

# 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 Aitken's mechanician 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-Pabco course March 30, 1911, in the same car. Following are some of Wilcox's victories:

Indianapolis Motor Speedway races, Indianapolis, May 21, 1910—National "forty," 7:15.22; ten-mile open handicap.

June 14, 1910, Giants' Derby, 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, 8:17.82; 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, Rémy 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 (scratched); five-mile open handicap; National "forty," 40:23.4-5, fifty-

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

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

April, 1910—Los Angeles Motordrome opening. Won numerous events world's five-mile record, 3:15; world's fifty-mile record, 37:55, beating Oldfield.

May 6, 1910—Atlanta Motordrome numerous events and scored miles.

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

August, 1910—Port Jefferson, N. Y., hill climb, setting record of 1:28 200-horse-power Fiat.

August, 1910—Won and set Plainfield, N. J., hill climb, drive course.

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

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

Sept. 17, 1910—Wonderful racing, Syracuse, N. Y. Lowered mile dirt track record by skirt 4:48.92. Other records from one miles, which still stand.

Sept. 24, 1910—Narbeth, Pa., own world's ten-mile dirt track clipping it to 8:31.1-5, winning mile open and ten-mile handicap.

Nov. 12, 1910—DePalma was Grand Prize racer leading the bulk of it until next to the final lap lead of two minutes over the American and European cars and when his Fiat's engine broke in 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 knuckle broke, after winning events.

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—Atlantic-Pabco Beach Races, near Jacksonville, Fla., March 28-29, 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; National "forty," 40:32, one mile time trial stock (world's stock car record for one mile).

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"Howdy" was one of the National team members last year.

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## GREETING



Ralph DePalma

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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 mechanician, 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 Seiles 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 RIGHT  
PAUL R. MARTIN, EMIL BEGINSON.

Indianapolis motorists and many of the notables gathered at the meeting and greeted after stepping from the

seconds and eight thirds—unplaced times.)

Jan. 14, 1911—With Simplex race car, formerly driven by Robertson, which Palma rebuilt, did brilliant work at Angeles Motordrome, winning numerous events against Wilcox in National, 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.

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June 28, 1909—Point Breeze. Broke Oldfield's mile record for that track; also ten and fifty-mile records.

August, 1909—Indianapolis Speedway opening. Scored four second places with Fiat stock car.

September, 1909—Hamline track. Reduced his own world's mile dirt track from 51 to 50 4-5 seconds. Won match race with Kilpatrick in Hotchkiss and ten-mile free-for-all.

Sept. 10, 1909—Grand Rapids, Mich. All world's dirt track records from one to twenty-six miles.

Oct. 1, 1909—Won Riverhead (L. I.) road race in Fiat stock car.

Oct. 9, 1909—Broke thigh at Danbury (Conn.) track meet.

(During 1909 season, out of forty-seven



FRONT ROW, LEFT TO RIGHT—GEO PAUL R. MARTIN, EMIL BEGIN, PAUL ZUNDON.

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In 1912 Ralph almost captured the \$20,000 prize, going out at the four hundred and ninety-seventh mile after leading all the way.

## Charley Merz

### STUTZ.

Crashing through the fence, demolishing his car and but narrowly escaping death himself did not deter Charles Merz, the plucky little National racing pilot, from staying in the racing game. For such was his first experience while at the wheel of a racing car in the race meet held in Indianapolis Nov. 4, 1905. Merz, then a boy in short trousers, was handling his car in fine shape, but a defective tire lost him the control. The car swerved and, crashing through the fence,

A Satisfied Customer

starts, he won thirty-four first places, eight seconds; one third and was unplaced only three times.)

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

June 1, 1910—Officially won Wilkes-Barre hill climb record with 200-horse-power Fiat—1:28 2-5.

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

Nov. 12, 1910—DePalma was the lion of Grand Prize races leading the latter third of it until next to the final lap. Had a lead of two minutes over the flower of American and European cars and drivers, when his Fiat's engine broke in the three hundred and ninetieth mile of 415-mile race. Most brilliant piece of road-driving of his career.

Nov. 25, 1910—Gettysburg, N. J. Ditched with Fiat "Cyclone" when steering knuckle broke, after winning several events.

During 1910 DePalma started in forty-eight competition events exclusive of time trials, scoring thirty first places, seven

barely missed several spectators by a hair's breadth and smashed the entire front of the car. Two weeks later, however, Merz was back in the racing game, not influenced by the mishap that nearly cost him his life.

At the helm of a National "forty" stripped stock car, 17-year-old Merz alternated with Jap Clemens after his car had been put out of commission by a similar accident in the twenty-four-hour races held Nov. 16 and 17, 1905. All through the long night the big car was hurled around the track, illuminated here and there by the flare of gas lamps at the posts. Early winter frosts froze the mists on the drivers' faces and blinded their eyes, stiffening their joints until they had to be lifted from the cars when their trick at the wheel was finished. But Merz never flinched. At the end of every fifty miles he climbed into the car bravely to make his half-century run, only to be lifted out almost unconscious at the end. While the average rate per hour for the entire twenty-four was only 45 7-12 miles per hour, very slow indeed in this time when the appetite for speed is only satisfied by a ninety-mile-an-hour clip, this time was regarded as phenomenal then, lowering, as it did, the record for 1,000 miles by 1:35:19 4-3, breaking all the records then existing from 650 miles to twenty-four hours.

