

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.

(During 1910 DePalma started eight competition events exclusively trials, scoring thirty-first place.

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 27, 1910—National "forty," 1:15.32, 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, 11:58 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-mile class E under 600.

—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).

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

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

opening. Won numerous events, world's five-mile record, 3:15, world's fifty-mile record, 37:55.53, beating Oldfield.

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

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

August, 1910—Port Jefferson, L. hill climb, setting record of 728 ft. 200-horse-power Fiat.

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

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

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

Sept. 17, 1910—Wonderful record in Syracuse, N. Y. Lowered O. mile dirt track record by skirting 48.92. Other records from one to miles, which still stand.

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

Nov. 12, 1910—DePalma was the Grand Prize race, leading the latter of it until next to the final lap, lead of two minutes over the fine American and European cars and when his Fiat's engine broke in the hundred and ninetieth mile of race. Most brilliant piece of road of his career.

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

During 1910 DePalma started in eight competition events exclusive trials, scoring thirty-first places.

GREETING



Ralph DePalma

Ralph DePalma

(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.

Charles Mercer

Kingston against Oldfield, in Stearns, at Hamline track, Minneapolis. Oldfield withdrew and let Seales 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.

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.

Indianapolis motorists and race enthusiasts Many of the notables gathered at the Union Station greeted after stepping from their train.

seconds and eight thirds—unplaced three times.)

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

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.)

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

April, 1910—Los Angeles Motordrome opening. Won numerous events, scoring world's five-mile record, 3:15.62, and world's fifty-mile record, 37:55.53, again beating Oldfield.

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.

August, 1910—Port Jefferson, L. I. Won hill climb, setting record of 1:28 flat with 200-horse-power Fiat.

August, 1910—Won and set record for Plainfield (N. J.) hill climb, Johnson's drive course.

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

Sept. 4, 1910—Won five-mile free-for-all, Hamline track. Beaten in time trials by Oldfield in Benz by 10-100 of a second.

Sept. 17, 1910—Wonderful record smashing, Syracuse, N. Y. Lowered Oldfield's mile-dirt-track record by skirting lap in 1:48.92. Other records from one to eleven miles, which still stand.

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:

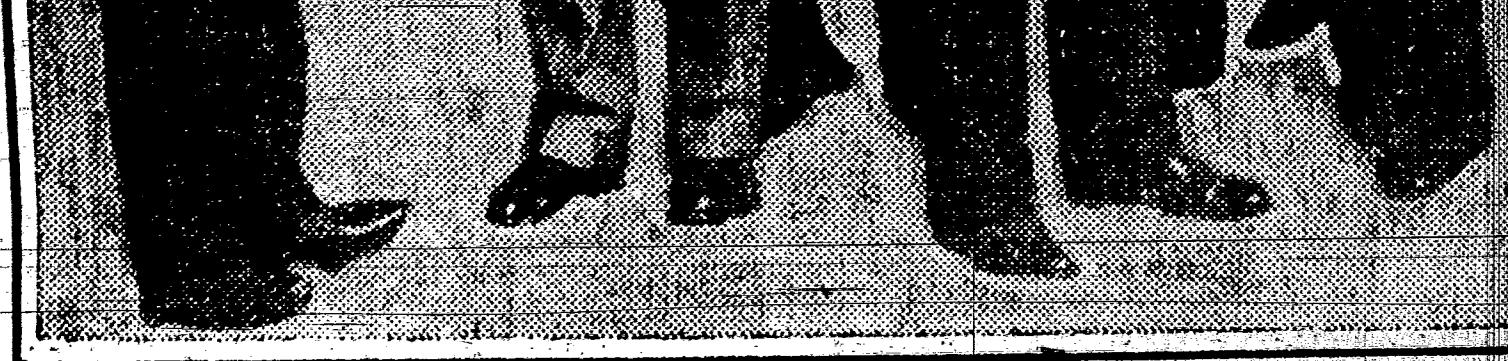
Jamaica Time Trials, Jamaica, L. I., April 27, 1909—National "sixty," time, 1:48 3-5, one mile; National "sixty," 1:42, two-mile.

