

Robert Burman, acknowledged "Speed King," is 27 years old. Born near Imlay City, Michigan, 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 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 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 eighty-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 Mackay-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 Blitzen 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 28, 1911, were: Kilometer, 45:58; mile, 15:40, and two miles, 31:28. This is faster than man ever traveled before. This world's champion drives car No. 45 in the 500-mile race.

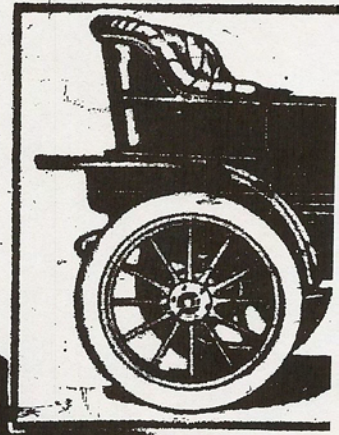
AITKEN.
(National.)

"Happy" Johnny Aitken of Indianapolis has made a name for himself and his car by his consistent and numerous winning at the wheel of Nationals. Aitken is 26 years of age, the oldest of the Na-

MOTOR—Four-cylinder, thirty-horse power, on jump spark, magnets and batteries. **LUBRICATION**—Selective sliding-gear type, the torsion tube with one universal joint. **BEAR AXLES**—Hyatt roller bearings. Differential can be removed heavy knuckles. **SPRINGS**—Front, semi-elliptic; full gear. **WHEEL BASE**—114 inches. **TREAD**—jack, tool-kit, tire pump and repair kit.

Finch-Fre

320-322



**114-inch
Wheel Base**

tional trio, and while not the first to drive National cars has won more races than the other two.

His first important victory was in the Fort George hill climb, April 26, 1909, when he made the ascent in a National in 34.2-5 seconds. Since then Aitken has been in every important race meet in every part of the country. Following are some of his victories:

Fort George Hill Climb (April 26, 1909) Time, 34.2-5.

Fort Wayne Races, Fort Wayne, Ind., July 31, 1908—Five-mile match race, time, 5:15; one-mile trials, time, 55.4-5.

Lexington Races (Lexington, Ky., Aug. 3, 1909)—Fifty-mile free-for-all, time, 53:28.2-5.

Indianapolis Motor Speedway, Indianapolis, Ind., Aug. 18-21, 1909—Ten-mile stripped, 451 to 600 (National "sixty"); time, 9:26.6-10. Five-mile handicap (National "sixty"); time, 4:25. In the Wheeler-Shebler Trophy race the National "sixty" (Aitken) made new American track records for all distances from thirty to 100 miles, as follows: Twenty-five miles, time 21:72.5; fifty miles, time 44:21.2; seventy-five miles, time 1:03:34.6; 100 miles, time 1:31:41.9.

Atlanta Automobile Speedway, Atlanta, Ga., Nov. 9-13, 1909—National "forty," time 8:27.22, ten-mile stock; National "forty," time 16:42.76, twenty-mile stock; National "forty," time 10:07.65, twelve-mile stock; National "forty," time 6:42.73, eight-mile free-for-all handicap.

New Orleans Races, New Orleans, La., Nov. 20 and 21, 1909—National "forty," time 5:25.2-5, five-mile free-for-all.

Indianapolis Motor Speedway, Indianapolis, Dec. 17, 1909—Speed trials: National "forty," time 49:30, one mile; National "forty," time 12:17.01, fifteen-mile; National "forty," time 16:18.41, twenty-mile.

Atlanta Speedway, Atlanta, Ga., May 5,

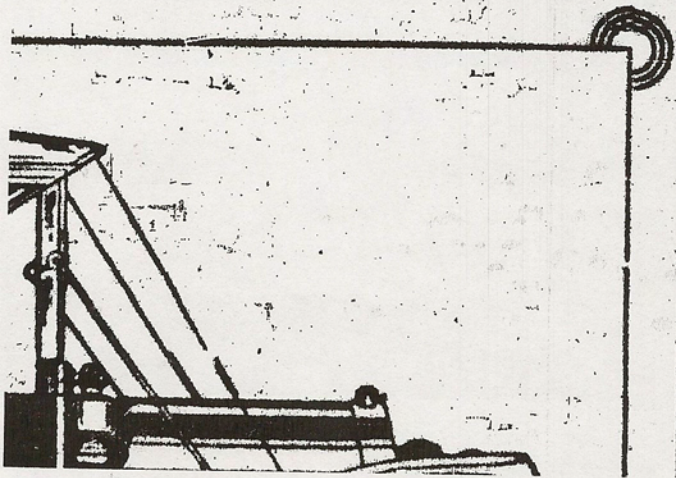
gan working in auto shop of age. He worked in tory, Aenieres, for seven came to America in 190 here for the Mercedes c hanic and driver, and in England in Mercedes the cars which he drove cedes Flying Dutchman, made circular track rec mile up to ten.

Also drove Mercedes F No. 111 and made mile r onds in 1905 at Ormond. Knox, winning Wilbrahan which the record he ma Also drove Renault, winni hour Brighton Beach rac lashed third in Atlanta T in Lowell road race.

In 1910 drove Simplex Brighton Beach twenty-fc August. Finished secon Beach twenty-four-hour son, after turning somersa ing two broken wheels, six twenty-four-hour eve Southern races last fall ford.

He comes from an aut his brother Marcel bein prominence, while his fat tentend of the automobile Baron Henry De Roths. The father himself is s the equal of either son driver.