Since this time Merz has been a familiar name in the racing game. While still young, being only 22 years old, Merz really has the right to claim that he is the veteran National race driver, as he was in the game long before Aitken and Wilcox entered. Merz was born in Indianapolis, is of average height and weighs 150 pounds. Following are some of the victories of Merz:

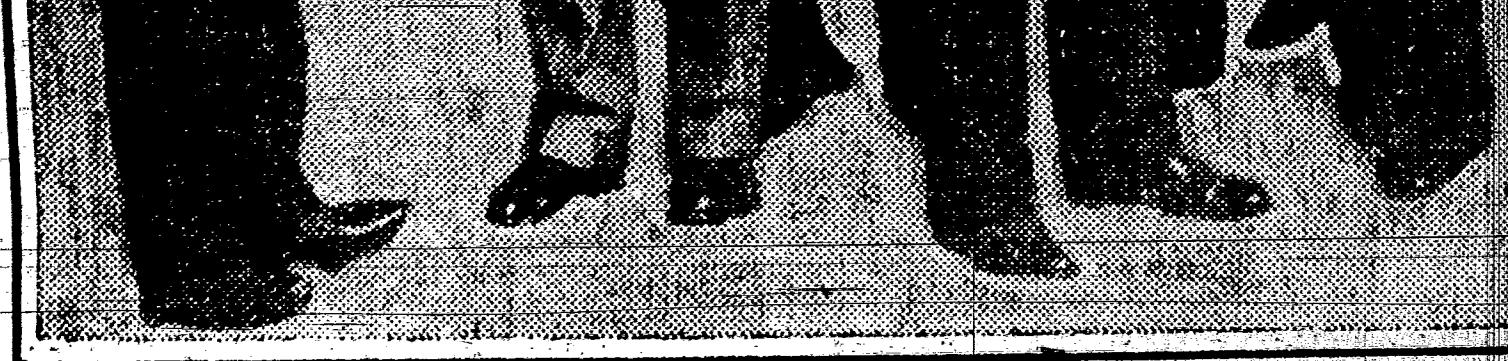
Jamaica Time Trials, Jamaica, L. I., April 27, 1909—National "sixty," time, 1:48 3-5, one mile; National "sixty," 1:42, two-mile.

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Fort Wayne Races, Fort Wayne, Ind.,

## GREETING FRENCH DRIVERS





FRONT ROW, LEFT TO RIGHT—GEORGE MUNTZ, CHARLES W. SEDWICK, PAUL R. MARTIN, EMIL BEGIN, PAUL ZUCARRELLI. BACK ROW—BILLY NILSON.

Indianapolis motorists and race enthusiasts gave the foreign drivers a great reception. Many of the notables gathered at the Union Station to greet them. The above picture shows them greeted after stepping from their train.

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July 31, 1909—National "thirty-five" first, time, 5:38, five-mile free-for-all.

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## "Bill" Endicott

### CASE.

William Endicott is known as Farmer Bill. The cognomen was given to him as a result of his retirement from racing circles at the end of the 1910 season and sojourning on a farm he purchased at Crawfordsville, Ind.

It was with \$10,000 and a long list of racing records that Endicott quit the racing game. His many friends thought he would never return to the track. Endicott was born near Indianapolis, thirty-one years ago. He has a wife and four children. His early days were spent

## A Satisfied Customer

One of our many customers has this to say regarding REPUBLIC ORIGINAL EFFECTIVE NON-SKID TIRES:

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Before starting on an Eastern trip in April I equipped my car, a Studebaker Sixty, with one REPUBLIC STAINLESS TREAD TIRE, 31 x 14 QUICKEST AT HOME, and tires of rubber and wire. The car has been a constant source of pleasure.

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Endicott was born near Indianapolis, thirty-one years ago. He has a wife and four children. His early days were spent on the farm, and it was from the plow that he graduated into the Cole Motor Car Company as a master of automotives.

He was the first racing driver for the Cole Company.

Endicott's first racing record was set up in the 1907 500-mile race at the Indianapolis Motor Speedway, where he won the race in 10 hours, 10 minutes, 10 seconds, driving a 1907 Ford.

He was the first man to drive a 1908 Ford in the 500-mile race at the Indianapolis Motor Speedway, where he finished in 10 hours, 10 minutes, 10 seconds.

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# Qualified Customer

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regarding REPUBLIC ORIG-  
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arting on an Eastern trip in  
ipped my car, a Studebaker  
th one REPUBLIC STAG.  
READ TIRE, 33"x4" QUICK  
ABLE, and Tires of other  
order to get a comparative  
tires.

able tire was the only one  
made the round trip from In-  
to New York City, and  
back in at the ORIGINAL IN-  
LIS AIR, "pumped in" when  
All my other tires show very  
little, but I had three punctures

as a result of his retirement from racing  
circles at the end of the 1919 season and  
sojourning on a farm he purchased at  
Crawfordsville, Ind.

It was with \$10,000 and a long list of racing records that Endicott quit the racing game. His many friends thought he would never return to the track.

Endicott was born near Indianapolis, thirty-one years ago. He has a wife and four children. His early days were spent on the farm, and it was from the plow that he graduated into the Cole Motor Car Company as a tester of automobiles. He was the first racing driver for the Cole Company.