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

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.

seconds and eight thirds—unplaced three times.)

Jan. 14, 1911—With Simplex racer formerly driven by Robertson, which De-Palma rebuilt, did brilliant work at Los Angeles Motordrome, winning numerous events against Wilcox in National, Nikrent in Knox, Dearborn in Fiat "ninety" and others.

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

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

Indianapolis Motor Speedway, Indianapolis, Aug. 19, 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, 301-450.

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

Los Angeles Motordrome, Jan. 14, 1911—National "forty," 7:23 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, 10.923 miles to a lap. Time, 137 minutes 20 seconds; average, 66.8-10 miles an hour.

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

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,

"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:

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

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

April, 1910—Los Angeles Motordrome opening. Won numerous events, scoring world's five-mile record, 3:15.62, and world's fifty-mile record, 37:55.53, again beating Oldfield.

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.

August, 1910—Port Jefferson, L. I. Won hill climb, setting record of 28 flat with 200-horse-power Fiat.

August, 1910—Won and set record for Plainfield (N. J.) hill climb, Johnson's drive course.

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

Sept. 4, 1910—Won five-mile free-for-all, Hamline track. Beaten in time trials by Oldfield in Benz by 10-100 of a second.

Sept. 17, 1910—Wonderful record smashing, Syracuse, N. Y. Lowered Oldfield's mile dirt track record by skirting lap in 48.92. Other records from one to eleven miles, which still stand.

Sept. 24, 1910—Norbeth, 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. Although through the long night the big car was hurtled 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.

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

Fort Wayne Races, Fort Wayne, Ind.,

GREETING FRENCH DRIVERS

ing greeted after stepping from their train.

seconds and eight thirds—unplaced three times.)

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

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

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

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. It cost me \$2.00 a tire, and

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

Indianapolis Motor Speedway, Indianapolis, Aug. 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, 301-450.

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

Los Angeles Motordrome, Jan. 14, 1911—National "forty," 7:23.25, 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, 10.923 miles to a lap. Time, 137 minutes 20 seconds; average, 66.8-10 miles an hour.

Atlantic-Pabco 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 Crawfordville, 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 master of automotives.

He was the first racing driver for the Cole Company.

Endicott's first racing record was set up in the Indianapolis 500-mile race by driving the Indianapolis 100-mile pace car. He was the first man to drive the Indianapolis 100-mile pace car.

He was the first man to drive the Indianapolis 100-mile pace car.

He was the first man to drive the Indianapolis 100-mile pace car.

three weeks in another meeting his team won the same mount. Brills's team to Georgia won a third place in the Fairlawn grand meets with chassis, chassis, all. In listed eighth place.

Harry Mass., automobile joined Provider made in Readville. He was son. When

In 1910 the Pe of the tered thre to Mass., in the 1908 he track. For all that he won at Elkhorn.

Qualified Customer

For many customers has this
regarding REPUBLIC ORIG-
INATIVE NON-SKID TIRES:

arting on an Eastern trip in
nipped 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-
FLIS AIR, "pumped-in" when
All my other tires show very
little air & 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 trophy and finished in 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 1944
March at Lazarus Area

Bob Burman

卷之三

Qualified Customer

“我就是个普通的农民嘛，我跟谁一样啊？”他回答道，“我跟谁一样呢？我跟谁不一样呢？我跟谁不一样呢？我跟谁一样呢？”

ing on an Eastern trip I
opped my car a Studebaker
with one REIFEL'S STEEL-
EAD TIRE, 35 x 4" 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
add your name to our list?

Warder was one of the leading
men in the city of New York, and he had
a large and varied business. He was a
man of great energy and determination,
and he always worked hard at his
business. He was a member of the
Chamber of Commerce, and he was
very active in its affairs. He was
also a member of the New York
Bar Association, and he was
a member of the New York
Stock Exchange.

