

TRUE SPORTSMEN WHO ACCEPT THE JOYS OF CONFLICT IN 500-MILE RACE WITHOUT THOUGHT OF REMUNERATION



HARRY MARTIN



FRANK AGAN



ROY VERNON



FRANK JONES



FRANK FARBER

Like the men who accompanied Hobson when he sank the collier in the waters of Santiago bay, the mechanicians who will assist in the running of the next five hundred-mile race will go through their death-courting duty in comparative obscurity, unhonored and unsung, though theirs is fully as difficult and dangerous a task as the drivers', and just as important to the performance of the cars. No better proof exists of this statement than the fact that the public, though as familiar with the names of Merz, Anderson, Herr, Knipper and Wilcox, who will hold the wheels of the Indianapolis-made entries, as it is with its A B C's, probably has only the slightest idea as to the identity and no knowledge whatsoever concerning the rec-

ords of Martin, Agan, Vernon, Jones and Farber, though four out of five of these men have been in just as many contests and had just as much racing experience as any of the drivers' quintet mentioned. Martin has been in the game for a long time. He came to the Stutz from the National camp, a year ago. He rode last season with Joe Dawson, winner of the five-hundred-mile race, and with Merz in the Illinois trophy and the Elgin national trophy, both of which events he helped to win. As a fearless, conscientious workman, he knows no superior. Merz will have him again this year. Agan, who rides with Anderson, is one of the veterans of the Stutz team. He and his driver have been together ever since they started their respective careers, with the result that now they are inseparable. Among the races he has participated in

are the first five-hundred-mile, the Fairmount park and the Elgin in 1912. In all of these contests he showed that he is made of just as good steel as his teammate Vernon. Herr's sidekick, came with Merz from the National factory, when the latter joined the "made good in a day" aggregation. He has competed in about as many contests as anybody, from the Atlantic to the Pacific, from Santa Monica to the Vanderbilt.

Since his employment with the Stutz his chief rides have been with Merz. As Herr's assistant he is expected to have an unusually brilliant season. Jones, who will accompany Knipper, is comparatively new at the game, though he is familiar with racing camp methods through a spell of employment a couple of years ago with the Mercer team. It was while this outfit was at Savannah, in 1911, that he

met Knipper, who was driving one of the yellow cars at the time. Knipper, taking a fancy to the lad, invited him to become his service man when he went into business in Rochester, and there he has been ever since. The 1913 speedway race will be his first. Finally, Frank Farber, familiarly known as Hungry, because of his alleged enormous appetite, is yet to be catalogued. Hungry for years paid with Len Zengle, the veteran being at the side of this driver when he captured the international stock championship for his firm, at Elgin, in 1911.

He has knocked about from pillar to post, his roving disposition causing him to be constantly on the go. Through all his experience, however, he has retained a mechanical sense and keenness of perception which makes him invaluable in a race. Wilcox is congratulating him-

self on having been fortunate enough to secure his services.

Should any Indianapolis-made car finish first in the coming contest, therefore, the public will do well to remember that it was just as much one of the above mentioned mechanicians, as well as his drivers, who turned the trick, and allot him due credit accordingly. Taking risk and reward into consideration, the race assistant dares altogether a hundred times more than any pilot ever does. His danger is greater, due to the more unprotected position in which he rides, and his remuneration infinitely less. He is a true sportsman, therefore, accepting the joy of conflict and of victory almost as his sole compensation. As such he should be honored, even more than the driver whose motives at times are largely mercenary.

MENU FOR MOTORCYCLE RACE BUGS OF STATE

Indianapolis on Thursday, With Marion and Terre Haute. Following One Week Apart.

Indiana motorcycle events are beginning to show up on the horizon. The first event of importance in the local sport at

WHERE ENERGY IS MANUFACTURED



E. V. TOMLINSON IS TO QUIT THE LOCAL Y. M. C. A.

In Business With Indianapolis Men in Canada—Is Popular With Association Athletes.

E. V. Tomlinson, physical director of the Y. M. C. A. for the last two years,

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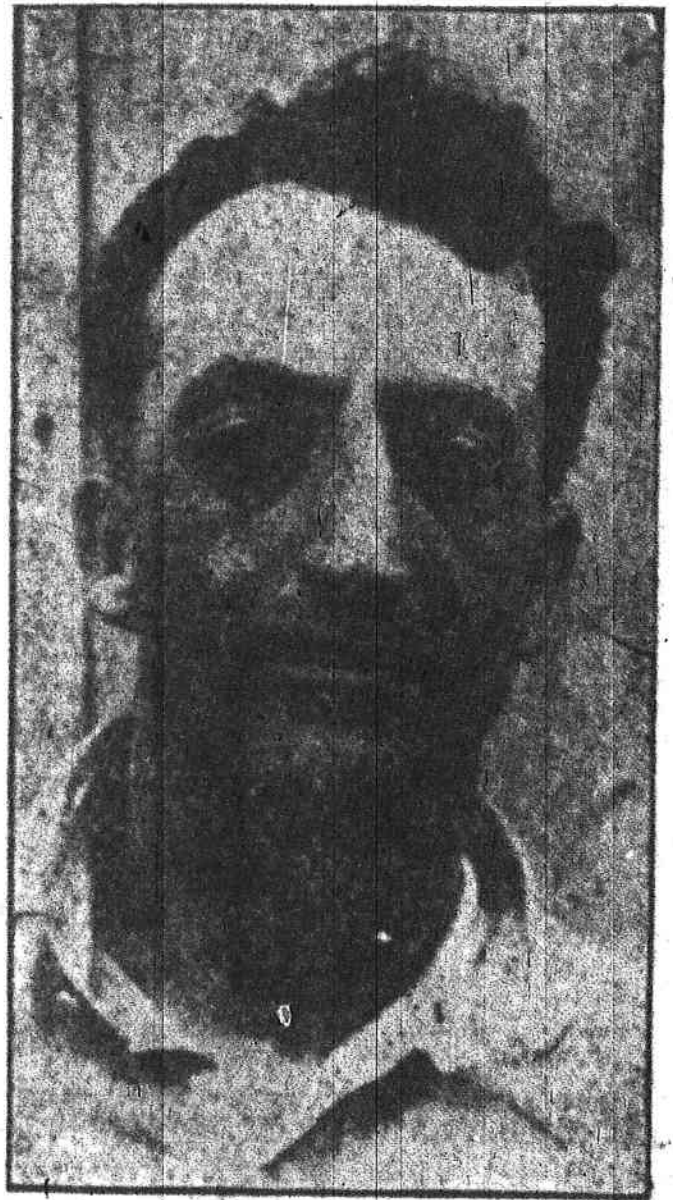
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