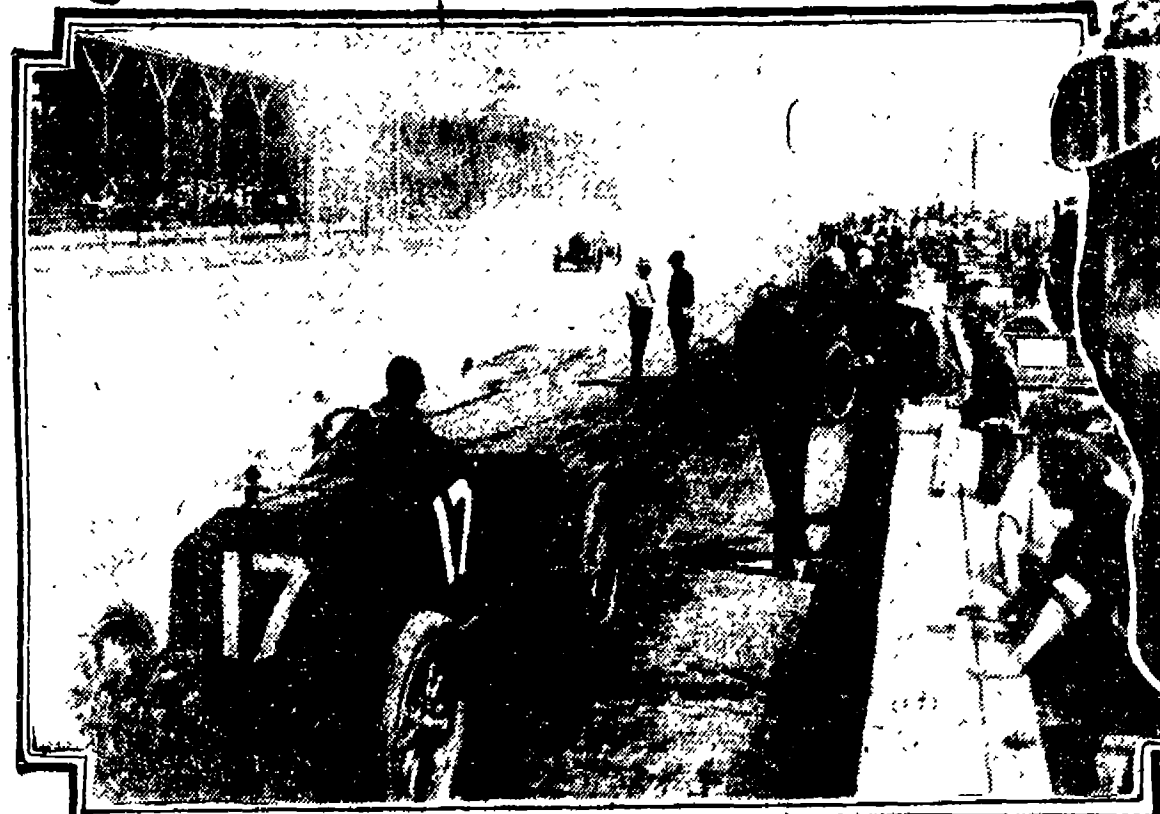
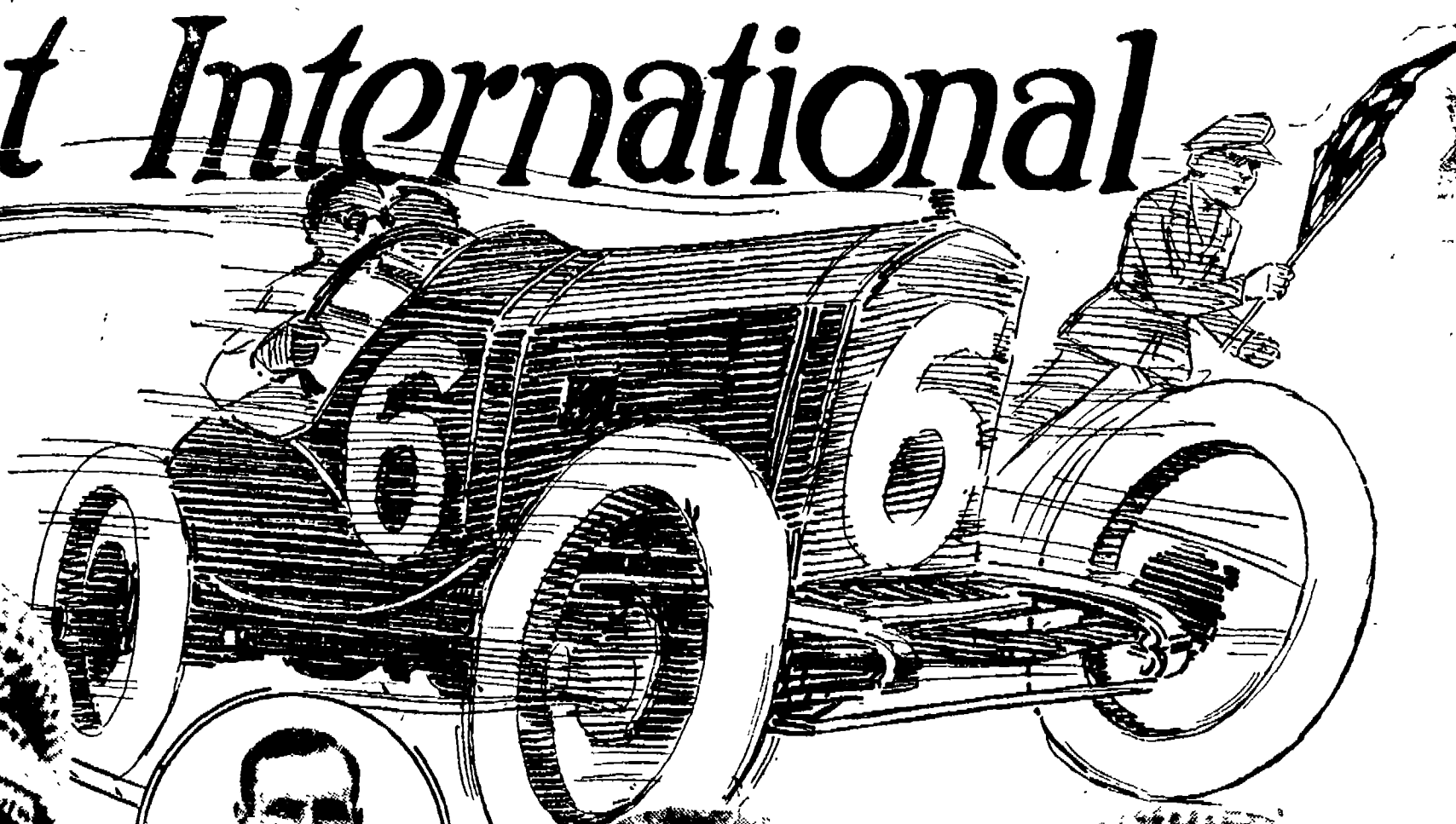