Of the five greatest mile in twenty-four-hour raci dirt tracks, records he Stearns, Simplex, Mathes Charles Basle holds the follows: Matheson, 1,178; and Renault, 1,050 miles. the Renault in one of th in 1908 he was at the wh of the twenty-four hours



mile.
 Atlanta Speedway, Atlanta, Ga., May 5, 1910—National "forty" first, Kincaid and Aitken, 192:24.27, 200 miles stock 51-600. Average, 65.79 M. P. H. Atlanta Auto Association Trophy and \$1,000.
 Indianapolis Motor Speedway Races, Indianapolis, May 27, 1910—National "forty," 8:25.94, ten-mile; National "forty," 8:08.98, ten-mile.
 Indianapolis Speedway, May 30, 1910—National "forty," 4:08.69, five-mile; National "forty," 7:57.08, ten-mile stock 301-450.
 Indianapolis Motor Speedway Races, July 1, 2 and 4, 1910—National "seventy," 3:39.76, five-mile free-for-all.
 Indianapolis Motor Speedway, Indianapolis, Sept. 5, 1910—National "forty," 167:54.74, average 71.47 miles per hour; National "forty," 4:10.22, five-mile stock 301-450.
 Indianapolis Motor Speedway, Sept. 3, 1910—National "forty" first, 4:50.97, five-mile stock 301-450.
 Mardi Gras Races, New Orleans, Feb. 25, 26 and 27, 1911—National "forty," 10:08.32, ten-mile.

WILCOX (National)

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 22 years old and a Crawfordsville boy. As Aitken's mechanic 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-Pablo 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," 7:15.33, ten-mile open handicap.
 June 14, 1910, Giants' Despair 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, 10:48.32, twenty-mile.

Indianapolis Motor Speedway, Indianapolis, Sept. 5, 1910—National "forty" first, 4:08.89, five-mile.

Indianapolis Motor Speedway, Sept. 2, 1910—100 miles, 301-450 class, Remy Grand Brassard, National "forty" first, 83:03.66. Average 72.3 miles per hour; National "forty" first, 4:08.75, five-mile.

Los Angeles Motordrome, Jan. 14, 1911—Second National "sixty," 2:28, 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," 2:42 4-5 (scratch), five-mile open handicap; National "forty," 40:23 4-5, fifty-mile class B under 600.

Atlantic-Pablo Beach Races, near Jacksonville, Fla., March 23-31, 1911—National "sixty," 2:19.27, five-mile free-for-all; National "sixty," seven minutes flat, ten-mile free-for-all; National "sixty," 6:58.63 (scratch), ten-mile handicap; National "forty," 2:58.32, five-mile, stock 301-450.

in 1909 he was at the wheel nineteen out of the twenty-four hours and does not expect difficulty in the seven-hour contest on the Indianapolis Speedway next Memorial day.

JAGERSBERGER. (Case.)

Joseph Jagersberger was born in Vienna, Austria. He came to America in 1902 when he left C. L. Charley, with whom he had been demonstrating the Mercedes car in Paris for two years. He came to America with Harry Harkness.

In 1903 Jagersberger handled the racing machines of Mr. Harkness. His most notable performance was at Elkwood Park on the Fourth of July, 1903, when he made the American one-hundred-mile track record. This performance withstood the attacks of all other record-breaking drivers for three years. It is interesting to note that George Robertson, the famous American driver, and afterward winner of the Vanderbilt Cup race, rode with Jagersberger in this race as his mechanician. This was Smiling George Robertson's baptism in the auto racing game.

Jagersberger coached and rode with Harry Harkness in all the runs he made and was with Mr. Harkness when he established his famous record up Mt. Washington in the climb-to-the-clouds, from the base of the mount to the summit. Jagersberger also rode with Mr. Harkness when he established the New York to Boston record of 251 miles in 6 hours and 34 minutes. This record stands today.

Driving the Mercedes cars, Jagersberger took part in most of the track meets at the Empire City track, New York, and Reedville track, Boston, Mass.

The last race in which Jagersberger participated was the Fairmont Park race in Philadelphia last fall. The car which he handled was the property of and was to have been driven by Edward Schroeder. Mr. Schroeder had an accident three days before the race, and he decided not to drive, but agreed to let Jagersberger. By working three days and three nights Jagersberger was able to put it in shape in time to start the race, but without getting any chance for practice to familiarize himself with the car or the course. Starting with these handicaps, he finished third.

This is his first race on the Indianapolis Motor Speedway.

DISBROW. (Pope-Hartford)

Louis Disbrow has been racing for five years. He designed and built this car for the Pope Manufacturing Company of Hartford. Nell Whalen is his relief driver. It is his first appearance on the Indianapolis Speedway officially.

He drove a Rainier in 1908 in the Motor Parkway Sweepstakes, where he was beaten by two minutes by the Alien-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 69.3 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

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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, 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," 3:23, 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-Pablo Beach Races, near Jacksonville, Fla., March 23-31, 1911—National "sixty," 3:13.27, five-mile free-for-all; National "sixty," seven minutes flat, ten-mile free-for-all; National "sixty," 6:53:63 (scratch), ten-mile handicap; National "forty," 3:58:32, five-mile, stock 301-450; National "forty," 40:22, 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.

BASLE.

(Buick.)

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114-inch Wheel Base

vannah 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 following world's records made at Atlantio-Pablo, Fla., March 27, 1911: One hour standing start, 81.65 miles; 150 miles, 115 minutes 18 seconds; 200 miles, 154 minutes 55 seconds; 250 miles, 228 minutes 33 1/2 seconds.

"BILL" ENDICOTT. (Cole.)

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 to 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 vic-

tory 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.

To use his own words, Endicott is a big, tall Hoosier.

