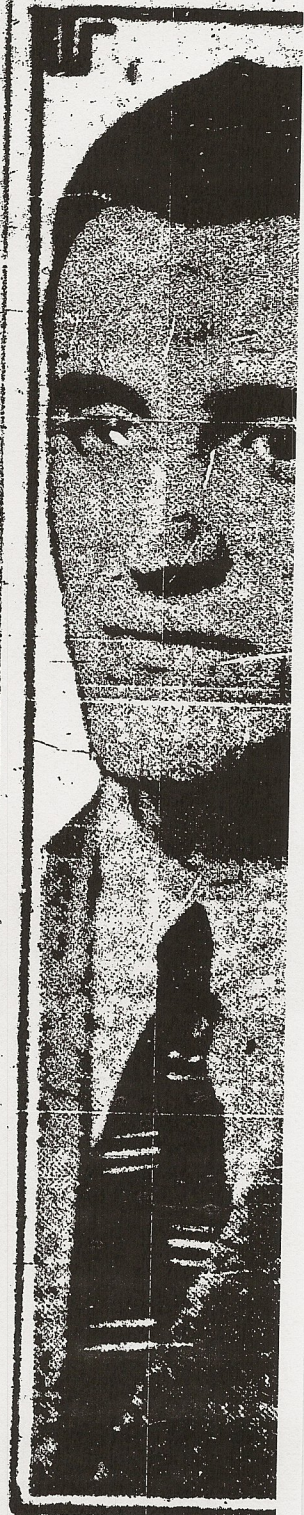


RIVERS GIVE ESTIMATES ON RATE OF WINNER'S SPEED IN LONG RACE

Average of 72 to 73 Miles an Hour for Victor in 500-Mile Event at Speedway—Harroun Leads With Estimate of 78 and Cobe Is Low With 65.

Veteran At
Dean of



P. P. WILLIS

One of the oldest car races is P. P. Willis' press committee of Mr. Willis has this the Speedway because with newspaper men his knowledge of the score sheets prepared all newspaper men in keeping ac

Money has been wagered and many discussions have taken place during the practice at the Speedway for the 500-mile race as to what the average speed of the winner of the race will be. The drivers have been asked five questions and their answers give a line on what each man thinks the race will prove as a test of speed. Some of the answers were short and terse, while others gave their reasons for wording their answers in a manner that leaves a doubt as to the averages in their mind. Ray Harroun sets the high rate of speed, expecting the winner to average seventy-eight miles an hour, while Harry Cobe of the Jackson team sets the lowest rate, placing the winner's average at sixty-five miles an hour. The average guess is from seventy-two to seventy-three miles an hour and many of the drivers modified their estimates by the fact that the weather would probably make it vary a mile or two either way. A symposium of the various drivers' opinions follows:

BURMAN SAYS 78 AVERAGE.

BOB BURMAN—I think that the winner of the race will average close to seventy-six miles an hour, and twenty-five cars will start the last hundred miles. The driver, if in good condition, should be able to drive 500 miles without a relief. The best time will be made in the first hundred miles, and I don't think that the winner will show until late in the race.

LOUIS DISBROW—The average rate of speed for this race will depend on the weather—if it is hot the speed will not go over sixty-eight miles an hour, seventy-two to seventy-three on a moderate day, and if the sun does not shine it will reach seventy-seven miles. Twenty cars should survive 400 miles of the grind and a man, if the day is hot, will be ready to ask for a relief at about three or four hundred miles, and if the day is cool he can drive the entire 500 miles. The best time will come in the second hundred miles. The winner of the event, if the field is bunched, will be among the first five at the 250-mile post or near the lead. The winner should become apparent at about 200 miles.

HOWARD WILCOX—I think the average speed of the winner of this race will be less than seventy-three miles an hour, and not more than fifteen cars will start the last hundred miles. The obtaining of a relief driver depends on the car—some of the drivers can stand a whole race, others can not. The

be able to drive 500 miles without asking for relief. The best time will be made in the third 100 miles and I doubt if the winner will be apparent at 250 miles.

EDDIE HEARNE—The driver that wins this race will not average over sixty-nine miles an hour and twelve cars ought to start the last 100 miles of the grind. Every driver should have a relief driver to take his place at 150 miles. The best time will be made in the first 100 miles and the winner will not be leading at 250 miles.

