

IN DAYS OF OLD ROME WAS AGOG; NOW THRILLS ARE IN INDIANAPOLIS

(By Thomas A. Hendricks)

ROME, Idea of May, 20 A. D.—All Rome is agog in anticipation of the running of the 47th annual international speedway sweepstakes to be held at the Coliseum next week for the big purse of 70,000 sesterces. The fastest speed creations of the leading chariot truss in the universe have been given their final workup by the speed kings of three continents. The betting in the Forum at present time shows that the Roman, Greek, Syrian and Arabian flyers ruled as heavy favorites among the spectators, but a late dispatch from the Delphic oracle, which read as follows: "Keep these eyes on the dark horses," resulted in a number of wagers being placed upon the Ethiopian charioteers.

All day long the roads from Tuscum, Tarentum, Capua, Chastum and Solitum were crowded with throngs of visitors coming for the greatest sporting event of the Roman world. In fact the last along the Appian way was so great that it threatened to get completely beyond the control of the traffic squad of the Centurions.

New records for the course are expected to be set because of the added 50,000 sesterces in lap prizes donated through the liberality of the Roman Senate. Among whom may be mentioned the J. Cesar Shock Spitter Syndicate, the Horatio Bridge Destruction Company and the Anthony-Chaparral Amusement Company.

—From the Latium Evening Luna.

And it is all the same now—1920 years later. The sesterces may be turned to dollars; the chariots have attained a new motive force and a speed never even dreamed of by the most visionary ancient; the scene has been shifted to another hemisphere, to a land unknown to the sport lovers of that day, but the competition of nation against nation, of individual against individual, remains the same. The old human interest is still there, and the same love of a super-contest that filled the Coliseum of ancient Rome to overflowing for the chariot races, is bringing thousands upon thousands of persons from all over the United States to Indianapolis to see the start of the greatest automobile event in the world at the speedway at 10 o'clock Monday morning.

About twenty-four cars will take their places at the starting line, four-teen machines having qualified Wednesday and Friday and the remaining cars lining up at the start for the four laps necessary, starting at 1 o'clock this afternoon. Of the four machines that made the required speed Friday, Tommy Milton, holder of the world's straightaway record, made the best time of the day in his Duesenberg, with an average of more than ninety miles an hour. Eddie O'Donnell in a Duesenberg, Willie Haupt in a Meteor, and John Boiling in a Richards Special, also qualified. Gutz, Bolliot and Wilcox, of the Peugeot team; Rene Thomas, of the Ballot; Mulford, the two Gregoires, and Joe Thomas in a Monroe. Rooney in a Revere, were yet to qualify when trials were continued this afternoon.

Though this year's field is not so large as

in 1919, the class of the field is much higher. Nearly all the cars are brand new, and there is none of the "junk" that has littered up the track in some previous races. Although not much more than one-half the size of those used last year, these new motors are really faster, and with favorable weather conditions there is every probability that a new 500-mile track record will be established.

Summing up the performances of the various cars in practice, and in their time trials, the following facts have become apparent: Unquestionably the Ballot cars have speed. Ralph DePalma in his qualifying four laps averaged more than ninety-nine miles an hour, and it was plainly evident that the blond Ballot had plenty in reserve. His teammate, Chassagne, did 95 1/2 miles an hour in his trial, and he played it safe all the way, cutting out his motor on every turn. Rene Thomas had his car that was wrecked last Sunday when a tire let down on the first turn, back on the track Friday, and it took its qualifying rounds today with exceptional speed.

The Duesenbergs have stamina. Their engines kick out slowly, and Duesenbergs motors are famous for their ability to keep on going. Just how fast they are is a little

uncertain, for they have never let their cars out to the limit. They have been content to ramble around at a rate not much above the ninety-mile mark. In a stiff brush with Art Klein's Monroe, yesterday, Tommy Milton showed that one Duesenberg at least has fine speed possibilities.

The Monroe-Francis are the lightest cars on the track and should be light on their feet. This factor is likely to be a decisive one should the race be a close one. That the cars have speed is proved by Joe Boyer's ninety-seven-mile-an-hour average when he qualified, while Louis Chevrolet's average was less than one mile lower. Nearly all the fleet qualified above the ninety-mile mark.

Aside from Ray Howard's original type Baby Peugeot, however, only those what the Peugeot can do, and to date the oula boards have not been able to get a communication on the subject from above. They have been on the track very little, some days not at all, and there is a deep mystery surrounding the Peugeot camp that has been impervious so far.

If any of the other cars win it will be a triumph for individual effort and courage, pure and undisturbed. This includes Ralph Howard, Willie Haupt in his Meteor, Tom Rooney and his snappy cream white Revere, Turner, and the two Gregoires, and the tested Gregoires and the Richards Special, which, by the way, has one of the sweetest sounding motors on the track but seems to have a low gear ratio.