Endicott piloted a Cole "thirty" to victory in the Vanderbilt Cup race by winning the Massapequa Sweepstakes. He carried the Cole to a finish in two of the Brighton-Beach twenty-four hour races, won two ten-mile events on the Los Angeles Motordrome and a fifty-mile world's record for cars of the Cole "thirty" class on this same motordrome. Endicott also won first place in a ten-twelve-and-sixty-mile race on the Atlanta (Ga.) race course, and won for the Cole the Savannah-to-Jacksonville endurance contest. He has also piloted the little Cole car to victory in many other races in the United States. Last year he piloted a Stutz to the one-mile winner's trophy at the money. During the 1913 season he has been participating with the Cole team.

He won the Va-  
sion. He will re-  
When not racing  
In 1908: Grand

In 1908 Grant the Readville race of the three entered. The same time for gasoline Mass., hill climb, in the Lowell road 1908 he won two track. In 1909 he for-all at the Worcester first in a five-mile won the Vanderbilt. At the Worcester Grant won his class new hill record. On the track at Worcester started in three cars and finished fourth. He has driven an Alton which weighs 200 pounds.

Teddy

Teddy Tetzlaff

With Lazarus etc  
With Lazarus etc

*Bob Burman*

卷之三

# Qualified Customer

（三）在新民主主义的共和国里，民族资产阶级和富农剥削的半殖民地半封建性质的生产关系，予以消灭；富农的土地，没收归新民主主义国家所有，分配给无地少地的农民耕种，发展农业生产。

ing on an Eastern trip I  
opped my car a Studebaker  
with one REPBBLIC STAIN-  
EAD TIRE, six ft. QUICK-  
BLE, and Tires of other  
order to get a comparative  
tires.

public tire was the only one  
de the round trip from In-  
to New York City, and  
ack in it the ORIGINAL IN-  
LIS AIR, pumped in when  
All my other tires show very  
ts, and I had three punctures  
ad.

PUBLIC TIRE shows absolutely  
it all, and I am very well  
with the results."

many customers on our books  
**SATISFIED USERS.** May we  
see you yet?

卷之三

19. 1. 1955. 1. 1955. 1. 1955. 1. 1955.

DEPARTMENT OF THE NAVY  
WASHINGTON D. C.  
RECEIVED  
JULY 1918  
BY THE  
LIBRARY  
OF THE  
U. S. NAVY  
DEPARTMENT  
WASHING-  
TON D. C.

Endicott piloted a "twin" equipped to 100-hp. torque on the Atlanta race course. By last night he had won three more races. He has also driven the "twin" to a third-place finish in the Brighton Beach twenty-five-mile race, won two ten-mile events on the Los Angeles Motordrome, and set fifty-mile world's record for cars of the Cole "thirty" class on this same motordrome. Endicott also won first place in a ten-, twelve- and sixty-mile race on the Atlanta (Ga.) race course, and won for the Cole the Savannah-to-Jacksonville endurance contest. He has also piloted the little Cole car to victory in many other races in the United States. Last year he piloted a Schaeft in the 500-mile race and finished in the money. During the 1913 season he has been barnstorming with the Case team.

*Bob Burman*

KEETON.

Robert Burman, acknowledged "Speed Klug," is 29 years old. Born near Unity City, Mich., in 1884, Burman lived on the farm until about 17 years of age. Then he went to testing automobiles and tested the first car ever made by the Buick Motor Company when the factory was located at Lapeer, Mich.

Teddy

Teddy Tetzlaff's fame rests entirely with Lozier stock. He was at Los Angeles place in the Santa Fe, won both the free-for-all and straight fishing the present record of 73.27, being 71.22 miles per hour--the two fastest in America. He beat by defeating Ral in a 100-mile match race at Motordrome eighty miles per hour. In DePalma's year, he finished

Cale

## **Satisfied Customer**

THESE ARE THE WORDS WHICH WERE SPOKEN BY JESUS.

the first time in 1949, and in 1950, the first year of the new government, the number of registered voters increased by 10 million.

11. *On the Relation between Self-awareness and the Perception of the Self*  
By M. B. Hedges and J. C. Stimpert  
Submitted to the Department of Psychology  
University of Alberta, Edmonton, Alberta, Canada T6G 2E9

He had major tire trouble the round trip from LA to New York City, and back in it the ORIGINAL LINCOLN AIR pumped tire when All my other tires show very bad.

PUBLIC TIRE shows absolutely  
it all, and I am very well  
with the results."

many customers on our books.  
**SATISFIED USERS.** May we  
see you list?

ain 4084, and a Representative will call to see you, or, if you prefer, come to our store, at No. 25 West Street, where you will receive courteous treatment. KELCH  
Family Furnishings

Republic Tire Agency

After the first stage of the war, and  
as number of men became available,  
the Army took over the command of  
the forces of the League of Nations  
in the field of operations. The  
Army had been working with the  
League for some time, and  
had been involved in

Mathematics informed geometry. Despite the lack of a formal treatment of geometry in the curriculum, students used geometric reasoning to solve problems. The students' responses to the first question in the interview were as follows:

# *Bob Burman*

KEETON.