JOE MATSON—I think from the practice work that I have done and the cars entered that the average speed of the winner will be close to seventy-five miles an hour. Ten cars should start the last 100 miles and a driver should be relieved at 200 miles. The best speed will be in the first 100 miles while the cars are in good shape and the men are fresh. The winner will not be leading at 250 miles.

KORSHIN PICKS 72 AVERAGE.

MATT KORSHIN—I have changed tires for years at many of the big races, and it is a safe bet that the winner will not make better than seventy-two miles an hour. Under the conditions that have governed the practice the last 100 miles will see fifteen cars remaining and the drivers will, as a rule, be ready for a relief driver at 200 miles. The first 100 miles will see the best time and former races have shown that the winner should not be leading at 250 miles.

LEWIS STRANG—I have driven in many races, and it is a safe bet that the winner will not exceed an average of sixty-seven miles an hour. Not more than twenty-three cars will start the last 100 miles and a driver should not attempt to drive over 250 miles. The best time will be made in the second 100 miles, when the elimination of the weaker cars begins and the leader will not be apparent until after 450 miles have been chalked up on those white score boards, take it from me.

LOU EDMUNDS—I estimate that the winner will average between seventy and seventy-one miles an hour for the race and that not more than fifteen cars will start the last 100 miles. The drivers will all be ready, if not willing, to ask for a relief driver at 300 miles. The second 100 miles will see the best time, and the winner will not appear at 250 miles.

LEN ZENGLE—The average rate of speed will vary from sixty-eight to seventy-three miles an hour for the winner, depending on the weather conditions. About fifteen cars will start the last hundred miles, and a driver should turn his car over to a relief driver at 250 miles. The best time will be made in the second 100 miles. I don't think the winner will be in front at 250 miles; he will

the race.

MERZ SAYS SEVENTY-TWO AVERAGE

JACK TOWER—Take it from me, the average for the winner of this race will be between sixty-eight and seventy miles an hour, and not more than twelve cars will go 400 miles in the race. I should think a man could drive at least 400 miles without asking for relief, and that the best time will come in the third hundred miles. No, the winner will not be leading at 250 miles by a whole lot.

CHARLEY MERZ—I don't believe, under the weather conditions that have prevailed during practice, that the winner will average more than seventy-two miles an hour, and that more than ten cars will start mile 401. The drivers will be ready to turn their cars over to a relief driver at 250 miles, and the best time will be made in the second and third hundred miles. The race will be won in the last hundred miles, and the winner will be back in the field at 250 miles.

JOHNNY AITKEN—I believe the winner is going to average about seventy-two miles an hour, but weather conditions may make a better average possible. I should think fifteen cars will stand 400 miles and that a man should go 500 miles without relief. The best time will be made in the first hour of the race, and the race will be won in the final hour.

JOE DAWSON—I would pick the winner's average at about seventy-three miles an hour and pick eighteen cars to go 400 miles, while a man can drive the full distance without relief. The best time will be made in the first 100 miles and the winner will not be leading at 250 miles.

TEZLAFF SAYS SEVENTY MILES.

GIL ANDERSON—I should say that the winner will average near seventy-two miles an hour. Fifteen to seventeen cars will start the last 100 miles and a driver should go 500 miles without relief.

ERNEST DELANEY—The average for the winner will be near seventy miles an hour and ten cars will start the last 100 miles. I think that a driver takes a great risk if he expects to win in driving over 100 miles at a stretch, and the best time will be made in the first 100 miles, while the men are fresh. No, you will not be able to pick the winner at 250 miles.

HAROLD VAN GORDER—After watching the cars in practice I think the average for the race will be seventy-five miles an hour to win. About eighteen cars should start the last 100 miles and the drivers should go the full route without relief. The best time will be made in the initial 100 miles, and the winner will come to the front near the close of the race.

TEDDY TETZLAFF—I can not see how the man that wins in this race will average seventy miles an hour when weather

can make cars go in less time at the present time," he says, "and the field is broadening every day. Our roads are very good. Owing to the low cost of labor and the high cost of gasoline, our motor operations have thus far been confined exclusively to pleasure cars. In South Africa gasoline sells for from 40 to 72 cents a gallon, and for this reason the operation of commercial vehicles has not been regarded as a practical proposition. But in time I am convinced we will reach the motor truck stage of development. For our pleasure vehicles we do not require any special type of pneumatic tires, and I believe there is a good opening there for American-made goods."