# Worlds Greatest International

## Speed Marvels Ready for 500-Mile Classic



JULES GOUX



JEAN CHASSAGNE



RENE THOMAS



RALPH DE PALMA



DARIO RESTA

### Europe and America Clash in \$50,000 Speedway Event

Great Assemblage of International Talent to Face Starter—Only Major Event on Motor Sports Calendar—Classic Will Break Tie Between Two Continents—Resta, Thomas, DePalma, Goux, Chassagne Favored—Ballot Car Appears Dark Horse of Race—George Boillot and Johnny Aitken Missing From Ranks.

The stage is set for the greatest speed carnival in history, the Indianapolis 500-mile Liberty Sweepstakes on the Indianapolis Motor Speedway, May 31. Never in the annals of speed sport has there been such an assemblage of international talent as is represented in the galaxy of racing celebrities assembled for the big Hoosier classic.

France, England, Italy and the United States, the Big Four among the allied nations, will vie for speed supremacy on the great brick oval, pitting the cream of their racing talent and the foremost examples of their mechanical genius against each other in the fray. A war of men and motors, the Indianapolis contest will be more than a personal encounter; rather a conflict between rival systems of civilization and invention.

The Indianapolis classic is unique this year in that it is the only major international event on the motor sports calendar, the French Grand Prix, which formerly divided honors with the Hoosier contest in this respect, having been interdicted until 1920. It will break a tie of three years' duration between the rival continents of Europe and America, each having three Indianapolis championship races to her credit at the present writing, out of the total of six conducted in the past on the big Hoosier track.

#### Has Touch of War.

A distinctly martial atmosphere will pervade the Indianapolis encounter this year, a large proportion of the contestants having risked their lives all in the service of their respective countries during the late world war. Rene Thomas, Louis Wagner, Paul Bablot and Albert Guyot were French aviation instructors throughout the entire conflict, Jules Goux fought four years as a lieutenant in the French artillery, Andre Boillot won highest honors as a French ace, and Jean Chassagne served in a less picturesque but equally indispensable capacity as instructor of aviation motors for the French government.

