

Mr. DePaolo Peers Into Future as Drivers Collect Cash and Scatter

By PETER DE PAOLO

Results of the last 500-mile race here on the Indianapolis Speedway proved definitely that "quality has no substitute," in view of the fact that the first five cars to finish in the race represented the finest and best racing equipment in America today.

Others that fell by the wayside during the race, and finished down in the cellar positions, were cars that have been running here on this track for many years, with the pick of parts taken from other cars.

These racers consist of ideas that car owners and drivers conceived would be the best combination for a winning car, avoiding too much cost in preparing them.

And the only factor which assures them that the car will hang together through the race is that all vital parts of the car such as steering gears, axles, crankshafts, connecting rods, and many others have been inspected by the magniflux system at the Speedway, which detects any defects of the material used on these parts.

Parts Fail.

Even in spite of this safety factor, many parts of different race cars in the race failed, and almost caused disaster. Directly in front of the grand stands on two occasions parts failed and created thrills for the spectators. First the crankshaft in the Marks Special, driven by Tommy Hinnershitz, broke, locked his rear-end assembly, and caused him to smack the wall with a jolt which broke one of his arms.

Then the veteran Ralph Hepburn, only a few hundred yards further north on the same straightaway, made a loop-the-loop with his car, a front-wheel-drive Bowes Sealfast Special, which broke a universal joint, and locked the front end of the car throwing him into the spin. Only through masterful driving displayed by both these boys was disaster avoided, and the fact that no other cars were nearby when they spun and bumped.

A Big Question.

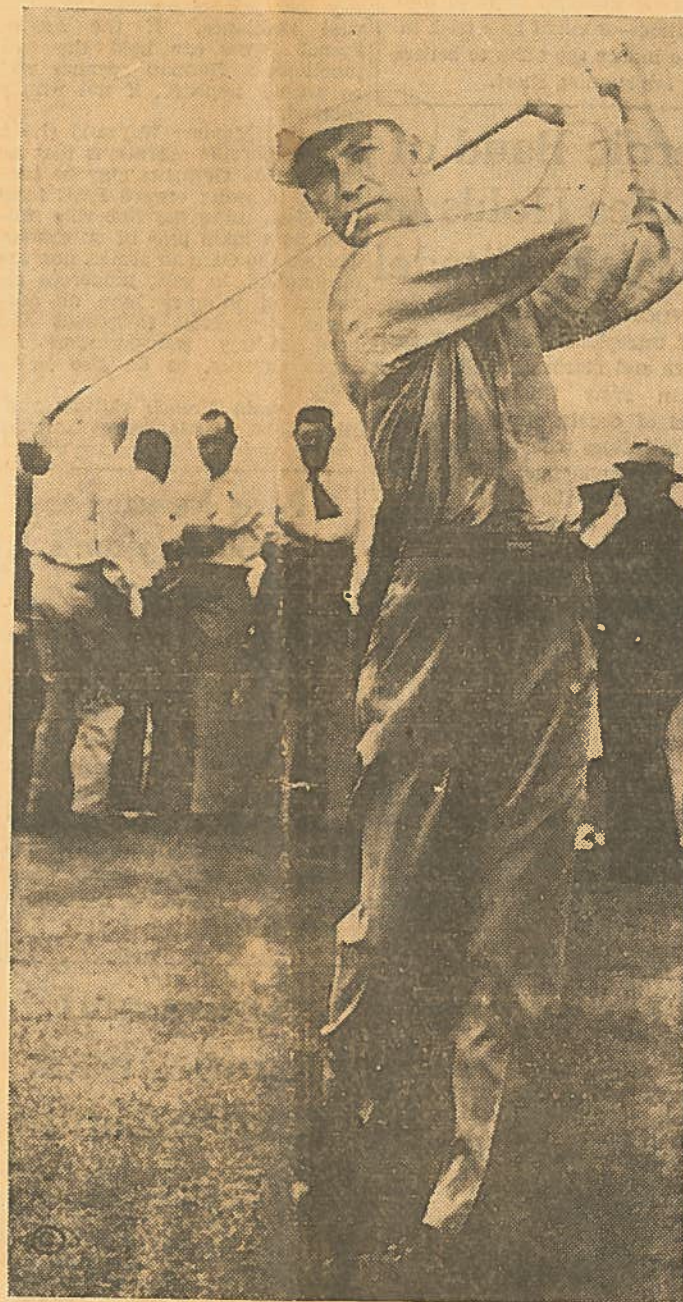
The answer to avoid the numerous entries of nondesirable cars, which have been running here each year with only their names being altered, and minor improvements made to comply with the Speedway specifications, is truly a mystery. Quite often you will hear some of the boys connected with racing remark, "What is happening to racing, and why don't we have more races?"