BESTS TRAIN IN DISTANCE RUN

Cadillac Car Performs Remarkable Feat in 24-Hour Race.

The Cadillac in the recent twenty-four-hour race at Los Angeles achieved a greater mileage than was ever before made by an American car in twenty-four hours of continuous running. The distance the car covered, 1,448 miles, is equal to that between New York city and Omaha, Neb. To travel from New York to the Nebraska metropolis requires forty-three hours, even on the fastest trains, or four-fifths more time than was required by the Cadillac. While piling up its record mileage, the engine in the Cadillac made more than 2,000,000 revolutions. Each piston, in its movements within the cylinder, traveled 300 miles, which is equivalent to the distance between Chicago and Cincinnati.

There were more than 4,000,000 explosions in the motor—more than 4,000,000 perfectly timed and completed processes of ignition. In traveling the 1,448 miles, each wheel revolved more than 300,000 times—a total of more than 3,200,000 revolutions for the four wheels on the car.

How to Figure the Average Miles Per Hour

Reduce the total time of hours, minutes and seconds. Divide the total number of seconds by the number of miles, giving the average speed number of seconds for one mile.

Then divide the total number of seconds in an hour by the average number of seconds for one mile. Result, average miles per hour.

Example:

Two hundred and fifty miles in 2:28:15 (or 2 hours 28 minutes and 15 seconds)
Total number of seconds, 12,375. Divide this number by 250, gives 49.5. This is the average number of seconds for one mile.

Total number of seconds in an hour, 3,600. Divide 3,600 by 49.5 seconds, gives result of 72.73 miles per hour.

Experts may know many other ways, but this is a sure and easy method.

Admi

Reserv

N

GRANTS PEI
FROM PAY

Supreme Court
pany Need N
Twelve

Litigation, with most contingent concerning the value of the rubber tire, has year year Tire and unique position that does not have Consolidated Rubber made under this of the United States this situation possible firm absolutely obliged to pay any damages for any royalties on future.

The Rubber Tire Company, the successor of the Rubber Tire Company, has been with one or more companies in this field validity of in that year 1911 against the Good patent. In May, 1911, the Supreme Court decision in favor of the Rubber Tire Company. The Consolidated Rubber Tire Company decision of the higher court reconsider.

een cars
les. The
thout re-
ie in the
inner will
250 miles

ink that
to aver-
for the
cars will
I believe
a relief
es. The
hundred
and the
parent at

will aver-
an hour.
100 miles,
d at 300
de in the
sure the
s.

how the
to aver-
an hour.
the last
uld drive
for a re-
be made
250 miles

winner of
nty miles
rive the
e able to
lef. The
est time,
ading at

that the
enty-five
one-third
401. A
ce if his
come in
ther the
250-mile

t see how
han sev-
one-third
00 miles.
ever 120
The best
hundred
e leading

age speed
on sixty-
our, and
miles of
500 miles
will be
and the
250 miles

think the
wo men
ill go 400
l be ask-
les. The
the best
r will be

r of this
nty miles

an hour and will be relieved frequently, possibly, every 150 miles. Not over twenty cars will finish 400 miles, and the second hundred miles will see the best time. The winner will be one of the first five at 250 miles. The one big factor in the race will be tires—rubber alone will tell the tale.

DON HERR—I should think the winner would average about seventy-three to seventy-five miles an hour, and fifteen to eighteen cars will finish 400 miles. A driver ought not to try to go over 200 miles without lessening his chances of winning. The best time will come in the second hundred miles and the winner will be one of the first five at 250 miles.

FOX GOING 500 MILES.

ARTHUR BECK—I believe the winner will average seventy-six miles an hour and about twenty cars will start the last hundred miles. The drivers will ask for relief about the end of the first 150 miles, as this will be the hardest part of the grind. The best time will come in the last hundred miles and the winner will not be apparent until near the end of the race.