CHEVROLET. (Buick.)

Louis Chevrolet was born at La Chaux De Fonds, Switzerland. When 8 years old he moved with his family to Beaune, a small town in the heart of Burgundy.

At an early age he was obliged to leave school and work to assist in the support of his family. By extra study and working overtime he learned the machinist's trade. At the age of 17 he left Beaune for Paris. In 1887 he became interested in motor-driven vehicles, his first experience being with a one and one-quarter-horsepower motor tricycle. He entered the Mors factory in Paris in 1890. For several seasons he rode racing motor tricycles which were built up to six and eight horse power. He had nothing to do with

inary engines, of this product but a stationary gas engine in company with a motor in the man Miller motorcycle. to light a two-cyl adopted by the and the following air-cooled motor, the Imperial Aut also by the Logg pany

In 1903 they produced an air-cooled type of year of experiment was later known as the Automobile Company machine on the 1904.

The following test one of their cars which took place August. Mr. Fr driving in this race days covered 2,300 miles distance was single stop of the to remove dirt from 1,525 miles but a distance of 1,875 a stop.

In 1896 the Fratered in the Vanderbilt. In July, 1909, with the Colum taking charge as gasoline department.

Jack Tower is into the "race game" until 1907 the appear in the heat. After Heath won Cup race his car was and finally, the hands of several by Eddie Hearne. Hearne gave Towering and driving Panhard, with To good at the mill the middle West. The next two

Simplicity, Accessibility and Economy are cardinal features of Warren cars

Four of the things that at once impress and delight Warren owners are the simplicity, the accessibility, the durability and the economy of the Warren.

The Warren is built to give constant service without con- For other adjustments the Warren-branch is at your service. If

automobiles until he came to the United States in 1900. On reaching New York he began working on motor cars in various garages and branch houses, at which work he continued until 1905, when he went with the F. L. A. T. Company and began racing.

In his first appearance as a racing driver he broke a world's record, driving a mile in 52 4-5 on the Morris Park track. During Mr. Chevrolet's career as a driver he has had many thrilling experiences and narrow escapes. In 1906, while driving a Fiat car in the Vanderbilt Cup race, going at the rate of between fifty-five and 100 miles an hour, the fog being so thick as to render it impossible for him to see ahead, his machine swerved, striking a telegraph pole and completely demolishing the car. Mr. Chevrolet was thrown about 100 feet and miraculously escaped uninjured, aside from a severe shaking up.

LYTLE.

(Apperson.)

Herbert Lytle, dean of American drivers, is 34 years old. He began the automobile business in 1902, eighteen years ago, with the Duryea Motor Wagon Company. He has driven on the Speedway every season. He drove a Duryea in Cosmopolitan race, New York, May 30, 1914, fifteen years ago. Drove a Duryea in London-Brighton race in England, Nov. 14, 1896. He took this car to Bray Horse Show, near Dublin, in 1896, being the first car ever seen in Ireland.

Lytle returned to America in 1897 and worked for Hiram S. Maxim at Crayford, building a flying machine. Later he joined the Liquid Fuel Engine Company at Cowes Isle, building a steam motor car.

For nine months in 1898 he drove a steam car, the first royal mail from London to Red Hill, twenty-eight miles each way. The schedule for the round trip was from 10:30 p. m. to 5 a. m.

For two and a half years he worked with Alfred Harmsworth, London, building steam motor cars.

Returned to America in 1900 and worked at the Pope plant in Toledo. Joined Apperson company at Kokomo in 1903.

Drove in first endurance run from Boston to New York in 1892. Was contender in following road races: In 1904, third in the first Vanderbilt; in 1905, twelfth in Gordon-Bennett road race in France; in 1905, in Vanderbilt; in 1906, in Vanderbilt; in 1908, in 180-mile Savannah road race; in 1908, won second with Apperson in 250-mile Savannah road race; in 1908, in Vanderbilt; in 1908, won first in Sweepstake over Vanderbilt course; in 1908, fourth in Briarcliff race with Apperson; in 1909, in Crownpoint and Lowell races with Apperson; in 1910, won fifty-mile race at Atlanta Speedway, second in 200 miles and in the ten and twenty-mile free-for-alls.

He is married and has three children.

FRAYER.

(Firestone-Columbus.)

Lee Frayer is one of the oldest men in the automobile industry. He received his technical education at the Ohio State University, graduating in the class of '96. Immediately after his graduation he entered the gas engine field, designing stationary engines, one of the best known of this product being the Columbus stationary gas engine. In the year 1898 he, in company with William J. Miller, engaged in the manufacture of the Frayer-Miller motorcycle. In 1899 they brought to light a two-cylinder motor, which was adopted by the Santos Dumont people, and the following year they produced an air-cooled motor, which was adopted by the Imperial Automobile Company, and also by the Logon Motor Vehicle Company.

In 1903 they produced the Frayer-Miller air-cooled type of engine and, after one year of experimenting, organized what was later known as the Oscar Lear Automobile Company, and placed their first machine on the market in the fall of 1904.

the mechanic's seat at all the big events, with Hearne in the Buick at Savannah. In the Fiat at the Cope Trophy, the Lowell and the Vanderbilt, and with Ralph De Palma at Indianapolis and in the Wheeler & Schbler.

In 1916 he signed with the Buick team, starting in as Burman's mechanic, but on May 13, at the Brighton Beach twenty-four-hour race, while riding with George De Witt, his car went through the fence and upset. De Witt came out of the wreck little hurt, but Tower had a broken leg and other injuries which kept him in the hospital until August.