People wonder why automobile manufacturers are no longer interested in sponsoring racing teams

Your Attention and Presence, Please, at Highland June 9



BYRON NELSON



BEN HOGAN



JIMMY DEMARET

BUCKEYE FROSH WIN

IOWA CITY, Ia., June 1 (AP)—Ohio State University took top honors in the Big Ten freshman outdoor postal track meet, it was announced here today.

The Highland Golf and Country Club requests your presence Sunday afternoon, June 9, subject to a slight financial formality at any of the club's various entrances. On that day Ben Hogan, Byron Nelson, Jimmy Demaret and Bill Heinlein will play an eighteen-hole exhibition match. As has been stated before this is the exhibition to end all exhibitions as any one of three of those fellows would be a show in himself. Al Collins has the tickets and it may be necessary to limit the number of those to be sold because Al does not wish to have so many customers that no one will be able to see. Remember the show is one week from tomorrow.

By W. F. FOX, Jr.

They were scattering to all parts of the country today, these fast flying chauffeurs who thrilled 140,000 fans at the Indianapolis Motor Speedway Thursday and with them went \$63,100 of the Speedway's money and nearly \$20,000 from other sources.

Wilbur Shaw, chief collector of cash and awards, will be on his way to the air races soon; Ted Horn had already ducked; Cliff Bergere was off to Hollywood; Raul Riganti went to Detroit, and the Frenchmen, Rene LeBegue and Rene Dreyfus, will return to the western front.

Most of the top men said they would be back and even Louie Meyer refused to say he wouldn't drive next year. Some say that under the present rules there are only five or six cars in the country that have a chance to win the race and they are tired of trying to compete against tough odds but in a year's time they usually forget this and come back to the fold.

Bergere Makes Deal.

Bergere made a deal with Lou Moore to condition his car for next year and said, "I'll be back here to win this race if it takes me ten years." Kelly Petillo said he would come back and bring a Maserati with him. The boys seemed to be convinced that Maseratis can do it.

Shaw picked up his Studebaker Champion pace car, a Norge refrigerator, the Borg-Warner trophy, the L. Strauss art piece, a one-year meal ticket at Wheeler's, \$5,000 lap money, a check for \$100 and promise of eleven more of the same the first of each month, \$500 from Champion and another \$500 follows this at Christmas time, \$400 for his performance as a member of the Champion 100-Mile-an-Hour Club and other tidy little bits, including the Speedway's check for twenty grand, making a total of \$31,875. To make his victory all the more official they gave him the checkered flag, too, this time for keeps.

Raul Riganti, the hero of the Argentines, received the Carl Wallerich sportsmanship award, an elegant wrist stop watch.

The Payoff

WILBUR SHAW, FIRST.	
Speedway prize	\$20
Lap prizes	5
Prestone Tires	4
Perfect Circle	4
Borg-Warner	1
Champion Plugs	4
100-Mile Club	4
Everlock Washers	1
Peckard Cable	1
Houdaille Shocks	100
Total	\$31,875

IOWA BASEBALL CAPTAIN

IOWA CITY, Ia., June 1 (AP)—Frank Kocur, junior from Slater, was elected captain of the 1941 University of Iowa baseball team. Kocur is a third baseman.