FRANK P. FOX—The winner will average about seventy-five miles an hour, varying a mile or two each way with the weather conditions, and it is hardly probable that more than fifteen cars will go 400 miles. The average driver will want relief at 250 miles, but I am going all the way. The fastest miles will be made in the last hundred and the winner probably will not be leading at 250 miles.

FRED ELLIS—To win this race a man must average not less than seventy miles an hour, and when the 400 miles have been run, about ten cars will survive. A driver, if in condition, should be able to drive ten hours without relief. The best time will be made in the first or last hundred miles; it depends on whether the field is bunched at the finish. The winner will begin to show late in the race.

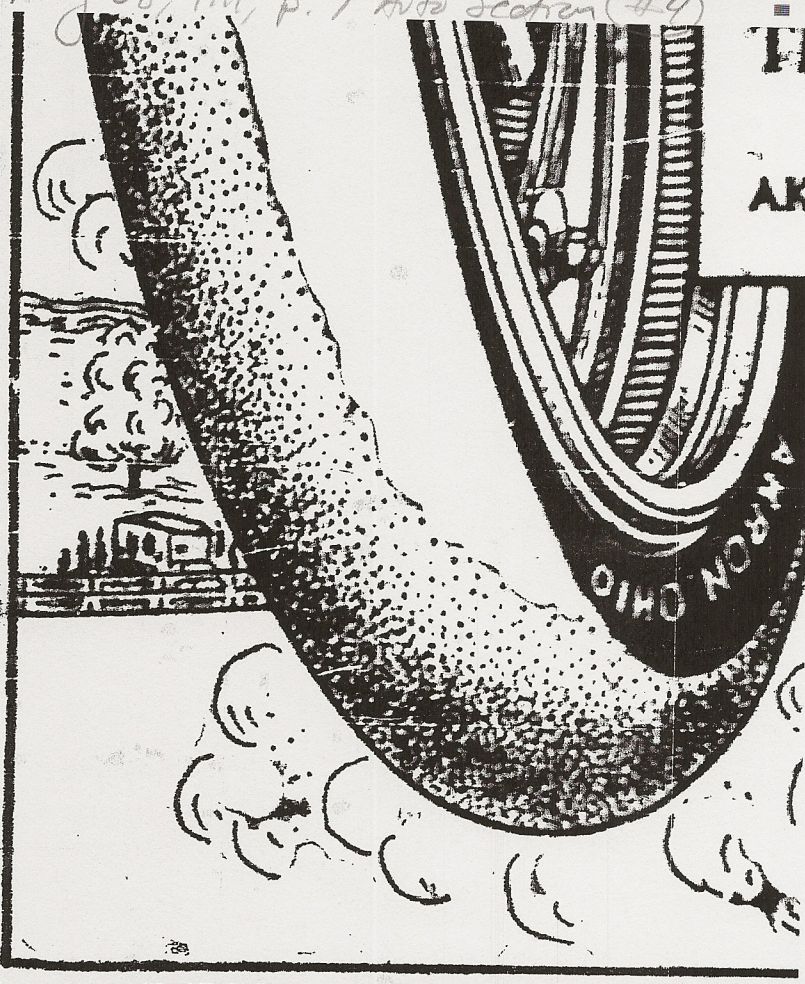
BERT ADAMS—The winner's average will be about sixty-eight miles an hour, and I don't believe that more than fifteen cars will finish the first 400 miles of the race. The drivers should go the 500 miles without relief, and the best time will be made in the third hundred miles. No, the winner will not appear till late in the race. At 250 miles the leader may not finish.

FRED CLEMENS—I believe the average speed for the winner will be seventy miles an hour; sixteen cars will finish 400 miles, and the drivers will go all the way without relief. The best time will come in the final hundred miles, and the winner will not be apparent till late in the race.

MERZ SAYS SEVENTY-TWO AVERAGE

JACK TOWER—Take it from me, the average for the winner of this race will be between sixty-eight and seventy miles an hour, and not more than twelve cars will go 400 miles in the race. I should think a man could drive at least 400 miles without asking for relief, and that the best time will come in the third hundred miles. No, the winner will not be leading at 250 miles by a whole lot.

CHARLEY MERZ—I don't believe, under the weather conditions that have prevailed during practice, that the winner will average more than seventy-two miles



conditions and the track are considered. Probably twenty cars will finish 500 miles, and a driver should be able to stand twelve hours of track racing, but that all depends on the car. The best time will come in the final 100 miles, and while the winner may not be leading at 250 miles he will begin to show at about 200.