As soon as he was able to drive he was back, anxious to make up for the lost time, and with his Buick beat Barney Ginniss in a twenty-five-mile event and came in for more than one first before the season closed.

The 1911 season was started at New Orleans with his teammate, Bob Evans, each driving a Warren-Detroit stock car. Here Evans won the hour race, with Tower second.

This team also won three firsts and two seconds at the recent Pablo Beach races, and Tower set new 161 and 230 class records for five and ten-mile straight-away.

KNIGHT.

(Westcott.)

Harry Knight claims to be the youngest driver on the American automobile race track today. He is 22 years old.

Starting his automobile driving career when 18 years old, before he had reached his fourteenth birthday Knight had piloted a two-cycle Queen car from Indianapolis to Washington and through Virginia, being on a thirty-four-day trip, carrying four passengers in his car.

On reaching Washington he presented himself for the compliments of President Roosevelt and received the flattery usually proffered on such incidents at the White House. But his troubles with the police began early in Washington, for he was held up because of his age, height and weight. An exhibition of his driving and knowledge of an automobile not only gained for him a permit, but words of praise from Superintendent of Police Richard Sylvester.

Knight joined the automobile game with D. B. Sullivan, Indianapolis agent for the Cole and Westcott, in 1903, and has remained a protégé of that automobile dealer during the last nine years.

He was born Aug. 6, 1885, at Jonesboro, Ind. His mother and brother are still living. Knight received his early education at "the little red schoolhouse," finishing at the Bedford High School, Bedford, Ind.

He has driven in Glidden tours, endurance runs and on various race courses. It was on the Indianapolis Speedway that Knight made his first sensation, when he went into the free-for-all race. His car is Indiana-made.

STRANG.

(Case.)

Lewis Strang is the manager of the Case team. He was born in New York and is 26 years old. He weighs 185 pounds. He first drove at Elkwood Park track in 1905. He has driven in practically every race of importance since 1907. Following are some of his victories, according to the years:

Winner, 1907—Fastest circular track mile in 1907, 51 3-5 seconds, Birmingham, Ala.; mile record, 54 seconds, Nashville, Tenn.

Winner, 1909—Three-hundred-forty-two-mile Savannah road race; 250-mile Briarcliff (N. Y.) road race; 350-mile Lowell (Mass.) road race; Brighton Beach, one-mile circular dirt track, twenty-four-hour race, all world's records from the second to the eighteenth hour, inclusive; fastest mile, electric timed during Grand Prize race, Savannah, Ga., 103 miles an hour.

Winner, 1909—Ormond Beach 100-mile race, in ninety-four minutes; Ormond Beach 100-mile race in ninety-two min-

utes in nearly every one of them. He recently made a trip to Germany, where his giant Mercedes which he will drive in this race was purchased. The car is a new speed creation for 1911 and is one of the fastest ever imported from the Mercedes factory. Wishart is unmarried and independently wealthy.

BELCHER.

(Knox.)

Fred Belcher is 20 years old. He was born in Springfield, O. He attended the public schools in Springfield and entered a machine shop, where he learned the mechanic's trade.

In 1901 he joined the Knox Automobile Company, working on their first one-cylinder car, and has been with them continuously, building, testing, driving and racing in contests. He has been actively racing for about four years and has won approximately twenty-five events, mostly hill climbs, endurance contests and some track events, having been in two Vanderbilt Cup contests.

Belcher has a powerful physique, weighing 127 pounds.

This is his first race on the Indianapolis Speedway.

ANDERSON.

(Stutz.)

Gilbert Anderson, known among the speed kings as "Gil," with pilot the Stutz car in the 500-mile International Sweepstakes race on May 30. The car is a special one designed by Harry Stutz for "Gil," and entered by the Stutz Auto Parts Company of Indianapolis, who built the Stutz rear axle and transmission. "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 the Great Lakes. He sprang into prominence in the auto game at the Crownpoint 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. The Stutz car which he will drive in the big race is a few pounds over the minimum weight.

GRANT.

(Alco.)

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

1905, in Vanderbilt; in 1906, in Vanderbilt; in 1908, in 180-mile Savannah road race; in 1908, won second with Apperson in 250-mile Savannah road race; in 1908, in Vanderbilt; in 1908, won first in Sweep-stake over Vanderbilt course; in 1908, fourth in Briarcliff race with Apperson; in 1909, in Crownpoint and Lowell races with Apperson; in 1910, won fifty-mile race at Atlanta Speedway, second in 200 miles and in the ten and twenty-mile free-for-alls.

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FRAYER.

(Firestone-Columbus.)

Lee Frayer is one of the oldest men in the automobile industry. He received his technical education at the Ohio State University, graduating in the class of '98. Immediately after his graduation he entered the gas engine field, designing stationary engines, one of the best known of this product being the Columbus stationary gas engine. In the year 1898 he, in company with William J. Miller, engaged in the manufacture of the Frayer-Miller motorcycle. In 1899 they brought to light a two-cylinder motor, which was adopted by the Santos Dumont people, and the following year they produced an air-cooled motor, which was adopted by the Imperial Automobile Company, and also by the Logon Motor Vehicle Company.

In 1903 they produced the Frayer-Miller air-cooled type of engine and, after one year of experimenting, organized what was later known as the Oscar Lear Automobile Company, and placed their first machine on the market in the fall of 1904.

The following year this company entered one of their cars in a six-day contest which took place at Long Branch in August. Mr. Frayer did most of the driving in this race, and during the six days covered 3,302 miles, and this entire distance was covered with but a single stop of the motor for ten seconds to remove dirt from the carburetor after 1,325 miles had been covered. Then a distance of 1,877 miles was run without a stop.