Robert Burman, acknowledged "Speed King," is 29 years old. Born near Imlay City, Mich., in 1884, Burman lived on the farm until about 17 years of age. Then he went to testing automobiles and tested the first car ever made by the Buick Motor Company, when the factory was located at Jackson, Mich. Later he entered the employ of the Jackson Automobile Company, and soon became head tester. While he was thus employed a freak racing car was built to break and the builder invited Burman to drive it in a match race on the mile track at the fair grounds. Burman took charge of the engine which up to that time had been driven by steam.

第十一章 亂世豪傑

Tedd

Twenty minutes later  
with Lezler still  
was at Los Angeles  
place in the San  
he won both the  
free-for-all and  
lising the present  
record of 73.27 m  
ing 71.22 miles per  
all--the two fastest  
in America. He  
by defeating Ray  
in a 100-mile mat  
gåles Motordrome  
eighty miles per  
feating DePalma.  
year he finished s

Cale

Calcutta  
divers States &  
the Govt.

# 3109 PUBLIC TIRE AGENCY

Public Tire Agency  
will give you every well  
the means.

early customers on our books  
**AT THE END OF SEAS.** May we  
our list?

In 1904 and a Representa-  
all to see you, or, if you pre-  
to our store, at No. 35 West  
street, where you will receive  
courteous treatment. **FREE**  
TIRES furnished.

**public Tire Agency**  
A. STONE, Manager

## Bob Burman

1905-060

Bob Burman, often called "Speedy Bob," is 30 years old. He is a native of Jackson, Mich., the 1904 Michigan champion. He began racing about 17 years ago. When he was first racing with no money and tested the best car ever made by the Black Motor Company. When this factory was located at Jackson, Andrew Taylor, later entered the employ of the Jackson Automobile Company, and soon became head tester. While he was thus employed a freak racing car was built in Jackson and the builder invited Burman to a five-mile match race on the mile horse track at the fair grounds. Burman took the chance of being shown up, and won the race by almost a mile.

This started the speed career of the present monarch of them all. After much persuasion, and the offer to pay his own expenses if the company would let him have a car, he was allowed to enter a fifty-mile race at Detroit in 1906. All the big boys of the game were in, but Bob started out to "beat it" and won the

**Cale**

Caleb Bragg drives Mercer racing the sport. This professional only of the strongest the greatest Speed the country. As own Flat and so has owned the car he started motor Barnes Field, Los Angeles Motor Driv To see Caleb B

# the Big Speedway Race.

barely missed several spectators by a hair's breadth, and smashed the entire front of the car. Two weeks later, however, Merz was back in the racing game, not influenced by the mishap that nearly cost him his life.

At the helm of a National "forty" stripped stock car, 17-year-old Merz alternated with Jap Clements after his car had been put out of commission by a similar accident in the twenty-four-hour races held Nov. 14 and 17, 1905. All through the long night the big car was hurled around the track, illuminated here and there by the flares of gas lamps at the posts. Early winter frosts froze the mists on the drivers' faces and blinded their eyes, stiffening their joints until they had to be lifted from the cars when their trick at the wheel was finished. But Merz never flinched. At the end of every fifty miles he climbed into the car bravely to make his half-century run, only to be lifted out almost unconscious at the end. While the average rate per hour for the entire twenty-four was only 45 7-12 miles per hour, very slow indeed in this time when the appetite for speed is only satisfied by a ninety-mile-an-hour clip, this finie was regarded as phenomenal then, lowering, as it did, the records for 1,000 miles by 1:35:19 4-3, breaking all the records then existing from 650 miles to twenty-four hours.

Since this time Merz has been a familiar name in the racing game. While still young, being only 22 years old, Merz really has the right to claim that he is the veteran National race driver, as he was in the game long before Aitken and Wilcox entered. Merz was born in Indianapolis, is of average height and weighs 150 pounds. Following are some of the victories of Merz:

Jamaica Time Trials, Jamaica, L. I., April 27, 1909—National "sixty," time, 1:48 3-5, one mile; National "sixty," 1:42, two-mile.

Wilkesbarre Hill Climb, Wilkesbarre, Pa., May 31, 1909—National "sixty" first, time, 1:48, six-cylinder.

Fort Wayne Races, Fort Wayne, Ind.,

race hands down. His next experience was to drive twenty-two and a half hours of a twenty-four-hour race in St. Louis the same year and win by eight-two miles.

Then the Buick Company got him, and his career which gained him the name of "Wild Bob" started. He was but 23 years old, but he proved his ability and his nerve and his promotion was fast. A list of Burman's winnings would fill a fair-sized volume. His most notable victory of 1910 was first American car in the Savannah Grand Prize race and third in the race. He won several long races at the Indianapolis Motor Speedway in July, 1910, but the disqualification of the Marquette-Buick cars lost him the credits he gained by clever driving.

Burman left the Buick team early this year to drive the cars formerly owned by Barney Oldfield. He immediately drove the 200-horse-power Blitz Benz faster than Oldfield ever had dared, thereby breaking all records for the kilometer, mile and two-mile distances. The records made by Burman in the Benz at Daytona on April 23, 1911, were: Kilometer, :15.88; mile, :25.40, and two miles, :51.28. This is faster than man ever traveled before. This world's champion drives car No. 45 in the 500-mile race.