SEES AUTO FIELD IN AFRICA.

United States Tire Company to Introduce Commercial Car There.

The United States Tire Company is preparing to invade South Africa with the products of its five factories, and to this end has appointed J. B. Ritchie of Johannesburg its South African representative. Mr. Ritchie is in this country now and will remain until about July 1. He considers the outlook for American motor products in South Africa particularly bright. "A great many American-made cars are in use there at the present time," he says, "and the field is broadening every day. Our roads are very good. Owing to the low cost of labor and the high cost of gasoline, our motor operations have thus far been confined exclusively to pleasure cars. In South Africa gasoline sells for from 50 to 75 cents a gallon, and for this reason the operation of commercial vehicles has not been regarded as a practical proposition. But in time I am convinced we will reach the motor truck stage of development. For our pleasure vehicles we do not require any special type of pneumatic tires, and I believe there is a good opening there for American-made goods."

BESTS TRAIN IN DISTANCE RUN

500
S
INDIAN
RAC
Gate
Admis

an hour. Twenty cars ought to start mile 401 in the race. The driver, if the day is warm, should not be able to drive over 300 miles without relief and not impair his chances to win. The best time will come in the last 100 miles. The race will be even and the winner will not be apparent until after 400 miles have been scored.

CHARLEY BASLE—Without overestimating the rate of speed I should say that the winner will average seventy-three miles an hour and that eighteen cars will start the last 100 miles. The drivers ought to drive 500 miles if they are in good physical condition without asking for relief. The best time will be made in the initial hundred miles and the winner will not show until after 250 miles has been scored.

HARROUN SAYS 75.

RAY HARROUN—I feel that the driver that wins this race must average seventy-eight miles an hour to turn the trick and that not less than twenty-five cars will start mile 401. I expect to drive the entire race without relief, but the average driver will change at 100 miles. The best time will be made in the first hundred miles because the drivers will be much fresher. The winner will not be in the lead at 250 miles.

HERB LYTLE—The average rate of speed for the winner will range from sixty-eight to seventy-two miles an hour. Twenty to twenty-five cars will start the last hundred miles of the race. The drivers should be in such condition that they could drive 500 miles without relief. The best time will be made in the final hundred miles and the winner will not be in the lead at the end of 250 miles of the race.

"BILLY" KNIPPER—The average rate of speed for the winner will be near seventy-five miles an hour and thirty cars should survive the 400 miles on this track. The drivers will be able to drive 400 miles without asking for relief. The best time will come in the third 100 miles and the winner will not be leading, or near the lead, at the end of 250 miles.

HARRY COBE—I think that the average rate of speed for the winner will be sixty-five miles an hour and that twelve cars will start mile 401. The drivers will

WILL JONES—I don't see how the winner of this race will be able to average more than seventy miles an hour. About eighteen cars should start the last hundred miles, and a man should drive 250 to 300 miles without asking for a relief driver. The best time will be made in the third hundred miles, and 250 miles will not show the winner.

RALPH BEARDSLEY—The winner of the race will average about seventy miles an hour. Twenty cars will survive the 400 miles. The drivers should be able to go the full distance without relief. The first hundred miles will see the best time, and the winner will not be leading at 250 miles.

"A MATTER OF LUCK."

CALEB BRAGG—I believe that the winner must average close to seventy-five miles an hour, and that about one-third of the starters will reach mile 401. A driver should go the full distance if his car is right. The best time will come in the first hundred miles, and whether the winner will be leading at the 250-mile post is a matter of luck.

LOUIS LARSONNEUR—I don't see how the winner can average more than seventy miles an hour and about one-third of the cars that start will go 400 miles. The drivers will not go much over 320 miles without asking for relief. The best time will be made in the second hundred miles and the winner will not be leading at 250 miles.

HARRY ENDICOTT—The average speed of the winner should be between sixty-eight and seventy miles an hour, and about twenty cars will go 400 miles of the race. The driver should go 500 miles without relief. The best time will be made in the first hundred miles and the winner will not be leading at 250 miles by a whole lot.