Among the American contenders, Lieut. Arthur Klein has distinguished himself as an engineering officer; Ralph DePalma and George Buzane assisted in the development of the famed Liberty aviation motor. Joseph Boyer Jr., though the son of a millionaire, preferred to enlist as a private and wound up his army career as an inspector of Liberty engines, and P. W. Monahan served as a doughboy. A number of other American drivers served the government in various capacities, notably Ralph Mulford, who was employed as a motor expert by the Wright-Martin Aircraft Corporation.

The central figure of the military panorama at the Indianapolis race course on May 31 will not be one of the contestants, however, but an official, Eddie Rickenbacker, American "Ace of Aces," returns to the scene of his former speed triumphs as referee of the contest, and is expected to receive the greatest ovation in racing history when he steps on the track. The American favorite for this year's contest is Ralph DePalma, speed ace of the universe and holder of all world's straightaway and speedway records, including the world's mile record of 149.81 miles an hour, made during the past winter at Ormond, Fla. DePalma will drive an aviation motored Packard of the same type in which he made his fastest flight, but of smaller size, the same car in fact in which he ran up his famous string of Speedway records from one to six hours, with a grand average of 102 1/2 miles an hour for the total of 616 miles overtaken.

#### Famous European Drivers.

The European field in the Indianapolis classic is outnumbered by its American rivals; what it lacks in size, however, it more than makes up in quality, comprising every famous driver on the far side of the Atlantic who survived the perils of the late world war. At the tip of the overseas phalanx that will hurt itself into the coming fray is Dario Resta, winner of the 1916 Indianapolis contest and victor in the A. A. A. driving championship the same year. Resta is the greatest pursuivant in the history of the sport and is out either to make or break in every contest in which he is entered. At the wheel of a new aviation-motored Sunbeam that is reputed to be faster than 120 miles an hour, Resta is expected to be the most difficult obstacle for America's defenders to surmount, and is a favorite in betting. Close behind Resta in public favor is Jean Chassagne, also at the wheel of a Sunbeam, and Jules Goux, winner of

#### Facts About Classic.

Time—May 31.  
Place—Indianapolis Motor Speedway.  
Start—10 a. m.  
Distance—500 miles.  
Prizes—\$50,000 for first ten to finish; \$20,000 to winner.  
Number of Entrants—43.  
Number of Starters—32 (ten entrants eliminated through time trials prior to race, the 23 fastest starting).  
Number of European Cars—12.  
Number of European Drivers—9.  
Area of Speedway—328 acres.  
Grand stands and boxes seat 60,000.  
Grounds will easily accommodate 200,000.  
Expected Attendance—100,000.  
Track measures 2 1/4 miles to the lap; is 60 feet wide, with 2,000-foot turns banked 16 degrees.  
Built in 1909 by Carl G. Fisher, James A. Allison, A. C. Newby and Frank H. Wheeler.  
Prize Money Paid Out Since 1909—\$215,000.  
Estimated Time Required to Run Race—Approximately 3 1/2 hours.  
Former winners:  
Year. Average.  
1911—Ray Harroun (Marmon)....74.19  
1912—Joe Dawson (National)....78.72  
1913—Jules Goux (Peugeot)....75.92  
1914—Rene Thomas (Delage)....82.47  
1915—Ralph DePalma (Mercedes) 89.54  
1916—Dario Resta (Peugeot)....84.00

the 1913 Indianapolis race, in a Peugeot. Chassagne held the world's hour record until it was recently wrested from him by DePalma, and is out to avenge this defeat, while Goux will endeavor to repeat his 1913 triumph. The dark horses among the European contestants are the Ballot team, composed of Rene Thomas, Albert Guyot, Louis Wagner and Paul Bablot, each one of the world's master drivers and veterans of the speed sport. Rene Thomas needs no introduction by virtue of his victory in the 1914 Indianapolis 500-mile race. Albert Guyot finished third in the same contest. Bablot divided European road racing honors with the late Georges Boillot, greatest driver the world has ever known, and Louis Wagner annexed the 1905 Vanderbilt and 1908 grand prizes on his previous visits to this country, besides finishing second in the French Grand Prix contests of 1912 and 1914.

Not to be forgotten among the European battle array is Andre Boillot, brother of the late Georges Boillot, at the wheel of a Baby Peugeot. Though little more than half the size of the other cars in the race, this diminutive cannon ball is capable of a sustained speed of more than ninety-five miles an hour and is expected to make only one stop during the entire grind to take on fuel. Boillot and his baby may not win, but they will prove a fruitful source of worry to the other entrants.

