race can be obviated to a great extent by the driver himself, if he will take a few precautions before starting in a race. For example, the noise caused by the wind blowing by the ears and the exhaust from the motor are nerve racking. Even when a racing cap is worn, the noise is terrific. I always fill my ears with cotton before starting in a long race. There are a thousand and one little things that a driver can do, if he will, that will cut down the nervous strain to a minimum."

"Therefore, my claim is that after the drivers and mechanics have properly prepared themselves, it is up to the car. It is because I have every faith in my Marmon 'Wasp' that I believe I can go the full 500-mile route and be first past the flag at the finish."

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YANKEE DESIGNERS WILL

PRODUCE MOTOR M

American Engineers Lead in Conquering Seeming Unsurmountable Obstacles.

BY HOWARD E. COFF

The members of the human race more or less alike the world desires of the individual of the year income do not in many ways greatly from those of the millionaires as motor cars go, the moderate income must of necessity financial damper always in the millionaire may or may not get fit or as the stock market tale.

In the service of either industry car will be asked to perform a matter of fact, troubles, and repair bills are much more problems to the man of modern life. Logically, then, it would seem that a degree of mechanical perfection is as important in the lowly as in the \$5,000 turnout—perhaps. Naturally, the purchaser of a machine can expect more size, more accessories, more frills. But in the essentials for satisfactory service, either for business purposes, there is reason to expect a performance related to or influenced by price.

PERFECTION IS NECESSARY

Mechanical perfection in the car has never, and probably never will be reached in any kind of commercial product. But that makers in all the classes of motor cars are nearly as apparent to any one who studies of the automobile show, not but be especially impressive evidence of engineering ability.



Harry Grant Driving Famous Alco.