

## Wheeler Schebler Trophy Story

Frank H. Wheeler introduced the Wheeler Schebler Trophy in March of 1909, an eight foot coin silver trophy on a wood base weighing over 400 pounds valued at \$10,000. "The firm winning the first three races will receive the large trophy. The first places do not have to be consecutive, but the first firm taking three races will get the prize." The race distance was to be between 200 and 400 miles. The Wheeler Schebler Trophy was donated to the Indianapolis Motor Speedway by Wheeler and Schebler, carburetor manufacture. Frank H. Wheeler was one of the founders of the Indianapolis Motor Speedway along with Carl Fisher, James Allison and Arthur Newby. The winning car owner or entrant would maintain possession of the trophy until the next Wheeler Schebler Trophy event at which time the trophy would be delivered back to the Indianapolis Motor Speedway. The Wheeler Schebler Trophy will become the property of the car owner or entrant that wins three separate Wheeler Schebler Trophy events.

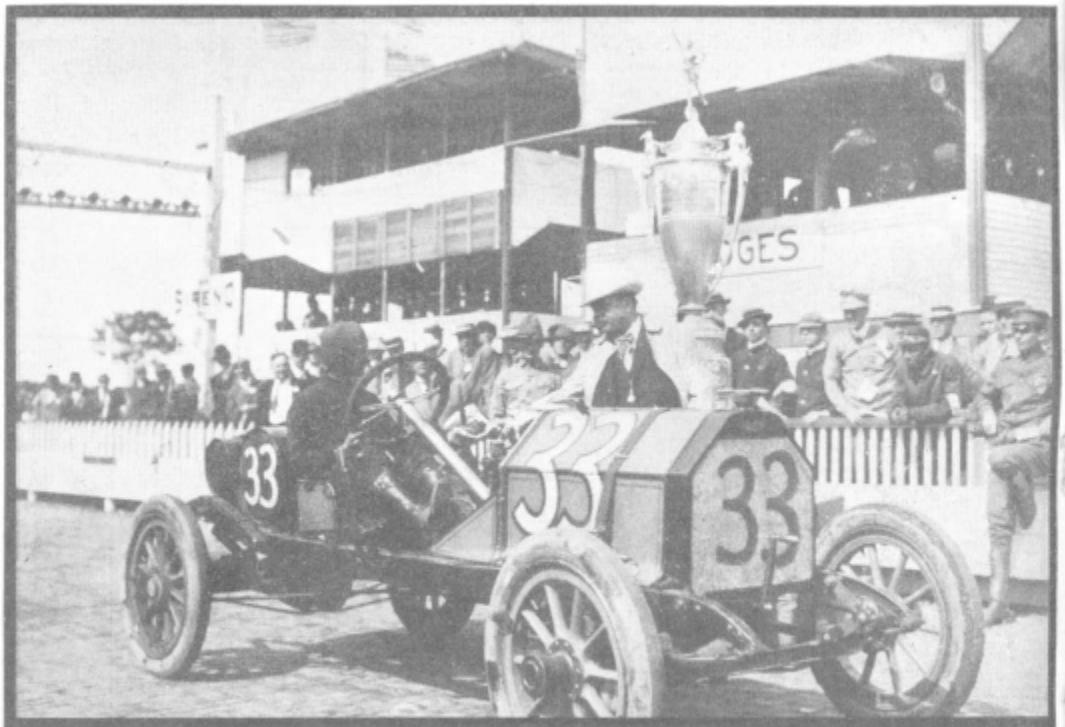


WHEELER & SCHEBLER TROPHY AND ITS DONORS

Photo of the Wheeler & Schebler Trophy from July 29, 1909 Motor Age magazine.

The Indianapolis Motor Speedway was completed in time for the first meet to be held with the first Wheeler & Schebler Trophy race August 21, 1909. The race scheduled for 300 miles was abanded at 235 miles when the gravel and asphalt oil track broke up at the cost of three lives. Leigh Lynch driving a Jackson was leading at the time. A clause in the agreement that “no right to possession of the trophy unless the full distance of the event shall have been run.” The Wheeler Schebler Trophy was not awarded to the Jackson Automobile Company.