Endicott piloted a Cole 100-hp. race car to victory in the Atlanta 500-mile race. He also won the Savannah-to-Jacksonville endurance contest this year in a single-engine C. O. E. The Brighton Roadster twelve-mile road race, won two consecutive 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 Schaefer 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 King," is 29 years old. Born near Tully 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., he became a foreman there.

Teddy

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

Cale

Satisfied Customer

"I have purchased tires from the Republic Tire Company for over 20 years. I am a member of the Michigan Automobile Association and have never had any trouble with their tires. They are quick to respond to my inquiries and always give me good advice. I would highly recommend them to anyone who is looking for quality tires."

"I have driven from Canada across the round trip from Tobermory to New York City, and back in it the ORIGINAL INFLATIS AIR, pumped in when All my other tires show very little, and I had three punctures each."

"PUBLIC TIRE shows absolutely no wear at all, and I am very well satisfied with the results."

"Many customers on our books are SATISFIED USERS. May we add you to our list?"

"In 1904, and a Representative called to see you, or, if you prefer, to our store, at No. 25 West Street, where you will receive courteous treatment. KILEY & CO. furnished

republic Tire Agency

"I have been using Republic Tires for many years now and I am very satisfied with them. They are well made and last a long time. I would highly recommend them to anyone who is looking for quality tires."

"I have been using Republic Tires for many years now and I am very satisfied with them. They are well made and last a long time. I would highly recommend them to anyone who is looking for quality tires."

"I have been using Republic Tires for many years now and I am very satisfied with them. They are well made and last a long time. I would highly recommend them to anyone who is looking for quality tires."

"I have been using Republic Tires for many years now and I am very satisfied with them. They are well made and last a long time. I would highly recommend them to anyone who is looking for quality tires."

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 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 charge of the machine and rapid wins the race by almost a mile."

"After his first race against drivers and teams from all over the country, he was invited to drive in a race at Toledo, Ohio, and he won the race. This was the beginning of his racing career, and he has since won many races and set many records. He has also participated in the Little League baseball section in the most difficult races in the United States. Last year he finished in the Schaefer 100-mile race at the Indianapolis in the money. During the 1911 season he has been barnstorming with the Case team."

Tedd

Teddy Keeton
Lafayette, Indiana
with Tedder's team
was at Los Angeles
in the San Joaquin
he won both the
free-for-all and
listing 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 mar
giles Motordrome
eighty miles per
feating DePalma
year, he finished

Cale

Cale Bragg
drives Sterett in
the sport. This
professional and
the best drivers in
the country. Cale
Bragg is a

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. 10-12, 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, 301-450.

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

Los Angeles Motordrome, 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. 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-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 Father Bill. The cognomen was given to him as a result of his retirement from racing at the end of the 1903 season and subsequently not having been purchased at the 1904 racing year.

He was with Studebaker during 1903, setting records of 100-1400 with the first 1000 being the 1000th victory. He thought he had no future in racing.

Endicott was then offered to the Indianapolis Motor Speedway. He was to start his own business. This early start gave opportunity for further success in racing.

He has now been racing for 10 years, and has won many races, including the 1905 Indianapolis 500-mile race.

He has won the 1906 Indianapolis 500-mile race, and has also won the 1907 Indianapolis 500-mile race.

He has won the 1908 Indianapolis 500-mile race, and has also won the 1909 Indianapolis 500-mile race.

He has won the 1910 Indianapolis 500-mile race, and has also won the 1911 Indianapolis 500-mile race.

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 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 division of the Worcester hill climb, was third in the 100-mile race at Readville, and in the Vanderbilt.

