

TRIALS SPEEDWAY

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CAR DAMAGED

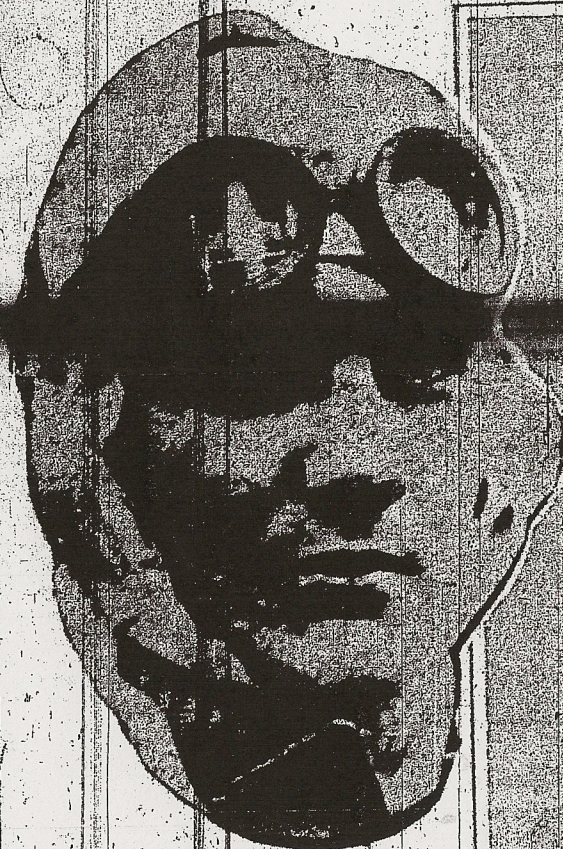
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Aco, Harry Grant,
National, Charles
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Mercer, Hughie
Cragg, Firestone

"BLUE SQUADRON" TEAM OF RACING PILOTS IS FORMIDABLE



HOWARD WILCOX.

The National Motor Vehicle Company has one of the most formidable squads of racing stars at the speedway ever assembled at any time, in preparation for the big event next Tuesday, and so formidable is it that there is much speculation among the experts closely identified with the race as to whether or not the National team will be fighting for first place at the close of the event. The three leading drivers in the crew are the veteran, Johnny Aitken, and the much experienced youngsters, Howard Wilcox and Charles Merz, all of whom have been seen in many of the greatest events in the country. In case a relief driver is needed the company has engaged Lee Zengle, the winner of the Fairmount park road race and the Philadelphia cup race last year, and Arthur Beck, the millionaire kid tester who has been driving one of the "blue flying squadron" all winter on the speedway course with the hope that he would get a chance in the great- est of all races. His employers are con-



HAPPY JOHNNY AITKEN.

ident that when the "kid" takes the wheel to re-
eve any member of the team
during the long grind, they will not fear
that the car intrusted to him will not
keep up the pace set by the most reck-
less drivers.

With two experienced relief drivers in
damp all the time, it will be possible to
have a fresh driver at the helm of each
of the three National racers throughout
the event. The racing world knows
Happy Johnny Aitken as one of the most



CHARLES MERZ.

fearless pilots that ever took a wheel.
His many victories at the Indianapolis
speedway and at Atlanta, and his hun-
dreds of performances on the dirt tracks
of the country stamp him as one of the
most experienced. Wilcox, although a
youngster, has won many events at the
speedway. Atlanta, Los Angeles motor-
drome, Atlantic-Pablo beach, beside bear-
ing the distinction of capturing, in Sep-
tember, 1910, the Remy grand brassard, a
trophy coveted by all the speed pilots in
the country. Merz has had one of the
most varied careers of any racing driver,
notwithstanding that he is only twenty-
two years old. When seventeen he drove
in a twenty-four hour race, and assisted
in making what was then a phenomenal
record. His world of experience gained
in many of the greatest races will stand
him in need when he measures strength,
courage and skill with the galaxy of
stars that will start in the speedway
event.