On August 24, 1909 the Jackson Automobile Company of Jackson Michigan filed suit against the Indianapolis Motor Speedway, Wheeler Schebler Company and the Fisher Automobile Car Company for possession of the Wheeler Schebler Trophy. In October of 1909 the Contest Board of the American Automobile Association suspended the Jackson Automobile Company because it brought legal proceedings to obtain the Wheeler Schebler Trophy. The Jackson Automobile Company withdrew its suit so it could compete in the May 28, 1910 Wheeler & Schebler Trophy race at the Indianapolis Motor Speedway on the new brick surfaced speedway. Ray Harroun driving a Marmon won the 200 mile race and was awarded the Wheeler Schebler Trophy.



F. H. WHEELER PRESENTS WHEELER & SCHEBLER CUP TO RAY HARROUN

Ray Harroun winning the May 28, 1910 Indianapolis Speedway Wheeler Schebler Trophy 200, photo from Motor Age magazine 6/2/1910

The Indianapolis Motor Speedway decided to eliminate multi race dates with multi races to one 500 mile race a year beginning 1911. The Wheeler Schebler Trophy was not used until 1913 when a variety of trophies were used. The Remy Trophy & Remy Grand Brassard, leader at 200 miles, Prest-O-Lite Trophy, leader at 300 miles, Wheeler-Schebler Cup, leader at 400 miles and the Rayfield Trophy, to the winner of the race.

Below are the pace setters at 400 miles in each Indianapolis 500.

<u>Date</u>	<u>Team Owner</u>	<u>Driver</u>	
05/30/1913	Peugeot-Special	Jules Goux	√
05/30/1914	Delage	Rene Thomas	√
05/31/1915	Mercedes Special	Ralph DePalma	√
05/30/1916 *	Peugeot	Dario Resta	√
05/31/1919	Peugeot	Howdy Wilcox	√
05/31/1920	Ballot	Ralph DePalma	
05/30/1921	Frontenac Special	Tommy Milton	√
05/30/1922	Murphy Special	Jimmy Murphy	√
05/30/1923	H.C.S. Motor Company	Tommy Milton	√
05/30/1924	Studebaker Special	Earl Cooper	
05/30/1925	Cliff Durant	Dave Lewis	
05/31/1926 **	Peter Kreis	Frank Lockhart	√
05/30/1927	Cooper Engineering Company	Bob McDonogh	
05/30/1928	J.R. Burgamy	Tony Gulotta	
05/30/1929	Maude A. Yagle	Ray Keech	√
05/30/1930	Harry Hartz	Billy Arnold	√
05/30/1931	Harry Hartz	Billy Arnold	
05/30/1932	Harry Hartz	Fred Frame	√

\* 1916 race scheduled for 300 miles. Wheeler Schebler Trophy awarded to the leader at 250 miles.

\*\* 1926 race ended due to rain at 400 miles.

√ The driver who was awarded the Wheeler Schebler Trophy who went on to win the Indianapolis 500 in the same year.

Harry Hartz was awarded permanent possession of the Wheeler Schebler Trophy June 1, 1932 after his cars finishing first three times at 400 miles during the Indianapolis 500. Hartz started out as riding mechanic for Eddie Hearne in the 1921 Indianiapolis 500 and ended his speedway career in 1940 as a car owner. In between Harry Hartz has one of the most outstanding race results records at the Indianapolis 500 Mile Race.

<u>Harry Hartz</u>	<u>Start Position</u>	<u>Finish Position</u>	
<b>as a driver</b>			
1922	2	2	
1923	2	2	
1924	2	4	
1925	3	4	
1926	2	2	also AAA champion
<b>as a car owner</b>			
1930 Billy Arnold	1	1	also AAA champion
1931 Billy Arnold	18	19	
Fred Frame	8	2	
1932 Fred Frame	27	1	
1936 Ted Horn	11	2	
1937 Ted Horn	32	3	
1938 Ted Horn	6	4	



Indianapolis Motor Speedway photo of Harry Hartz with the 1932 Indianapolis 500 winning Fred Frame car and the Wheeler & Schebler Trophy.

The Borg-Warner Trophy was introduced in 1936 and to this day is awarded to the Indianapolis 500 race winner. The L. Strauss Cup (Leopold Strauss's L. Strauss & Company Department Store in Indianapolis) also awarded the race winner a trophy 1919 through 1971.



Wheeler & Schebler Trophy at the Indianapolis Motor Speedway Museum by Ken Parrotte

by Kenneth J. Parrotte  
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