

Careers of Drivers in

Howard Wilcox

GREY FOX.

Few pilots, if any, can claim such a victorious entry as that made by Howard Wilcox into the racing game. Wilcox won first place in the first race he ran, the five-mile Southern championship of New Orleans, Nov. 20, 1909.

Wilcox is 24 years old and a Crawfordsville boy. As Atken's mechanic he rode with his teammate in several important races. Wilcox holds the world's record for the stock chassis beach straightaway mile, which he lowered to :40.32 in a National stock chassis Speedway model, certified under Reg. No. 311. He also holds the record for the five-mile beach championship in 3:56.82, also made over the Atlantic-Pablo course March 30, 1911, in the same car. Following are some of Wilcox's victories:

Indianapolis Motor Speedway races, Indianapolis, May 27, 1910—National "forty," 7:15.32, ten-mile open handicap.

June 14, 1910, Giants' Despatch hill climb, Wilkesbarre, Pa., 6,000 feet long, 700 feet rise, 10.22 per cent grade, National "forty," third, 1:58 2-5, stock 451-600.

Indianapolis Motor Speedway races, July 1, 2 and 4, 1910—National "forty," fourth, 12:21.11, fifteen-mile; National "forty," second, 8:47.82, ten-mile; National "forty," third, 19:43.32, twenty-mile.

Indianapolis Motor Speedway, Indianapolis, Sept. 5, 1910—National "forty" first, 4:09.89, five-mile.

Indianapolis Motor Speedway, Sept. 3, 1910—100 miles, 301-450 class, Remy Grand Brassard, National "forty" first, 83:03.56. Average 72.2 miles per hour; National "forty" first, 4:06.75, five-mile.

Los Angeles Motordrome, Jan. 14, 1911—Second National "sixty," 3:28, five-mile free-for-all.

Los Angeles Motordrome, Jan. 22, 1911—National "sixty," 39 seconds, one mile time trials; National "sixty," 3:21, five-mile free-for-all; National "sixty," 3:42 4-5 (scratch) five-mile open handicap; National "forty," 40:23 4-5, fifty-

starts, he won thirty-four firsts (eight seconds, one third and was only three times.)

February, 1910—Again beat Oldfield's 90-horse-power Fiat, New Orleans Gras meet.

April, 1910—Los Angeles Motor opening. Won numerous events, world's five-mile record, 3:15.50; world's fifty-mile record, 37:55.50, beating Oldfield.

May 5, 1910—Atlanta Motordrome numerous events and scored 100 miles.

June 1, 1910—Officially won world's barre hill climb record, with 200-horse-power Fiat—1:28 2-5.

August, 1910—Port Jefferson, N. J., hill climb, setting record of :28.50, 200-horse-power Fiat.

August, 1910—Won and set record for Plainfield (N. J.) hill climb, 100-horse-power Fiat drive course.

August, 1910—Indianapolis Speedway time trials with 200-horse-power Fiat, also ten-mile free-for-all.

Sept. 4, 1910—Won five-mile open all, Hamline track. Beaten in time trial by Oldfield in Benz by 10-100 of seconds.

Sept. 17, 1910—Wonderful record in Syracuse, N. Y. Lowered world's mile dirt track record by skirt to 48.92. Other records from one mile, which still stand.

Sept. 24, 1910—Narbeth, Pa. Won own world's ten-mile dirt track record, clipping it to 8:31 1-5, winning five-mile open and ten-mile handicap.

Nov. 12, 1910—DePalma was leading Grand Prize race, leading the field of it until next to the final lap.

lead of two minutes over the American and European cars all day when his Fiat's engine broke in the hundred and ninetieth mile of race. Most brilliant piece of road racing of his career.

Nov. 25, 1910—Guttenberg, N. J., with Fiat "Cyclone" when his knuckle broke, after winning numerous events.

(During 1910 DePalma started eight competition events exclusively trials, scoring thirty first places.)

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Atlantic-Pablo Beach Races, near Jack-
sonville, Fla., March 28-31, 1911—National
"sixty," 3:13.27, five-mile free-for-all;
National "sixty," seven minutes flat, ten-
mile free-for-all; National "sixty," 6:59.63
(scratch), ten-mile handicap; National
"forty," 3:56.82, five-mile, stock 301-450;
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GREETING



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(MERCER.)

Ralph DePalma made his debut at Briarcliff road race April, 1908, driving with broken tendons in his arms, sustained in an accident while riding with Albert Campbell, as mechanic, in practice. While in fourth place the wheel broke and upset the car.

June, 1908—His first track race, Readville, Boston. Won five-mile race and heats, defeating Barney Oldfield in this, and also won twenty-five-mile race, beating Harry Grant, Stewart Elliott and others. DePalma drove an Allen-Kingston.

July 15, 1908—Entered with Allen-Kingston against Oldfield, in Stearns, at Hamline track, Minneapolis. Oldfield withdrew and let Soules drive as his substitute. DePalma won each event he started in—five, ten and twenty-five-mile races.

September, 1908—Drove Fiat Cyclone, Hamline track, for first time. Broke Christie's then world's record for mile, 52 seconds flat; DePalma's mark, :51 flat. Also defeated Christie in two heats of match race and won five-mile free-for-all.

October, 1908—Broke Brighton Beach track record, lowering Christie's mark from :54 to :52 2-5. Won five-mile match with B. L. M. car.

October, 1908—Broke world's then five-mile mark held by Oldfield by three seconds, reducing it to 4:26; also establishing numerous records for that track.

Oct. 25, 1908—Won two five-mile heats of match with Robertson and Oldfield.

Nov. 26, 1908—Scored three fastest laps first Grand Prize race, Savannah.

During his first year of racing DePalma entered sixteen competition events, winning ten firsts, three seconds, the unplaced races being—Briarcliff, Brighton Beach, twenty-four-hour and Grand Prize race.

February, 1909—Won all seven events he entered with "Cyclone" at New Orleans, breaking numerous world's marks, including ten-mile, 9:11 2-5. Later lowered by same driver.

March, 1909—One-hundred-and-twenty-mile world's straightaway record. Time, 93:44 3-5.

May 30, 1909—Made record of 1:29 at Wilkesbarre hill climb, Giants' Despair Mountain, although not allowed technically, as he went so fast that only two watches could reach him. Record allowed to Bruce-Brown, 1:31 3-5.

June, 1909—Readville, Mass. Broke Oldfield's twenty-five-mile world's record; also Stanley one-mile record for that track in :54.



FRONT ROW, LEFT TO PAUL R. MARTIN, EMIL BEGINSOHN.

Indianapolis motorists and many of the notables gathered at the track, greeting him after stepping from the car.

seconds and eight thirds—unplaced times.)

Jan. 14, 1911—With Simplex race car, formerly driven by Robertson, which DePalma rebuilt, did brilliant work at Los Angeles Motordrome, winning numerous events against Wilcox in National events in Knox, Dearborn in Fiat and others.

In 1912 Ralph almost captured the \$10,000 prize, going out at the four-hundred and ninety-seventh mile after leading the way.

Charley Mercer