

# NINE CARS PROVE ABILITY TO RACE

ART

Pass Elimination Time Trials at  
Speedway Track for Big  
Event Friday.

THREE ISOTTA CARS ARRIVE

Trucco, Grant, and Tetzlaff Get  
First Workout—Other Speed-  
ers Qualify Today.

## *Drivers' Meeting Called*

A meeting of all drivers, contestants, entrants, mechanics and pit attendants will take place in the Hoosier Motor Club rooms, ninth floor Claypool Hotel, Thursday at 8 p. m. Attendance is compulsory.

A. R. PARDINGTON, Referee.

BY A. S. BLAKELY.

Nine cars, all that appeared in the time trials at the Speedway yesterday, qualified for the big 500-mile race on Friday. Each car was called upon to make the two and one-half mile circuit in two minutes or less, or a speed of seventy-five miles an hour, and none of the nine starters failed. Twenty other cars still remain to make the required distance in the required time. These will

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The cars which qualified follow: No. 5—Mason, Evans driving, 1:49.75; No. 18—Schacht, Jenkins driving, 1:58.48; No. 8—Stutz, Herr driving, 1:48.67; No. 3—Stutz, Anderson driving, 1:48.92; No. 2—Stutz, Merz driving, 1:46.5; No. 23—Mercedes-Knight, Pilette driving, 1:59.17; No. 15—Peugeot, Zuccarelli driving, 1:44.86; No. 1—Nyberg, H. Endicott driving, 1:57.88; No. 19—Mercer, Bragg driving, 1:42.86. Bragg led the field with his lap in 1:42.86, an average of 87½ miles an hour. Six of the nine cars did better than 80 miles an hour, while the Mercedes-Knight just got in the charmed circle by a few hundredths of a second. Zuccarelli in his Peugeot took second honors with a speed of 86 miles an hour. The three Stutz cars qualified at a speed between 82 and 84½ miles an hour, Merz getting the fastest lap.

## TRIALS ON TODAY.

Starter Root was anxious to get as many of the cars through the elimination trials as possible on the first day, but so many of the cars were being rebuilt for the last time that they could not be brought on the course before 4 o'clock. Mr. Root announced that the trials would be held throughout the day today, and urged the drivers to be ready to qualify when called to the track.

After the elimination trials were off the other drivers who had their cars in shape took to the track and began their daily practice. The feature of the afternoon's performance was the appearance of Joe Dawson in the Delta car. Joe spent the early part of the afternoon looking over the racer and installing a new carburetor. He made several laps, but developed no extreme speed. He refused to say whether or not he would drive the car in the race, declaring that he would not give a decision on the matter until this afternoon.

His appearance at the wheel was not noticed by the crowd when he made his

CASH

**J A**

BY HUGH C/

"Quiet, please!"

"Let me introduce Jack says he's going to be lightw pldn."

Fight bugs who with Goorty-Koerner fight at ington skating rink about will remember the above and the sturdy, confident stepped through the rope bow to the spectators. V gained the lightweight crown months later he was welterweight and in another he was a middleweight. lon is the same confident claring he's going to be 150 pounders.

Tomorrow night at the the Klaus-Dillon bout whether Jack is to realize Jack Dillon or Ernest his real name, is a true He was born at Frankfort two years ago. His father and died when Jack was family then moved to Indiana it has remained ever since.

"I went to school until old and then the gold v Dillon. "I had to go to v job at the Panhandle wiping the grease off the

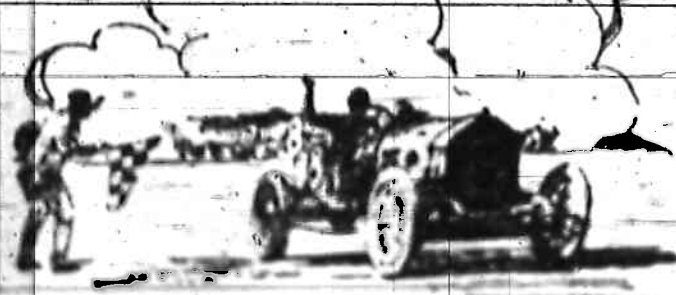
"I always liked athletic working hours Russell Pr and myself would go out which we had rigged up

drive the car in the race, declaring that he would not give a decision on the matter until this afternoon.

His appearance at the wheel was not noticed by the crowd when he made his first lap, but by the time he passed the grand stands the second time almost every fan knew that last year's winner was on the track and they gave him a great ovation. From the spirit shown, nothing will please the bugs better than the announcement that Joe will take the car. He has good reasons, however, for his refusal to make a statement before the time he has set.

Just what weight is carried in the minds of the speed fans by the mention

# National INTERNATIONAL CHAMPION



500 mile actual racing  
average of 51.77 miles per hour

**Winner of 500-mile International  
race, May, 1912. Breaking  
World's record**

Even the the winner of the 500-mile race this year (May 10th) may leave the National's marvelous record, the National car remains the

## WORLD'S CHAMPION CAR

The National mark car, absolutely the best and the fastest ever made, is the machine at the bottom of the championship of the National

of Joe Dawson as a probable pilot was shown yesterday in the extreme drop in the odds on the Deltal car. Monday morning 100 to 1 was offered that the Deltal car would not win, 50 to 1 that it would not finish second, and 30 to 1 that it would not finish third. Yesterday, when it became known that Dawson might drive, the odds dropped to 10 to 1 that the car would not win, 4 to 1 that it would not finish second, and 2 to 1 that it would not finish third.

When three bright red cars appeared the stands hummed with the question of their identity. They were the three Isotta cars, which have so long been delayed. Tetzlaff, Grant and Trucco were at the wheels and they were all smiles. Teddy was well pleased with his car. Trucco, the factory expert with the team from Milan, Italy, had his first ride and spoke highly of the track. He believes his cars are powerful and strong enough to stay out the grind and predicts a high place in the race for the Italian cars.

Before three laps of the track had been made by the Isotta cars all of the pilots were beating two minutes. Tetzlaff was the first away and on his fourth turn he did 1:57. Grant was not far behind, and Trucco beat the mark before leaving the track. Considering that the cars were strange to Tetzlaff and Grant, and that Trucco had never seen the course before, the first day's work was remarkably satisfactory.

Harry Endicott gave the spectators a thrill, the first of the season, when he blew a tire in front of the grand stand. He was traveling at a good clip and the spring air valve struck him on the elbow, dislodging his arm for the moment. He controlled his car, however, and, after regaining the racing, kept on working until dark. Someone else threw a tire in the corner practice, but he kept the car in the track, although he had to work hard for a quarter of a mile before he brought the big Peugeot to a standstill.

### FANS GET THRILL

The Peugeot team, Grant and Trucco, and Grant, driver of the Peugeot, have been working hard since they were sent to the track and tonight he is getting to work on the track. With a regular Peugeot at a certain time of the day, the Peugeot team will be

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