In 1896 the Frayer-Miller car was entered in the Vanderbilt Cup race.

In July, 1909, he connected himself with the Columbus Buggy Company, taking charge as chief engineer of the gasoline department.

TOWER.

(Jackson.)

Jack Tower is 27 years old. He broke into the "race game" in 1901, but it was not until 1907 that he got his chance to appear in the head lines.

After Heath won the first Vanderbilt Cup race his car was sold in this country and finally, after passing through the hands of several owners, was bought by Eddie Hearne of Chicago.

Hearne gave Tower the job of rebuilding and driving this car, and the old Panhard, with Tower at the wheel, made good at the mile track meets through the middle West that year.

The next two seasons saw Tower in

has remained a protégé of that automobile dealer during the last nine years.

He was born Aug. 6, 1889, at Jonesboro, Ind. His mother and brother are still living. Knight received his early education at "the little red schoolhouse," finishing at the Bedford High School, Bedford, Ind.

He has driven in Glidden tours, endurance runs and on various race courses. It was on the Indianapolis Speedway that Knight made his first sensation, when he went into the free-for-all race. His car is Indiana-made.

STRANG.

(Case.)

Lewis Strang is the manager of the Case team. He was born in New York and is 26 years old. He weighs 165 pounds. He first drove at Elkwood Park track in 1905. He has driven in practically every race of importance since 1907. Following are some of his victories, according to the years:

Winner, 1907—Fastest, circular track mile in 1907, 51.3-5 seconds, Birmingham, Ala.; mile record, 54 seconds, Nashville, Tenn.

Winner, 1908—Three-hundred-forty-two-mile Savannah road race; 250-mile Briarcliff (N. Y.) road race; 250-mile Lowell (Mass.) road race; Brighton Beach, one-mile circular dirt track, twenty-four-hour race, all world's records from the second to the eighteenth hour, inclusive; fastest mile, electric timed during Grand Prize race, Savannah, Ga., 103 miles an hour.

Winner, 1909—Ormond Beach 100-mile race, in ninety-four minutes; Ormond Beach 100-mile race, in ninety-two minutes; Atlanta hill climb; fifty-mile race, Springfield, Ill.; Columbus two-day track races, all records from fifty-first to ninety-fifth mile; fifty-mile race, Decatur, Ill.; Lookout Mountain climb, Chattanooga, Tenn.; Waco, Tex., three-day track meet, many victories; fifty-mile race, Lansing, Mich.; G & J Trophy race, Indianapolis, 100 miles in ninety-two minutes; special matched race, Atlanta, Ga., with Barney Oldfield, ten miles in 7 minutes 1 second. Atlanta Speedway records: One mile in 37 seconds; two miles in 1 minute 21 seconds; four miles in 2 minutes 47 seconds; ten miles in 7 minutes 1 second; all records on Atlanta Speedway from the mile to eighteenth mile, inclusive.

Winner, 1910—Indianapolis Motor Speedway: Quarter-mile record, 8 seconds, making 119 miles an hour; one kilometer, 22 seconds; five miles in 3 minutes 17 seconds.

WISHART.

(Mercedez.)

Spencer E. Wishart, twenty-three years old, is one of the pilots of racing automobiles who owns his own cars and races for the sport rather than for the gain. Wishart has been one of the most successful free lance drivers, having driven a Mercedes car for the past four years. He has appeared in nearly all of the greater events, and has figured conspicu-

and has the honor of winning 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. The Stutz car which he will drive in the big race is a few pounds over the minimum weight.

GRANT.

(Alco.)

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.

HEARNE.

(Fiat.)

Eddie Hearne is 24 years old. He has raced in: 1908, Savannah, Light Car race for Grand Prize Cup, finished fourth; Butok, 1909, Vanderbilt; Fiat 1909, Crownpoint, Ind., Cobe Trophy race, finished fourth; Fiat, 1909, Indianapolis won Amateur Championship Cup; Fiat, 1910, Algonquin Hill climb, holds record; Benz, 1910, Vanderbilt, finished fifth; Benz, 1910, Indianapolis, won Indianapolis Speedway Helmet twice; Benz, 1910, Indianapolis, 100-mile free-for-all, finished first; fifty-mile free-for-all, finished first; ten-mile free-for-all, finished first; ten-mile free-for-all, finished second; ten-mile free-for-all, finished third; Benz.

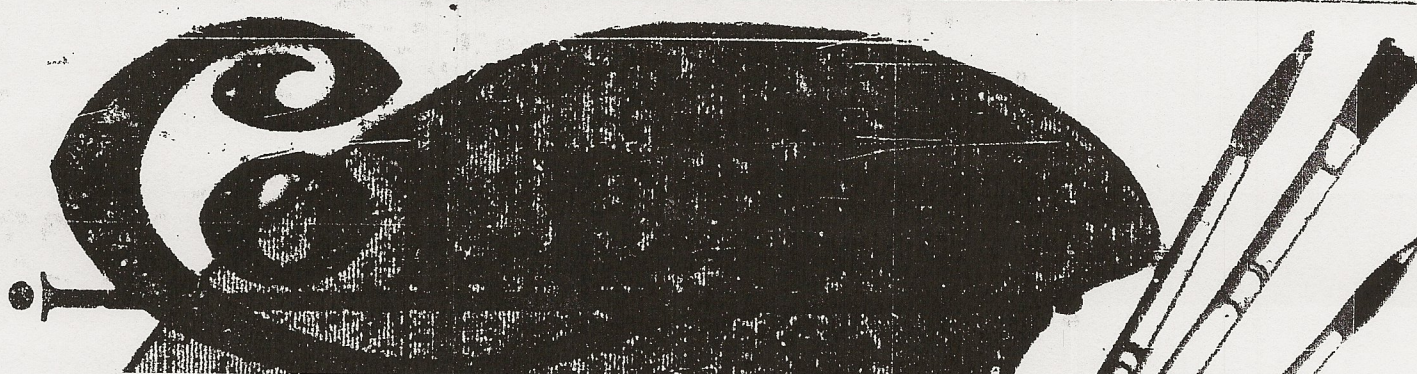
Out of seven starts at Indianapolis, driving a Benz car, he finished inside of the money each time, five firsts, one second and one third, also won Fox River Trophy at the Elgin National road race in 1910; Benz.