ARTHUR CHEVROLET—I think the winner will average seventy-two miles an hour. About fifteen cars will go 400 miles. Some of the drivers will be asking for relief at about 200 miles. The first hundred miles will see the best time. I don't think the winner will be leading at 250 miles.

NIEL WHALEN—The winner of this race will average about seventy miles

as this will be the grind. The best of the last hundred miles will not be apparent in the race.

FRANK P. FORD—Average about seventy miles an hour, varying a mile or two with weather conditions, able that more than 400 miles. The average relief at 250 miles, way. The fastest of the last hundred miles will not be leading.

FRED ELLIS—The best average no miles an hour, and have been run, alive. A driver, I be able to drive a relief. The best time first or last hundred on whether the finish. The winner late in the race.

BERT ADAMS—will be about sixty and I don't believe sixteen cars will finish the race. The drivers will be made in the first 100 miles. No, the winner will the race. At 250 not finish.

FRED CLEMENS—average speed for the miles an hour, at 400 miles, and the way without relief come in the final 100 miles. The winner will not be the race.

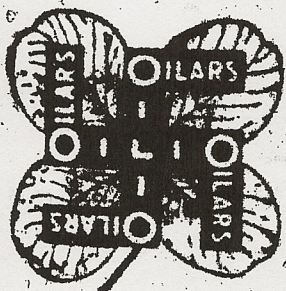
MERZ SAYS SEVE

JACK TOWER—average for the winner will be between sixty and seventy miles an hour, and not more than 400 miles. The winner will go 400 miles without asking for relief. The best time will be made in the first 100 miles. No, the winner will not be leading at 250 miles.

CHARLEY MERZ—der the weather conditions will average more than 400 miles an hour, and that the start mile 401. The to turn their cars at 250 miles, and made in the second hundred miles. The race will be back in the field at

JOHNNY AITKEN—ner is going to average two miles an hour, may make a better should think fifteen miles and that a man without relief. The best time will be made in the first 100 miles. The winner will be the race.

JOE DAWSON—ner's average at miles an hour and go 400 miles, while the full distance without time will be made, and the winner will



OILIO

Polishing Compound

For Automobile Bodies Furniture and All Polished Surfaces

"Oillo" is made by us under a special

miles.

HOWARD WILCOX—I think the average speed of the winner of this race will be less than seventy-three miles an hour, and not more than fifteen cars will start the last hundred miles. The obtaining of a relief driver depends on the car—some of the drivers can stand the whole race, others can not. The best time will be made in the third hundred miles and the winner probably will not be near the lead at 250 miles.

RALPH DE PALMA—I think the winner of the race will not average over seventy-two miles an hour and about fifteen cars ought to start the last hundred miles. I think that a driver, if he is in condition, should drive the full 500 miles. The best time will be made in the first 100 miles and I don't think the winner will be leading at 250 miles.

WON IN CLOSING MOMENTS.

HARRY KNIGHT—The average speed for the winner will range from sixty-eight to seventy-two miles an hour, and I think about sixteen cars will survive 400 miles of the grind. The drivers should go 350 miles without relief, and the best time will be made in the final 100 miles. The race will be won in the last twenty-five miles by a driver who has been nursing his motor.

"FARMER BILL" ENDICOTT—I think that the average speed of the winner of the race will be about seventy-two miles an hour, although weather conditions may lower or raise this rate of speed. Ten cars ought to survive the 400 miles and fight on the last leg. The average driver ought to drive 250 miles without asking relief. The best time will be made in the second 100 miles and I don't think the winner will be in the lead at the 250-mile post.

SPENCER WISHART—The winner of the race will average seventy-two miles an hour. Twenty cars ought to start mile 401 in the race. The driver, if the day is warm, should not be able to drive over 300 miles without relief and not impair his chances to win. The best time will come in the last 100 miles. The race will be even and the winner will not be apparent until after 400 miles have been scored.

CHARLEY BASLE—Without overestimating the rate of speed I should say that the winner will average seventy-three miles an hour and that eighteen cars will start the last 100 miles. The drivers ought to drive 500 miles if they are in good physical condition without asking for relief. The best time will be made in the initial hundred miles and the winner will not show until after 250 miles has been scored.

HARROUN SAYS 78.