Last year Bob drove a Cutting in the big race. This year he will pilot a Keeton.

## Ralph Mulford

### MERCEDES.

Ralph Mulford is 28 years of age. He served his apprenticeship on the Lozier car, and with it he has made his reputation. His first race was at the Point Breeze track in Philadelphia in 1907, when, with Harry Michener, he won the twenty-four-hour race with a Lozier forty horse-power car. In 1908 he broke the world's twenty-four-hour record at Brighton Beach, winning the event, and

## FRENCH DRIVERS ON ARRIVAL.

July 31, 1909 - National "thirty-five" first, time, 5:38, five-mile free-for-all.

Indianapolis Motor Speedway, Indianapolis, Aug. 19-24, 1909—National “forty” first, time, 9:16.3, ten-mile.

Indianapolis Motor Speedway Races,  
Indianapolis, May 27, 1910. National  
"forty" second, 85:44.15, 100-mile stock,  
304-450.

Indianapolis Motor Speedway, Sept. 3, 1910 - National "Torty" second, 83:12.51, 100 miles, 301-450; Remy, Brassard Trophy without a stop.

Los Angeles Motorframe Jan. 14, 1911

National "forty," 7:23 2-5, ten-mile;  
National "forty," 49:56 4-5, twenty-five-mile.

Oakland-Panama-Pacific Road Races,  
Near San Francisco, Feb. 22, 1911. St.

Near San Francisco, Feb. 22, 1911. St. Francis Hotel Trophy. Fourteen laps, 152,922 miles, \$10,923 miles to a lap. Time, 137 minutes 20 seconds; average, 66.8-40 miles an hour.

Atlantic-Pabco Beach Races, at Neat Jacksonville, Fla., March 28-31, 1941. National "forty," 14:58.43, twenty-mile; National "forty," 8:03.67, ten-mile.

three weeks later finished in second place in another twenty-four-hour race, lowering his former twenty-four-hour figures. The same year he took part in the Fairmount Park road race, driving Herman Brills's private Lozier car, finishing third to George Robertson. In 1909 he again won a twenty-four-hour race at Brighton Beach, establishing the present stock chassis record of 1,196 miles. His 1910 record is well known. He won the Elgin national stock chassis championship, finished fifth at the Vanderbilt, second at the Fairmount Park race, fifth in the Atlanta grand prize, fourth in the Savannah grand prize, and in the Atlanta Speedway meets won first in the twenty-mile stock chassis, second in the 200-mile stock chassis, third in the twenty-mile free-for-all. In every race of the season he finished either as a winner or in better than fifth place.

# Harry Grant

ISOTTA.

Harry Grant was born at Cambridge, Mass., on July 10, 1877. He entered the automobile business in 1888, and in 1903 joined the forces of the Alco factory at Providence, R. I. Two years later Grant made his debut as a racing driver at the Readville, Mass., track.

He won the Vanderbilt twice in succession. He will use the same car here. When hot racing he is a salesman.

In 1908 Grant made a clean sweep at the Readville races, winning every one of the three events in which he was entered. The same year he made the heat time for gasoline cars at the Worcester, Mass., hill climb, and he finished second in the Lowell road race. In the fall of 1908 he won two races on the Providence track. In 1909 he won the gasoline free-wheel at the Worcester hill climb, was third in the five miles road race at Readville, and

**Teddy Tetzlaff**

July 31, 1909—National "thirty-five" first, time, 6:38, five-mile free-for-all.

Indianapolis Motor Speedway, Indianapolis, Aug. 19-21, 1909—National "forty" first, time, 9:16.7, ten-mile.

Indianapolis Motor Speedway Races, Indianapolis, May 27, 1910—National "forty" second, \$5,44.15, 100-mile stock, 301-450.

Indianapolis Motor Speedway, Sept. 3, 1910—National "forty" second, \$3,12.51, 100 miles, 301-450, Remy Brassard Trophy, without a stop.

Los Angeles Motordrome, Jan. 14, 1911—National "forty," 7:22.2-5, ten-mile; National "forty," 19:56.4-5, twenty-five-mile.

Oakland Panama-Pacific Road Races, Near San Francisco, Feb. 22, 1911—St. Francis Hotel Trophy. Fourteen laps, 152.922 miles, 10.922 miles to a lap. Time, 137 minutes 20 seconds; average, 66.8-10 miles an hour.

Atlantic-Pebble Beach Races, Near Jacksonville, Fla., March 28-31, 1911—National "forty," 14:58.43, twenty-mile; National "forty," 8:03.67, ten-mile.

## "Bill" Endicott

### CASE.

William Endicott is known as "Farmer Bill." The cognomen was given to him as a result of his retirement from racing circles at the end of the 1910 season and sojourning on a farm he purchased at Crawfordsville, Ind.

It was with \$10,000 and a long list of racing records that Endicott quit the racing game. His many friends thought he would never return to the track.

Endicott was born near Indianapolis, thirty-one years ago. He has a wife and four children. His early days were spent on the farm, and it was from the plow that he graduated into the Cole Motor Car Company as a tester of automobiles.

He was the first racing driver for the Cole Company.