He drives a car built especially for this race by the Fiat people.

FOX.

(Pope Hartford.)

Frank P. Fox is thirty-five years old. He began racing four years ago. In 1908 he won the road race from Pittsburg to



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Butler. In 1902, at Vincennes, won twenty-five-mile free-for-all. In 1904, at Terre Haute, won special ten-mile race on mile track with American car. In his last race he tore down 150 feet of fence. In 1910 he finished fourth in the Wheeler-Schebler 200-mile race and third in the G & J fifty-mile race at Indianapolis. He lives in Indianapolis and is agent for Pope-Hartford. He called his car "dynamite" because Detective William Burns had Fox carry prisoners away from Indianapolis during the recent dynamite excitement.

CHEVROLET. (Buick.)

Arthur Chevrolet was born in Switzerland twenty-seven years ago. He came to this country nine years ago and at once went to work for the Winton Motor Company at its branch in Brooklyn. His work with racing cars began first in 1905. As younger brother and general mechanic and assistant to Louis Chevrolet, he has won his experience in the best schools. Last year his most brilliant driving was done at the July meet in Indianapolis, when he won in several short events and in the Cobe Trophy race held the lead up to the 150th mile and then surrendered it to his teammate Burman, who in turn was compelled to surrender to Dawson. He made a good start in the Vanderbilt Cup race and again in the Grand Prize event, but in both instances unforeseen accidents to the mechanism of his car put him early out of the running.

DAWSON. (Marmon.)

Every season, in every sport, develops what is known as a "lad." The season of 1910 in motor racing brought out Joe Dawson, a lad of 21, who annexed five of the biggest victories of the year and won many shorter events. Dawson, hitherto almost unheard of, drove his yellow-bonneted Marmon and won the Cobe Trophy at the Indianapolis Motor Speedway in July, making 200 miles in 163½ minutes; the Remy Trophy Brassard at the same meet, making fifty-two miles in 42½ minutes; Vanderbilt Donor's Trophy in October, making 278.08 miles in 256 1-3 minutes; City of Atlanta Trophy at Atlanta Speedway in November, making 200 miles in 171 1-5 minutes; Savannah Challenge Trophy over the famous Grand Prize road course, in November, making 276.8 miles in 263 2-3 minutes. Most of these races were driven without a stop.

Dawson was born in Indianapolis.

HARROUN. (Marmon.)

Ray Harroun was born at Sparta, Pa., and is 29 years old. He has driven in practically all of the great automobile races during the last three or four years. He holds a long list of records and has won many trophies. Harroun won more firsts than any other driver during 1910. Following are some of his records: (Standing Nov. 1, 1910) regardless of class—55 miles, 42:03.35; 60 miles, 45:51.72; 65 miles, 49:38.34; 70 miles, 53:25.28; 75 miles,

Briercliff road race; in 1909 lowered his amateur mile record to 8:32 at Ft. Pierce, and won Sir Thomas Dewar cup for fastest mile regardless of class, and broke ten-mile world's record, rolling start. In 1909 won the one and two-mile straightaway trials at Jamaica, L. I. He drove the "Hemery Benz" in all his 1909 races. He won free-for-all event at Giants Despair Hill climb, time of 1:31 1-5; made Shingle Hill record of :51 4-5, defeating motorcycle racer, William Wray. In 1909, thirteenth in Vanderbilt.

In 1910 he won the Grand Prize at Savannah. This put him on the motor map.

RICKENBACHER. (Firestone-Columbus.)

Rickenbacher is a new man in the racing game. Last season he was brought into considerable prominence by winning

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Beautiful hand-engraved, sterling silver spoons, gold bowl, engraved with picture of Indianapolis Motor Speedway; a most beautiful souvenir—to remember the greatest auto race the world has ever known. Price, each.

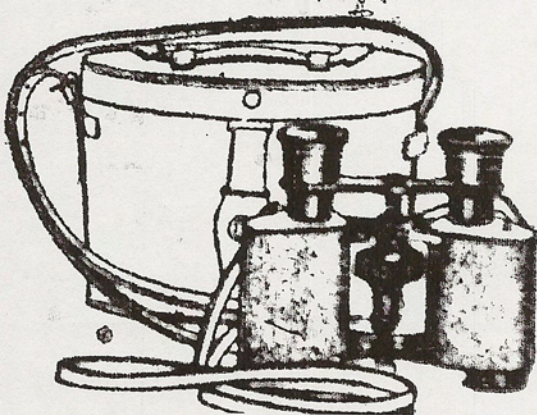
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He has won, among other trophies, 200-mile Wheeler & Schebler Trophy, the Atlanta Speedway Trophy, Los Angeles Motordrome 100-mile Stock Chassis Trophy, the Remy Brassard, Atlanta Automobile Association Trophy and the Two-Hours-Free-for-all Trophy of Los Angeles Motordrome.

BRUCE-BROWN.