RAY HARROUN—I feel that the driver that wins this race must average seventy-eight miles an hour to turn the trick and that not less than twenty-five cars will start mile 401. I expect to drive the entire race without relief, but the average driver will change at 300 miles. The best time will be made in the first hundred miles because the drivers will be much fresher. The winner will not be in the lead at 250 miles.

HERB LYTLE—The average rate of speed for the winner will range from sixty-eight to seventy-two miles an hour. Twenty to twenty-five cars will start the

speed will vary from sixty-eight to seventy-three miles an hour for the winner, depending on the weather conditions. About fifteen cars will start the last hundred miles, and a driver should turn his car over to a relief driver at 250 miles. The best time will be made in the second 100 miles. I don't think the winner will be in front at 250 miles; he will be back in the field.

MULFORD SAYS 72 AVERAGE.

RALPH MULFORD—I believe that the winner will average between seventy and seventy-two miles an hour for the race. Ten cars should survive 400 miles and a man, if in condition, should drive 500 miles without relief. The first hundred miles will see the best time and the winner will begin to take the lead at about 400 miles.

JOE JAGERSBURGER—I think that seventy miles an hour will win the race and that not more than eighteen cars will start the last hundred miles. The drivers ought to go 250 miles without relief. The best time will be made in the second hundred miles and the winner will not be known until long after 250 miles have been run off.

DAVID BRUCE BROWN—I think that the winner in this race will have to average seventy-four miles an hour for the race and that fifteen to eighteen cars will start the last hundred miles. I believe that every driver should ask for a relief driver at about 250 or 300 miles. The best time will come in the last hundred miles, when the field is small and the winner probably will not be apparent at 250 miles.

W. H. TURNER—The winner will average close to seventy-four miles an hour. About twenty cars will survive 400 miles, and a driver should be relieved at 300 miles. The best time will be made in the third hundred miles, and I am sure the winner will not show at 250 miles.

WILL JONES—I don't see how the winner of this race will be able to average more than seventy miles an hour. About eighteen cars should start the last hundred miles, and a man should drive 250 to 300 miles without asking for a relief driver. The best time will be made in the third hundred miles, and 250 miles will not show the winner.

RALPH BEARDSLEY—The winner of the race will average about seventy miles an hour. Twenty cars will survive the 400 miles. The drivers should be able to go the full distance without relief. The first hundred miles will see the best time, and the winner will not be leading at 250 miles.

"A MATTER OF LUCK."

CALEB BRAGG—I believe that the winner must average close to seventy-five miles an hour, and that about one-third of the starters will reach mile 401. A driver should go the full distance if his car is right. The best time will come in the first hundred miles, and whether the winner will be leading at the 250-mile post is a matter of luck.

LOUIS LARSONNEUR—I don't see how the winner can average more than seventy miles an hour and about one-third of the cars that start will go 400 miles. The drivers will not go much over 320 miles without asking for relief. The best time will be made in the second hundred miles and the winner will not be leading

press committee of Mr. Willis has this the Speedway because with newspaper men his knowledge of the score sheets prepared all newspaper men in keeping a records of the forty laps on the track. are being arranged promises to take a superior manner to more than 100 visited Mr. Willis that will be carried on Claypool Hotel in a patch to the Speedway Tuesday morning. will be held at our grounds.

an hour and will possibly, every twenty cars will the second hundred best time. The first five at 25 factor in the race alone will tell the

DON HERR—I would average to seventy-five miles an hour. A driver ought not to win without less winning. The best time will be made in the second hundred miles and the winner will be one of the

FOX GOIN

ARTHUR BECK—will average about seventy miles an hour and about twenty cars will survive the last hundred miles. The best time will be made in the last hundred miles, and the winner will not be apparent until after 250 miles.

FRANK P. FOX—The winner will average about seventy miles an hour, and about twenty cars will survive the last hundred miles. The best time will be made in the last hundred miles, and the winner will not be apparent until after 250 miles.

FRED ELLIS—The winner will average about seventy miles an hour, and about twenty cars will survive the last hundred miles. The best time will be made in the last hundred miles, and the winner will not be apparent until after 250 miles.

BERT ADAMS—The winner will average about seventy miles an hour, and about twenty cars will survive the last hundred miles. The best time will be made in the last hundred miles, and the winner will not be apparent until after 250 miles.

FRED CLEMENS