INDIANAPOLIS, MONDAY

The Indianapolis News, May 26, 1911, p. 20 (A-D)

QUALIFICATION TRIALS AT MOTOR SPEEDWAY

SEVERELY MARKS ACTION OF OF-

DE PALMA'S CAR DAMAGED

The qualification tests of cars to participate in the five-hundred-mile race at the speedway next Tuesday were made today under the supervision of officials of the American Automobile Association. The officials directing the trials were: S. M. Butler, chairman of the racing board; A. R. Fardington, referee; Colonel C. H. Warner, timer, and Fred Wagner, starter. The trials were to have begun at 9 o'clock, but the late arrival of the timing apparatus caused a delay until after 10 o'clock. Interest in the coming race was apparent from the fact that fully five thousand people visited the big course to witness the trials. Two cars, the Simplex, to be driven by Ralph DePalma, and a McFarlan were prevented by accidents, from making the trial. DePalma's car suffered the loss of a cylinder head in a practice spin today. The McFarlan stripped a cam gear. Both cars will be given trials Monday.

Must Make Seventy-Five Miles.

The drivers making the trials were not apprised of the time made or the distance to be covered to qualify. The officials sent the machines around the track and each was required to attain a speed of not less than seventy-five miles an hour at certain points in the course. Only one lap of the course was covered by each machine, and the time was taken in some half mile of it. Secrecy marked the actions of all the officials, the only announcement made being as to whether the cars had qualified or had failed. It is known that several had narrow escapes on the test. The first car eliminated was a Jackson driven by Fred Ellis, but two Jacksons that followed made the required marks. They were driven by Harry Cobe and Jack Tower. Ellis is to

HOWARD WILCOX

The National Motor Veh has one of the most form of racing stars at the speedway. It is not probable at any meet in the big event next Tuesday, that there is much to be gained among the experts closely following the race as to whether or not the national team will be fighting.

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Harry Cobb and Jack Tower. Ellis is to have another trial. Lewis Strang was the first driver called to the wire. He took his case over successfully and was followed by two other Case cars driven by Will Jones and Joe Jagersberger.

Other cars that qualified were: Stutz, Oil Anderson, driver; Interstate, Harry Endicott; National, John Aitken; Fiat, Eddie Hearne; Lozier, Teddy Tetziart; Pope-Hartford, Frank Fox; Westcott, Harry Knight; Cole, Bill Endicott; Fiat, David Bruce-Brown; Mercedes, Spencer Wishart; Pope-Hartford, Louis Disbrow; Knox, Fred Belcher; A. Co., Harry Grant; Benz, Bob Burman; National, Charles Merz; Apperson, Herf; Lytle; Simplex, Ralph Beardsley; Mercer, Hughie Hughes; Fiat, Caleb Bragg; Firestone Columbus; Lee Prayer; Amplex, W. H. Turner; Buick, Arthur Chevrolet; Buick, Charles Basle; Lozier, Ralph Mulford; Benz, Billy Knipper; Buick, Louis Chevrolet.

Chevrolet May Be Post Entry.

The entry of Chevrolet was a surprise to the other drivers and car owners. Chevrolet's friends, last night, started a petition to the racing board to admit him as a post entry, and all the drivers signed it. The signatures of three manufacturers interested in the race are yet to be obtained. The petition must be unanimous in order to admit of a post entry, and some of the manufacturers may balk on his entrance at this late day.

Louis Chevrolet had been assigned as a relief driver for the Buicks, but he decided he wanted to take another whirl as a direct entry. The qualifying tests continued during the afternoon. Two Marmons, two Loziers, a National, a Cutting, an Amplex and a Cole were to go over the course to complete the day's tests. Several other trials will be made Monday morning. The course will be closed all day Sunday and on Monday afternoon to prepare the track for the big race.

Steinfeldt Goes to Boston.

HOWARD WILCOX.

The National Motor Vehicle has one of the most formidable of racing stars at the speedway assembled at any meet in preparation for the big event next Tuesday, and probable is it that there is much

at the close of the event. The leading drivers in the crew are the Johnny Aitken, and the much-encouraged youngsters, Howard W. Charles Merz, all of whom seen in many of the greatest the country. In case a relief needed the company has engaged Zengle, the winner of the park road race and the Philadelphia race last year, and Arthur Bech, Honaire kid tester, who has been one of the "blue spring" squadron on the speedway course with that he would get a chance in test of all races. His employers

ROBBIE ROBERTSON GO BACK TO FT. W

VARNELL ANXIOUS TO
FORMER STAR HURLI

FRED LINK FACES MI

Owner Claude Varnell, of Wayne club of the Central Lea made the Indianapolis manage offer for the services of pitcher Robertson, who for some weeks endeavoring to qualify as an Indianapolis was with Ft. Wayne last