

# 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

**J**

BY HUGH C.

"Quiet, please!"

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

Fight bugs who withn 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 1 pounders.

Tomorrow night at the the Klaus-Dillon bout whether Jack is to really 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 athle working hours Russell Pr and myself would go ou 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

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.

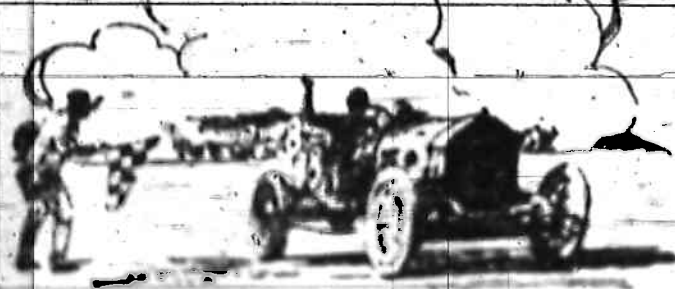
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#### FANS GET THRILL

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, disabling his arm for the moment. He controlled his car, however, and, after repairing the casing, kept on working until dark. Endicott blew 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.

The Peugeot team, Grant and Endicott, and Grant, driver of the American, have been very friendly with each other. Grant, former National race pilot, having been seen assisting the Frenchman with the machine on the race and being in the garage to assist the driver with the machine on the race.

# National INTERNATIONAL CHAMPION



500 miles actual racing  
average of 51.7 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, defeated more than 100 cars in the contest at Elgin. The absolutely fastest car of the championship of the National



the car in the morning. The car would not give a inch in the race until the afternoon.

The appearance of the National was not without its interest when it reached the track. The car was the first of the season to be seen in the city and it was a great success. From the first start, nothing will show the huge power that the National has and it will take the car. The first great success, however, was the National to make a statement. Before the time he has out.

Just what weight is carried in the wheels of the speed car by the machine.

# National

## INTERNATIONAL CHAMPION



600 miles actual running  
average of 81.72 miles per hour.

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

Even tho the winner of the 500-mile race this year (May 30th) may lower the National's marvelous record, the National car remains the

### WORLD'S CHAMPION CAR

—because it is the Stock Champion Car

The National stock car, absolutely the kind sold to you, defeated more costly cars in the contest at Elgin that absolutely demonstrated the superiority of the National car.

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The Peugeot team, Goux and Zuccarelli, and Guyot, driver of the Sunbeam, have become very friendly with Johnny Aitken, former National race pilot. Johnny has been assisting the Frenchmen with their repairs on the cars and tonight he is going to entertain the three, with interpreter Pimenta at a chicken dinner at the Point View Club at Broad, Bingle.

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The National stock car, absolutely the kind sold to you, defeated more costly cars in the contest at Elgin that absolutely demonstrated the superiority of the National car.

305.05 miles, entire race run without a tire change, average 86.4 miles per hour.

The National car also holds the world's record for the fastest straightaway mile, for a stock car, time 40.32 seconds, average of 89.28 miles per hour.

And the National that won the 500-mile race last year (a nonstock race then as now) was made almost entirely of stock parts.

You do not want to race—no—but you want a car of power, absolute reliability, ease of control, and one that is capable of hard, continuous service. The National is the greatest value today—five models, \$2,750 to \$3,400.

Electric starter—electric lights—left-side drive—center control—access to both front doors and—

but sign this coupon today and let us send you complete data on this wonderful car. Ask us for a detailed story of the 500-mile race too.

Get our coupon, sign and mail today

**National Motor Vehicle Co.**

Indianapolis, Indiana

Fill out and send me at once complete data on National cars and also the 500-mile race.

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According to A. R. Pardington, the cars will be weighed in this morning at 10 o'clock. Each racer will be weighed without water, oil or gasoline. Only the lubricant in the crank case will be left in the car.

A large force is employed at the Speedway office to care for the seat sale and attend to the wants of patrons desiring rooms during the week. Countless numbers of visitors have been supplied and there are good rooms to be had still, according to T. E. Meyers, Speedway manager. He asserts that the seat sale to date is unparalleled and predicts a record crowd at the event.

## TOURISTS ON WAY HERE.

**Fort Wayne (Ind.) Proves Popular Midway Point for Northern Motorists.**

**FORT WAYNE, Ind., May 27.**—Automobiles from Detroit, Grand Rapids, Pontiac and Lansing, Mich., and Cleveland, Toledo and other Ohio cities arrived in the city by tens and hundreds today en route to Indianapolis for the 500-mile race at the Speedway. About 10 per cent more cars are passing through the city this year for Indianapolis than was the case last year. Tourists and motorists will bring the record number of cars to the Indianapolis race. The local hotels have reservations for tourists and motorists and are expecting a record number of guests.

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