#### Two Great Pilots Missing.

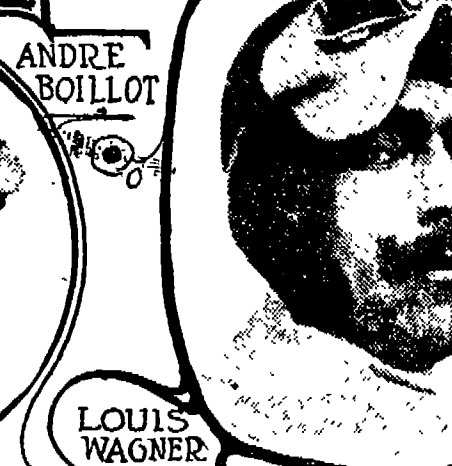
As the starters in the Indianapolis Liberty Sweepstakes take their position for the getaway, the faces of two of the greatest champions in the world of speed sport, and former idols of the racing public, will be missing. They are Georges Boillot and Johnny Aitken, both of whom passed into the beyond during the recent hiatus that resulted from the great world war. Boillot ascended to his Maker while brilliantly attempting to engage five German aeroplanes in sole combat, and his erstwhile bosom friend and confident succumbed to the pestilence of influenza. The names of Aitken and Boillot will long illumine the speed firmament after their records are forgotten, their strong, magnetic personalities and wholesome capacity for friendship having endeared them to the entire racing world.



ANDRE BOILLOT



EARL COOPER



LOUIS WAGNER



EDDIE PULLEN



EDDIE O'DONNELL



ALBERT GUYOT



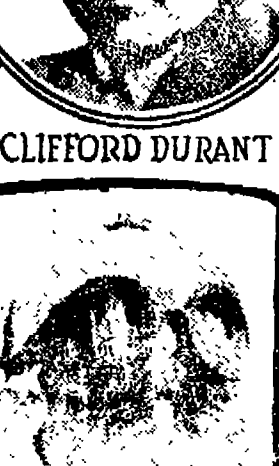
LIEUT. ART KLEIN



ROSCOE SARLES



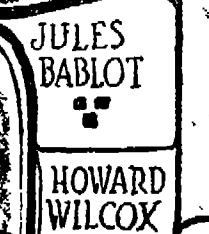
JULES BABLOT



CLIFFORD DURANT



RALPH MULFORD



HOWARD WILCOX



EDDIE HEARNE



LOUIS CHERVOLET

### Pick of Motor Drivers Entered in Speed Race

- |                                    |                                     |
|------------------------------------|-------------------------------------|
| Driver and Car.                    | Driver and Car.                     |
| 1—Cliff Durant, Durant Special.    | 23—Ralph DePalma, Packard.          |
| 2—Eddie Hearne, Durant Special.    | 24—Jules Goux, Peugeot.             |
| 3—Jean Chassagne, Sunbeam.         | 25—Howard Elcox, Peugeot.           |
| 4—Dario Resta, Sunbeam.            | 26—Lieut. Arthur Klein, Peugeot.    |
| 5—Ralph Mulford, Frontenac.        | 27—Ray Howard, Peugeot.             |
| 6—Louis Chevrolet, Frontenac.      | 28—Andre Boillot, Baby Peugeot.     |
| 7—Gaston Chevrolet, Frontenac.     | 29—L. L. Shannon, Meesa Special.    |
| 8—Joseph Boyer Jr., Frontenac.     | 30—Tom Alley, Bender Special.       |
| 9—W. W. Brown, Richards Special.   | 31—Roscoe Sarles, Oldfield Special. |
| 10—Earl Cooper, Stutz.             | 32—Rene Thomas, Ballot.             |
| 11—Tom Milton, Dusenberg.          | 33—Albert Guyot, Ballot.            |
| 12—Eddie O'Donnell, Dusenberg.     | 34—Louis Wagner, Ballot.            |
| 13—Dave Lewis, Dusenberg.          | 35—Paul Bablot, Ballot.             |
| 14—Wilbur DeAlene, Dusenberg.      | 36—A. E. Cotey, Ogren Special.      |
| 15—Kurt Hille, Roamer.             | 37—J. J. McCoy, McCoy Special.      |
| 16—Louis LeCoco, Roamer.           | 38—Omar Toft, Dareso Special.       |
| 17—Eddie Pullen, Hudson Special.   | 39—George Buzane, Premier.          |
| 18—Ira Vail, Hudson Special.       | 40—Not named, Premier.              |
| 19—H. C. Simmons, Hudson Special.  | 41—Not named, Detroit Special.      |
| 20—Denny Hicker, Hudson Special.   | 42—P. W. Monahan, Jay-Bee Special.  |
| 21—J. M. Reynolds, Hudson Special. | 43—Arthur Thurman, Thurman Special. |
| 22—Not named, Hudson Special.      |                                     |



GASTON CHERVOLET



OMAR TOFT