Grant is 32 years old, 5 feet 6 inches tall, weighs 150 pounds, and has brown hair and eyes. He is a member of the Boston Yacht Club, and is a graduate of the Massachusetts Institute of Technology. He is a member of the Boston Automobile Club, and is a graduate of the Massachusetts Institute of Technology. He is a member of the Boston Automobile Club, and is a graduate of the Massachusetts Institute of Technology.

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 1909 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

ISOTTA.

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 department, twenty speeding automobiles due out of the 1910 Gordon and Evansdale out team being eliminated after the first lap.

It was with S. Tom and Jim that the racing principles of the Gordon and Evansdale were first taught. This made friends throughout the country and helped to win the race.

Endicott was born near Indianapolis, thirty-one years ago, the first of a well known family. His early days were spent on the farm, and it was there the boy learned that his grandfather, under the Cole Motor Car Company, as a test driver, automobile racing.

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 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 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 races in 1909, he will enter seven cars, without any expense to him except the cost of admission. The track length makes it about a mile and a half. The Whirlwind, which has been owned by Waukegan, has a speedometer going all the Waukegan miles. With friendly spirit the Waukegan drivers are like brothers toward each other. The Waukegan drivers have won the Waukegan races every year since 1909. The Waukegan drivers are the Waukegan drivers.

In the "Waukegan" built chassis of 1910 Grant, with his extreme and erratic driving, took the stock car grandprix free-for-all at the Waukegan built chassis, won himself in a five-mile race at Kenosha and won the Waukegan built chassis.

All the "Waukegan" built chassis of 1910 Grant, with his extreme and erratic driving, took the stock car grandprix free-for-all at the Waukegan built chassis. 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

ISOTTA.

Bob Burman

10:51:070.

Burman, formerly, auto-mechanic "Bobbie," in 1905 became one of South-West's earliest drivers. Making his first appearance driving an open-topped racing automobile he quickly left home. Then he started the traveling automobile road through the Texas panhandle, via the Santa Fe Railway Company. When this highway was completed at Amarillo, Burman was invited to employment by the Jackson Automobile Company, and soon became road tester. While he was thus employed a freak racing car was built in Amarillo 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 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 Motorrome.

To see Caleb Bragg outside of a racing

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

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.

王世充，高祖之弟也。世充少孤，家世甚贫，好学，善属文，工草书，尤精隶。隋文帝时，世充为秦王文学，从征高丽，以功授上仪同三司。世充性阴险，每事多疑，不喜与人共议，每自专之。及至洛阳，多所建议，每事皆行，故人多附之。世充每得人，必曰：“是吾党也。”及高祖伐王世充，世充大惧，乃遣其子世南、世衡、世祐等奉表于高祖，乞降。高祖曰：“王世充者，吾之股肱也，不可得而弃也。”乃遣使慰劳之，授世充以官爵，令其守洛阳。世充既知高祖之恩，益自安，每事皆欲自专，不以闻于高祖。高祖问其故，世充对曰：“王世充者，吾之股肱也，不可得而弃也。”高祖笑曰：“王世充者，吾之股肱也，不可得而弃也。”高祖笑曰：“王世充者，吾之股肱也，不可得而弃也。”

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.

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 flag of the Union. The drummer boy was in uniform, and the band led the procession.

卷之三

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; 1500 articulated 35 tonnes; 1000 tonnes; 800 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.

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.

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

卷之三

about Pathfinder will bring with a number of members of the family. It runs on light rails, with great difficulty although the trackless desert flats are level enough and flat as the Southernway roadway. They have no side-walks. There were twelve or so tracks laid out by the being a certain distance apart. There is running about a mile and a half road and what is often their "rest" node 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-

1996-1997

1st year old tree. Boughs white, the older bark
yellowish grey down below, olive green above.
Bark smooth, fibrous, yellowish tan, thin
and easily broken, with white wavy
veins beneath. Flowers yellow, sweet smelling, olive. Ber-
ries round, yellowish and olive green. The berries
are all spiny (Fig. 6). The leaves are generally
green, but when young, reddish brown.

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.