Endicott piloted a Cole "thirty" to victory in the Vanderbilt Cup race by winning the Massapequa Sweepstakes. He carried the Cole to a finish in two of the Brighton Beach twenty-four-hour races, won two ten-mile events on the Los Angeles Motordrome and a fifty-mile world's record for cars of the Cole "thirty" class on this same motordrome. Endicott also won first place in a ten-twelve-and-a-half-mile race on the Atlanta City race course, and with the Cole the plowman-to-Jacksonville record.

Three weeks later finished in second place in another twenty-four-hour race, lowering his former twenty-four-hour figures. The same year he took part in the Fairmount Park road race, driving Herman Brills's private Lozier car, finishing third to George Roberts. In 1908 he again won a twenty-four-hour race at Brighton Beach, establishing the present stock chassis record of 1,126 miles. His 1910 record is well known. He won the International stock chassis championship, finished fifth at the Vanderbilt, second at the Fairmount Park race, fifth in the Atlanta grand prize, fourth in the Savannah grand prize, and in the Atlanta Speedway meets won first in the twenty-mile stock chassis, second in the 200-mile stock chassis, third in the twenty-mile free-for-all. In every race of the season he finished either as a winner or in better than fifth place.

## Harry Grant

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Harry Grant was born at Cambridge, Mass., on July 10, 1877. He entered the automobile business in 1888, and in 1905 joined the forces of the Alco factory at Providence, R. I. Two years later Grant made his debut as a racing driver at the Readville, Mass., track.

He won the Vanderbilt twice in succession. He will use the same car here. When not racing he is a salesman.

In 1908 Grant made a clean sweep at the Readville races, winning every one of the three events in which he was entered. The same year he made the best time for gasoline cars at the Worcester, Mass., hill climb, and he finished second in the Lowell road race. In the fall of 1908 he won two races on the Providence track. In 1909 he won the gasoline free-for-all at the Worcester hill climb, was first in a five-mile race at Readville and won the Vanderbilt Cup.

At the Worcester hill climb of 1910 Grant won his class events and made a new hill record for gasoline stock cars. On the track at Indianapolis last July he started in three events, won two of them and finished fourth in the other. Grant has driven an Alco in all his races. He weighs 200 pounds.

## Teddy Tetzlaff

### ISOTTA.

Teddy Tetzlaff is a California 111

The competition was stiff in the first race of the season, the drivers speeding like mad at the start, some of them going outside the track in their enthusiasm.

It was with some relief that the racing experts from Indianapolis over the "old gang" this year, friends although they were, were not able to see the result.

Endicott was born near Indianapolis, thirty-one years ago, the son of a well-to-do farmer. His early days were spent on the farm, and it was there the boy learned that his grandfather owned the Cole Motor Car Company as a manufacturer of automobiles.

He was the best racing driver for the Cole Company.

Endicott piloted a Cole "thirty" to victory in the Vanderbilt Cup race by winning the Massachusetts Sweepstakes. He carried the Cole to a finish in two of the Brighton-Beach twenty-four hour races, won two ten-mile events on the Los Angeles Motordrome and a fifty-mile world's record for cars of the Cole "thirty" class on this same motordrome. Endicott also won first place in a ten-twelve and sixty-mile race on the Atlanta (Ga.) race course, and won for the Cole the Savannah-to-Jacksonville endurance-contest. He has also piloted the little Cole car to victory in many other races in the United States. Last year he piloted a Schaeff in the 500-mile race and finished in the money. During the 1913 season he has been barnstorming with the Case team.

## Bob Burman

### KEETON.

Robert Burman, acknowledged "Speed Klug," is 29 years old. Born near Lundy City, Mich., in 1884, Burman lived on the farm until about 17 years of age. Then he went to testing automobiles and tested the first car ever made by the Buick Motor Company, when the factory was located at Jackson. Much later he entered the employ of the Jackson Automobile Company, but soon became independent.

The Waukegan Whirlwind never won a race, but will make sure of the Western stock market during the year ahead. The Whirlwind makes a clean sweep all the time, winning every race in which the Waukegan Whirlwind enters. The Whirlwind is the most popular team in the Midwest, second only to the Maxwell roadsters. In the Waukegan Whirlwind races, the Waukegan Whirlwind always wins. In 1910 the Waukegan Whirlwind team won the Indianapolis 500-mile race, and the Waukegan Whirlwind team won the Indianapolis 500-mile race.

In the "Whirlwind" build-up of 1910 Grant, with his crew of experts, made a new field record for gasoline stock cars. On the track at Indianapolis last July he started in three events, won two of them and finished fourth in the other. Grant has driven an Alco in all his races. He weighs 200 pounds.

## Teddy Tetzlaff

### ISOTTA.

Teddy Tetzlaff is a Californian. His fame rests entirely on his achievements with Lozier stock cars. His first race was at Los Angeles in 1909, winning a place in the Santa Monica races. In 1910 he won both the Santa Monica races, free-for-all and stock in one day, establishing the present world's stock chassis record of 73.27 miles per hour and making 71.22 miles per hour in the free-for-all—the two fastest road races ever held in America. He followed up his victories by defeating Ralph DePalma this spring in a 100-mile match race on the Los Angeles Motordrome track, averaging over eighty miles per hour for 100 miles, defeating DePalma by over six miles. Last year he finished second.