In the past no driver has ever won two races. This year's race will see four for-

mer winners, Jules Goux, Rene Thomas, Ralph DePalma and Howdy Wilcox. Goux and Wilcox are teaming together for the Peugeot, while Thomas and DePalma will drive Ballots. These men have a fine fighting chance to break through the old single victory tradition.

All in all it is a great field of cars and a great bunch of drivers. Almost every driver has raced here before, and nearly every one is a man of reputation won in national and international contests.

It will be "some" race.

How to Get to Speedway for 500-Mile Race Monday

(Race starts at 10 a. m.)

The Indianapolis motor speedway is located five miles from center of Indianapolis, northwesterly direction, upon the Crawfordville road.

Trains—Beginning at 8 o'clock Monday morning special trains will leave the Union Station direct to Speedway, just as rapidly as trains are filled comfortably.

Interurbans—Special cars will leave the Traction Terminal Station at the rate of one every minute, beginning at 8 a. m. Ample facilities for crowd of any size.

Automobile Routes—From Monu-

ment Circle go north on Meridian to Michigan street; west on Michigan street to Indiana avenue; northwest on Indiana avenue to Fall creek bridge and Tenth street; turn left and follow river road to White river bridge and continue west on paved road to speedway grounds.

Cars going out Indiana avenue to Fall creek bridge and Tenth street may continue on Indiana avenue northwest beyond end of pavement on dirt road, crossing railroad track; then west on to new stretch of concrete road (West Sixteenth street); cross White river bridge and continue west to speedway.

Leaving Monument Circle go north

on Meridian to Thirtieth street; west on Thirtieth street to end of road; then south to speedway ground. All persons coming into city from north or living on north side are advised to take this Thirtieth street route.

Cars may go west on West Washington street to Central Hospital for insane; then north to Tenth street; west on Tenth street to Main street; of Speedway city; then north to speedway.

Cars may also go west on West Michigan to Tibbs avenue; then north to Tenth street; then west to Main street; Speedway city and north to speedway.

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Where Gasoline Prices Stand

OIL products have advanced in price more slowly than any other products. The U. S. Department of Labor, in a comparative statement of price advances between January 1913, and December 1919, says:

(In the following table 100 is taken as the normal base for 1913)

	Jan. 1913	Dec. 1919	Percentage Increase
Cloths and clothing	100	335	235 %
House furnishings	100	303	203 %
Labor and building material	100	253	153 %
Farm produce	97	244	151.5 %
Food	99	234	136.3 %
Chemicals	101	179	77.2 %
Fuel and lighting	103	181	75.7 %
Metals and metal products	107	169	58 %

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On January 1, 1913, the Standard Oil Company (Indiana) was paying \$1.44 per barrel for crude delivered at the refinery at Whiting, Ind., and was selling gasoline for 14 1/2 c per gallon.

On December 31, 1919, the price of crude had advanced to \$3.51 per barrel, f. o. b. Whiting, and the selling price of gasoline to 21 c per gallon.

In other words this Company is paying two and one-half times as much for crude oil as it was in 1913, but because of its more efficient refining methods it is able to sell gasoline to you for less than one-half more than was charged at that time.

(Continuing the table:)

Crude Petroleum	100	240	140 %
Red Crown Gasoline	100	144.8	44.8 %

It will be seen from the above tables that gasoline stands at the end of the list as regards price increase, and that crude petroleum stands sixth from the end, showing how effectually refining efficiency has operated in behalf of the motorist.

Every cost entering into the making of gasoline has risen immensely. The cost of crude, the cost of refining, and the cost of marketing are all greater than ever before.

The Standard Oil Company (Indiana) by superior efficiency in every process of refining and distributing has contributed in no small degree to hold the price of gasoline down to its present level. Every man in the manufacturing end of the Standard Oil Company (Indiana) is keenly alive to the pressing necessity for an increased output of gasoline at a minimum manufacturing cost.

The ideal toward which the Standard Oil Company (Indiana) is striving, is to put Red Crown, a gasoline of known, standard quality, within the reach of motorists everywhere in the Middle West, at a price so low as to make possible the free use of that 25 percent increase in automotive vehicles which is anticipated for 1920.