(Flat.)

David L. Bruce-Brown, born in New York, 1887. Began auto racing five years ago.

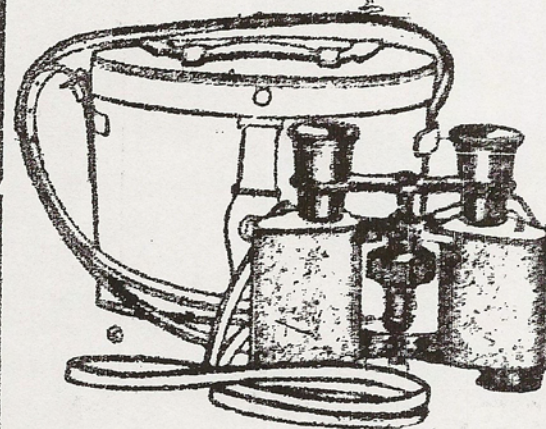
He has never raced on the Indianapolis Speedway before. The first car he ever drove in a race was owned by his mother.

He has been in the following events: In 1907, Empire City track, an Oldsmobile; in 1907 won three-mile event with Oldsmobile; in 1908 he ran away from Harstrom's school at Norfolk and drove in amateur events in Florida, making his world's one-mile amateur straight-away record of 33-3-5. In 1908, hill climb on Shingle Hill; in 1908, drive in

engraved, sterling silver, gold bowl, with pictures of Monument, State Capitol, U. S. Court House and P. O., Murat Temple, Masonic Temple and other familiar buildings of Indianapolis. Prices, **\$1.50** each.

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These field glasses are the most powerful glasses on the market today. See the auto races through a pair of these **\$35.00** glasses. Prism Binoculars; \$2.50 to

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two firsts and two seconds in seven events pulled off at Columbus, O., July 22 and 23. At Omaha, Neb., Sept. 1 and 2, he won eight firsts out of nine starts—in these races the Stors Trophy and the Rome-Biller Cup.

He raced at Minneapolis, Atlantic City and Myer, Ia., and Cheyenne, Wyo. His work has all been done under the direction of Leo Prager, the man he has been associated with almost continuously since he first engaged in the construction and of the automobile business more than five years ago.

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(Inter-State.)

Harry Endicott, driving the Inter-State, is 25 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.

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(Cole.)

"Johnny" Jenkins, driver of Entry 43, one of the regular Cole racing cars, is a former prize fighter with limited racing experience. His driving in the 300-mile race at Indianapolis announces his selection as one of the regular members of the Cole racing staff.

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 32 years old, Jenkins first drove in racing circles in the United States on the Indianapolis Speedway last year, piloting an undersized 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.

TETZLAFF.

(Lozier.)

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 De Palma this spring in a 100-mile match race on the Los Angeles Motordrome track, averaging over eighty miles per hour for 100 miles, defeating De Palma by over six miles. He owns his own car.

This is his first year on the Case team. Has never driven on a speedway before this year. He is a protégé of Strang. Strang noticed him handling a car in a Wisconsin reliability run about six months ago; became interested in his driving at that time.

Strang says about him: "I engaged him for the Case team. He handled one of the cars in the Chicago reliability run, and has since been driving and working under my direction at Racine, getting ready for the 500-mile race. His parents are very wealthy and his father is president of the Merchants' and Mechanics' Fire Insurance Company. He is a Gibson type of boy, and if you will pardon a pun he looks like a Hart Shaffner & Marx ad when he is dressed up, but if I know anything about the automobile racing game, he is going to make good. He was an athlete in school and is a full-blooded open-air type of boy."

BRAGG.

(Flat.)

Caleb Bragg of Cincinnati, age 26, drives Fiat 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 motordrome.

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(Jackson.)

Fred W. Ellis is 30 years old. He has been in the auto business for eight years as mechanic, salesman, race driver and garage owner.

Entered Franklin at Grand Rapids meet in 1905.

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In 1910 he got fifth place in the Wheeler-Shebler race.

JONES.

(Amplex.)

Walter A. Jones was born in New York city, age 26, weight, 135. Jones is a New Yorker and practically all his automobile experience has been in the East. He raced for four years on various makes of motorcycles, winning the Fort George hill climb two years in succession, also won several prizes on various Eastern tracks. He served as mechanic with Ridgeway in "Peerless" at the Empire track in attempt to break 1,000-mile record. He was mechanic with Campbell in Allen-Kingston in the Morris Park twenty-four-hour race. He was mechanic with Al. Poole in "Simplex" at Morris Park twenty-four-hour race, and mechanic with George Robertson in "Simplex" at Morris Park twenty-four-hour race. Driver in Amplex, winning New Haven hill climb. Driver in Amplex in 1910 Vanderbilt Cup race. Jones at the present time is head demonstrator for S. J. Wise & Co., agents for

years has been riding with "Wild Bob" Burman as mechanic, and it was also his business to take care of Burman's car. Hall will drive one of the Vellie "Skared-o'-Nothin'" types. Hall will have general charge of the mechanical and driving supervision of the Vellie racing team at this meet, being assisted by Arthur Gibbons and two mechanics.

This is his first race on the Indianapolis Speedway.

BEARDSLEY.

(Simplex.)

Ralph E. Beardsley was born in Connecticut twenty-two years ago. He has been driving race cars for two years and intends to drive in the 500-mile Indianapolis Speedway race in his own car and without a relief driver. He weighs 202 pounds. He has driven in the Vanderbilt Cup race, the Fairmount Park race, on the Atlantic Speedway, at Point Breeze and at Brighton Beach. This is his first race on the Indianapolis Speedway.