## Caleb Bragg

### ALCO.

**Bob Barrington**

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Burman returned, and took up his residence in the city of St. Louis, where he was engaged in the lumber business. In 1869 he married Miss Mary McElroy, who died January 1, 1881. They had two children, a son and a daughter, both deceased. His wife died at the age of twenty-four years, and left him a widow. After the death of his wife, he became a member of the First Congregational Church, and remained there until his death, which occurred on December 21, 1891, at the age of fifty-eight years. He was buried in the Calvary Cemetery, in the city of St. Louis.

This started the speed career of the present monarch of them all. After much persuasion, and the offer to pay his own expenses if the company would let him have a car, he was allowed to enter a fifty-mile race at Detroit in 1906. All of the big boys of the game were in, but Bob started out to "beat it" and won the

# Caleb Bragg

MERCER.

Caleb Bragg of Cincinnati, age 28, drives Mercer racing cars because he likes the sport. This young pilot, who turned professional only last year, has been one of the strongest contenders in many of the greatest Speedway and road races in the country. As an amateur he drove his own Fiat, and since turning professional has owned the cars he drives. Last year he startled motoring circles by beating Barney Oldfield in his Benz at the Los Angeles Motorcourse.

car it would be hard to conceive the slender youth as a daring pilot, but he has gained a reputation as one of the most heady as well as one of the most fearless drivers. One of the thrilling experiences which he had was at the Brighton Beach races last year; when he crashed through the fence and turned back his car through it again on to the track and won the race.

## Louis Disbrow

### CASE.

Louis Disbrow has been racing for five years. He designed and built his 1910 Speedway car for the Pope Manufacturing Company of Hartford.

He drove a Rainier in 1908 in the Motor Parkway Sweepstakes, where he was beaten by two minutes by the Allen-Kingston; his average in that race was 225 miles at fifty-four miles an hour. In 1909 he drove four twenty-four-hour races at Brighton Beach, N. Y., driving the Rainier in all of them, and finishing second in three of them and third in the fourth, making a record of nineteen hours' consecutive driving on a mile track. In the same year he won the \$10,000 Atlanta Trophy of 200 miles, averaging 69.8 miles per hour. In 1910 he drove in all the prominent hill climbs and holds records at Wilkesbarre, Port Jefferson and Ossining, driving a Knox Giantess; also, in August of that year he won the Milo Trophy driving the Marion, and a number of short races driving a National at Brighton Beach. He drove National No. 31 in the Vanderbilt in 1910, finishing fourth and driving from thirty-first position into the lead, where in the nineteenth lap he had an accident by colliding with spectators and was delayed seventeen minutes. He was beaten out by the winner by six minutes. He entered a Pope in the Granix Prix at Savannah in 1910. He drove car No. 13, meeting with an accident at 210 miles, his first stop. He drove a National at New Orleans in February of this year for the Mardi Gras meet, in which he won some small races and the important race of the meet, the \$500 fifty-mile free-for-all.

"Pope Hummer," holder of the following world's records made at Atlanta-Pebble, Fla., March 27, 1911: One-hour standing starts 81.65 miles; 100 miles, 115 minutes 18 seconds; 200 miles, 154 minutes 36 seconds; 200 miles, 211 minutes 21½ seconds.

Louis drove a race in last year's case. This year he is at the wheel of the

the Great Lakes. He sprang into prominence in the auto-game at the Crown-point races, June 18 and 19, 1909, when for about fifty miles he lay on the hood of the Marion car, driven by Monsen, adjusting the carburetor of the speedy Marion.

After the Crownpoint races "Gil" was seen at the wheel in all the big events, and has the honor of finishing all races he entered, and always carrying away his share of the honor.

In April, 1910, he drove in the Brighton Beach races, at the Indianapolis Speedway in May, July and August of 1910, and at the Elgin road race in 1910. "Gil" drove the same make car last year.

## Harry Endicott

### NYBERG.

Harry Endicott, driving the Inter-State, is 30 years old. He started his automobile career as a chauffeur for a private owner in Indianapolis in 1901. His first race was on the Harlem track in Chicago, driving a Columbia. Herb Lytle was one of his opponents in this race. He has driven Pope-Toledos, Locomobiles and Peerless cars, driving on dirt tracks until the May meeting of the Speedway in 1910. Endicott started driving for the Cole Company on the Speedway last year, driving in all the meetings at the Speedway in 1910, the Elgin road races with a Kissel Kar, Fairmount Park in a Cole, Louisville and Latonia in an E-M-F. Endicott went through the fence at Louisville with the same car that finished second in the Tiedman Trophy race at Savannah. He also drove at the State Fair meeting in Dallas, Tex., in 1910. Endicott expects to race the eighty-horse-power Inter-State "Bull-Dog" all season. East year he alternated with "Wild Bill" Endicott at the wheel of the Schacht.

## Civil War Veterans Ride Through City in Motor Car

No one has ever enjoyed the luxurious Pathfinder "40" more than a number of members of the Battery F, First Ohio Light Artillery, who were whisked through the beautiful residence district of Indianapolis and out to the "Speedway" yesterday. Very few of the veterans have ever rode in an auto, the nearest to one being

of the meet, the \$500 fifty-mile free-for-all.

