

# 11 FOREIGN CARS OF 43 ENTERED IN INDIANAPOLIS RACE

Even foreign cars, with eight foreign drivers, will start in the international 500-mile Liberty Sweepstakes race on the Indianapolis motor speedway, May 31. This is more than one-fourth of the entire field of forty-three entries, a formidable proportion, and one that is expected to increase to one-third with the running of the time trials that will eliminate ten of the contestants prior to the race. It is not thought that any of the European speed creations will fall by the wayside in the time trials, as they are all easily capable of doing better than 110 miles an hour, and will be handled by stars every one.

Though the foreign field at Indianapolis this year bulks larger than in any contest ever held on the huge brick track, the numerical odds will still be two to one against it. What it lacks in size, however, it more than makes up in quality, being composed of the fastest space eaters ever sent across the pond, and the greatest galaxy of drivers.

The logical favorites among the foreign aggregation are the Sunbeam team, composed of Dario Resta and Jean Chassagne. This will be the third time that the Sunbeam combination has attempted to lift first honors in an Indianapolis race, and it is thought that this time it is primed for business, with the experience of two previous failures to guard it against mistakes.

In former years the Sunbeam cars were not adapted to the Indianapolis track, having too long a wheelbase and an improper gear ratio to get results. The succession of short turns and straightaways on the Hoosier oval requires a short wheelbase for rounding corners and a fast pick-up to get going again on the stretches. This year the Sunbeam team has two cars built especially for the Indianapolis track, with motors of an improved aviation type said to be capable of better than 120 miles an hour. In the hands of two such super-performers as Dario Resta and Jean Chassagne, these cars should be able to do wonders, and may be expected to be near the front from the start to the finish of the contest.

There will be five Peugeots in the contest, two of them piloted by Europeans, Jules Goux and Andre Boillot, and three by Americans, Lieutenant Arthur Klein, Ray Howard and a driver yet unnamed. Both Goux and Boillot are popular favorites for first positions, especially Goux, who won the 1913 Indianapolis race, and the Americans may also be expected to give an excellent account of themselves, Klein being familiar with the Hoosier course by virtue of having competed in the 500-mile races of 1913 and 1914, and Ray Howard being one of the early stars of the racing game, having made his debut during the early Vanderbilts on Long Island.

The dark horses among the European aggregation are the Bablot team composed of Paul Bablot, Louis Wagner, Rene Thomas and Albert Guyot. All of these drivers are stars of highest caliber, and their cars are the latest examples of European constructive genius. Except for the fact that their cars are brand new, never having been tested before in a long race, they would rule undoubted favorites for the event. However, the possibility is always present that some unexpected mechanical trouble may develop that will minimize their chances. At the same time a large wad of money is certain to go down on the Bablot crowd, as many race followers do not think it possible that four such experienced campaigners as Bablot, Wagner, Guyot and Thomas would come all the way to Indianapolis with cars that were not absolutely right.

From any angle the situation is fraught with many possibilities. However, it is safe to predict that as compared with the American field, the Europeans have at least a 50-50 chance to cop, with perhaps a slight additional percentage in their favor, depending upon developments that come to light in the elimination trials.

## To Those Who "Merely Stuck"

In this hour of world-rejoicing, when the individual must needs lose his identity in the welfare of mankind, we want to stand at attention a moment and pledge a toast to that army of men who steadily did their work, stayed at their posts, so that others might go across while they remained.

It is natural to be thrilled at the sight of the man with the service stripe or wound stripes or medal, to talk of his hardships and sufferings and the dangers he has gone through and hard to realize, perhaps, that the

greatest suffering of all is that which is not physical, but mental—the sinking of all that a man holds most dear in complete and absolute self-sacrifice.

Thousands and thousands of men, often the first to answer of their own free will their country's call, patiently day after day, sought to make themselves and others fit for the supreme test which never came to them. Some did not care to go or couldn't go, but the man who was physically, mentally and morally fit,

who pledged himself to his country, heart, soul and body, but who through the exigencies of the situation never had a chance to really answer the call of his soul, we pledge a toast to that man. He truly offered everything—and in cases made tremendous sacrifices for which he will never be recompensed in this world, and yet the greatest honor of all did not come his way.

When the returned troops march proudly up Fifth avenue, and it seems that our hearts will burst with pride and thanksgiving, don't forget the

man who didn't go. If you see him standing watching with tightened jaw and perhaps a suspicion of moisture in his eye, give him a cheer, even though it be mental, for he is the silent hero, and the band and flags to him are a sign of unfilled sacrifice.—Exchange.

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