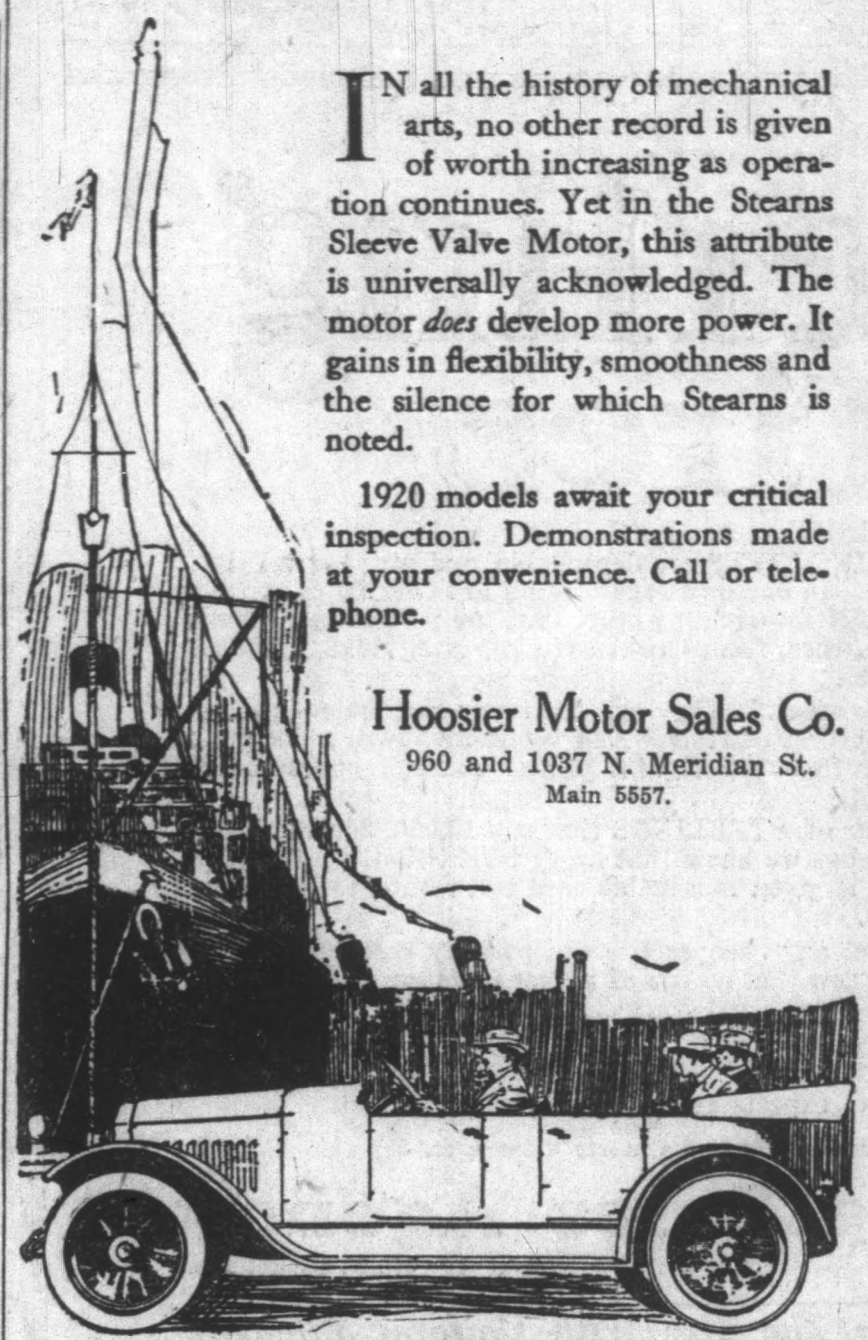
Standard Oil Company
(Indiana)
910 So. Michigan Ave., Chicago, Ill.

Stearns
1920

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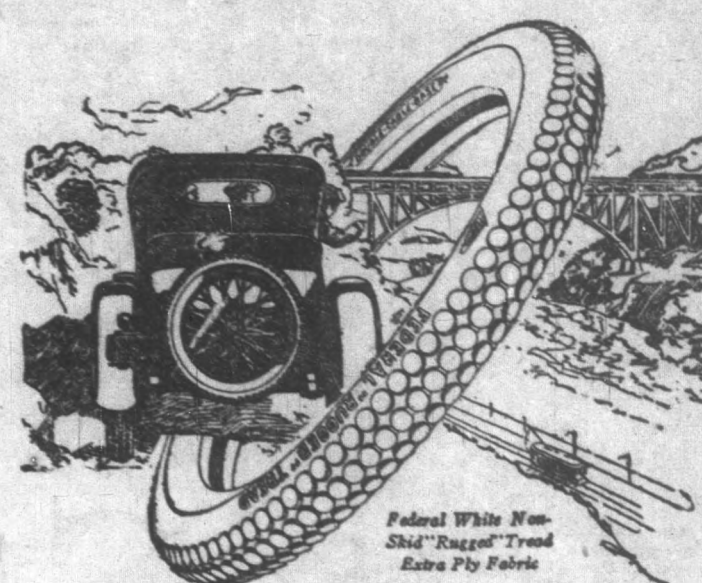
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THOUSANDS of motorists today know Federal to be the one tire which has no rim troubles—for car owners are more and more watching for factors that can cut down motor-ing expense.

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