"Pope Hummer," holder of the following world's records made at Atlanta-Pab-  
lo, Fla., March 27, 1911: One-hour stand-  
ing start, 81.65 miles; 150 miles, 115 min-  
utes 18 seconds; 200 miles, 154 minutes 56  
seconds; 300 miles, 233 minutes 33½ sec-  
onds.

mile. This year he is at the wheel of the same make car.

# *Joining Jenkins*

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## ENRICHMENT ACTIVITIES

hands; but, they do not cripple his driving abilities. They were procured during his pugilistic career. In this sport he was a member of the lightweight class, his last affair being a four-round draw with "Jimmy" Britt at Oakland, Cal.

rious Pathfinder "40" more than a number of members of the Battery F, First Ohio Light Artillery, who were whisked through the beautiful residence district of Indianapolis and out to the "Speedway" yesterday. Very few of the veterans have ever rode in an auto, the nearest to one being a cannon wagon or train. There is nothing smooth about a Dixie road and that is where these "vets" rode the wagons. Although a train runs smooth there is the continual clicking of the wheels crossing the rail joints and some smoke, but nothing like that with the Pathfinder.

The veterans were holding their twenty-fifth annual convention here

In connection with the state encampment of the G. A. R. They met in the Board of Trade committee room, where they were entertained by old-time remembrances by their comrades and were addressed by Bishop David Moore of the Methodist Church. On Thursday's parade the battery marched with the flag of the Thomas Paine. The addressed general was the Major of the G. T. Cavalry, who addressed all the veterans with great enthusiasm.

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Paper 11 presents a review of the following world's largest multi-axle vehicles: American (Weight 17.7 t), the most heavily loaded truck at 13.36 tonnes; all-terrain 13.1 tonnes; UK articulated 2000 tonnes; 1996 articulated 35 tonnes; 1000 tonnes; 200 tonnes; 10% weight.

Leaves from a tree near where I live  
will be sent you as soon as possible.

*Johnny Jenkins*

SGHACHT

"Johnny" Jenkins has two broken hands, but they do not cripple his driving abilities. They were procured during his pugilistic career. In this sport he was a member of the lightweight class, his last affair being a four-round draw with "Jimmy" Britt at Oakland, Cal.

"Jimmy" Britt at Oaklawn, Cal.  
Although 34 years old, Jenkins first drove in racing circles in the United States on the Indianapolis Speedway last year, piloting an underslung American in a 100-mile race. His debut into the racing game came when he associated himself with Venus, an Italian racing driver, who drove a Fiat car on the continent.

who drove a Fiat car on the continent. It was at Los Angeles, Cal., in the last twenty-four-hour race, that Jenkins showed his mettle. Here, after he had an unfortunate collision with the winning Fiat, losing over two hours' time, he re-entered the race, bringing the Cole into third place at the finish. His home is at Springfield, O. He drove a great race last year and finished in the money.

# Gil Anderson

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about Pathfinder. You may have a number of thoughts of the Pathfinder. It runs on light switches, with great difficulty although the breakaway mechanism of the wheels will not be the breakaway mechanism. Many types of the breakaway device have been made up and tested by the being a certain degree of train. There is nothing smooth about a Dixie road and what is often those "wet" rode the wagons. Although a train runs smooth there is the continual clicking of the wheels crossing the rail joints and some smoke, but nothing like that with the Pathfinder.

The veterans were holding their twenty-fifth annual convention here in connection with the state encampment of the G. A. R. They met in the Board of Trade committee room, where they were entertained by old-time remembrances by their comrades and were addressed by Bishop David Moore of the Methodist Church. In Thursday's parade the battery marched with the George H. Thomas Post. The sightseeing party was in charge of W. C. Teasdale Jr., president of the Motor Car Manufacturing Company.

~~ADDS \$500 MORE.~~

In addition to offering a cash prize of \$500 to the winner of the big 500-mile race at the Indianapolis Speedway on Decoration Day, providing the winning car be equipped exclusively with Red-

## **Indy 500**

It is the most important race in the world, and it is the most difficult race to win. The Indianapolis 500-mile race is held every year at the Indianapolis Motor Speedway, which is located in the city of Indianapolis, Indiana. The race is run over a distance of 500 miles, and it is one of the most difficult races in the world. The Indianapolis 500-mile race is run over a distance of 500 miles, and it is one of the most difficult races in the world.

The year the Indianapolis 500-mile race was first run, the race had a record of 100 cars. The race has grown to over 200 cars, and the race has become one of the most popular races in the world. The Indianapolis 500-mile race is run over a distance of 500 miles, and it is one of the most difficult races in the world.

## **Gil Anderson**

### **STUTZ.**

Gilbert Anderson, known among the speed kings as "Gil," will pilot the Stutz car in the 500-mile International Sweepstakes race on May 30. "Gil" was born in Norway, was brought to this country when a lad and up until a few years ago, when the speed craze came on him, he was a marine engineer, having spent a few years on the Atlantic and Pacific and

### **ADDS \$500 MORE.**

In addition to offering a cash prize of \$500 to the winner of the big 500-mile race at the Indianapolis Speedway on Decoration day, providing the winning car is equipped exclusively with Red Head spark plugs, Emil Grossman has decided to award another \$500 to be divided among the second and third men in the race under the same conditions. This makes \$1,000 to be divided into prizes of \$500, \$300 and \$200 each to the first three men to finish, provided that Red Head spark plugs are used on their cars exclusively.