HUGHES.

(Mercer.)

Hughie Hughes is an Englishman, 25 years old, and is one of the old school drivers of which but few are now racing.

He drove a Dedetrich car in the 1904 Gordon Bennett race in France. He afterward came to this country, where he first came into prominence in driving the Allen-Kingston in several twenty-four-hour races, held at Brighton Beach, New York.

He also won several hill climbs with the Allen-Kingston. After leaving the Allen-Kingston he went with Walter Christie and drove his front drive 110-horse-power car around a great many circular dirt tracks, establishing one record of 160 miles an hour on Indianapolis Speedway.

He then became connected with the Parry Automobile Company and drove a Parry car during the early part of the 1910 season, after which he went with the F. A. L. Motor Company, where he achieved several victories with that car, including a third place at Savannah.

ADAMS.

(McFarlan.)

Bert Adams of Connersville, Ind., is 29 years old and weighs 165 pounds. He drove a McFarlan on the Atlanta Motor Speedway last year. He is a newcomer in the auto racing game.

DELANEY.

(Cutting.)

Ernest Delaney is 22 years old and weighs 170 pounds. He has not been in the racing game very long, having driven at Chicago in 1907 and at New Orleans in 1910.

This is his first year to drive a Cutting. It is also his first race on the Indianapolis Motor Speedway.

CLEMENS.

(McFarlan.)

Fred Clemens of Connersville, Ind., is 22 years old and weighs 145 pounds. He is young in the racing game. He drove last year at the Indianapolis Motor Speedway.

VAN GORDER.

(Lozier.)

Harold Van Gorder is a new figure in racing. He is driving for Dr. W. H. Chambers, who purchased a Lozier stock car for the purpose of entering it in the Indianapolis meet. Van Gorder is 25 years of age, and his experience in contests is confined to hill climbs and events of minor importance, although he has been driving for the last seven years. He acted as mechanic for Harman in the

One first and two seconds in seven events pulled off at Columbus, O., July 22 and 30. At Omaha, Neb., Sept. 3 and 4, he won eight firsts out of nine starts—in these winning the Stork Trophy and the Rome-Willer Cup.

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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 for 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 De Palma this spring in a 100-mile match race on the Los Angeles Motordrome track, averaging over eighty miles per hour for 100 miles, defeating De Palma by over six miles. He owns his own car.

MULFORD.

(Lozier.)

Ralph Mulford is 26 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 48 h. p. car. In 1908, he broke the world's twenty-four-hour record at Brighton Beach, winning the event, and 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 Brill'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.

TURNER.

(Amplex.)

Wild Bill Turner was born in Buffalo, N. Y., age 34, weight 160.

W. H. Turner, or better known as **Wild Bill Turner**, began his automobile career in 1900 as head tester for an automobile concern. Since then he has driven various makes of cars in this country as well as abroad. His actual racing experience began in Chicago in 1907, at which time he won one of the first twenty-four-hour races run in this country. He got a perfect score in the Glidden Tour in 1907 and 1908. He was runner up in the Fairmount Park race in 1909. In 1910 he won a special fifty-mile match race, driving fifty miles in forty-six minutes, which is considered a record on a mile track, after which Turner went abroad and purchased a Voisin aeroplane. However, the aeroplane was never unloaded in this country on account of the injunction gotten out by the Wright brothers. Turner again tackled the racing game by driving the Amplex in the Panama-Pacific race last February.

JONES.

(Case.)

William Jones was born in Milwaukee. His age is 31. His weight is 150. Jones has never driven in any large automobile races. Has never won any automobile races. Does not hold any records.

experience has been in the East. He raced for four years on various makes of motorcycles, winning the Fort George hill climb two years in succession, also won several prizes on various Eastern tracks. He served as mechanic with Ridgeway in "Peerless" at the Empire track in attempt to break 1,000-mile record. He was mechanic with Campbell in Allen-Kingston in the Morris Park twenty-four-hour race. He was mechanic with Al. Poole in "Simplex" at Morris Park twenty-four-hour race, and mechanic with George Robertson in "Simplex" at Morris Park twenty-four-hour race. Driver in Amplex, winning New Haven hill climb. Driver in Amplex in 1910 Vanderbilt Cup race. Jones at the present time is head demonstrator for S. J. Wise & Co., agents for the Amplex car in New York city.

BIGELOW.

(Mercer.)

Charles H. Bigelow is a native of Los Angeles, Cal., is 38 years old, and has done all of his driving on the Pacific coast. He is familiarly known on the coast as the "Desert Rat," due to the fact that most of his exploits have been performed over the Great American Desert.

He has driven in Phoenix-to-Los Angeles road races; and, in fact, originally laid out that course.

One year he drove a Reo, the next a Kissel car, and this year a Mercer. In which he finished fourth in the time of 19 hours, which broke last year's record.

He drove a Mercer car in the Santa Monica road race in the light car class and was well ahead of the field in the ninth lap when he was forced to withdraw due to engine trouble.

During May, 1910, he drove a Mercer car from New York to Los Angeles, via the Santa Fe trail, a route which had never been covered by an automobile before, in twenty-one days. This was done without relay of drivers; and, in fact, he drove the entire distance himself.

On the 17th of February he won the light-car class in the Panama-Pacific race with a Mercer raceabout, averaging fifty-five miles an hour, and completely distancing the field.

COBE.

(Jackson.)

Harry H. Cobe's first race was with the Jackson car at Brighton Beach in the twenty-four-hour race of 1907, teaming with Bob Burman. They here set the pace for twenty-three and a half hours.

Mr. Cobe's next race was in the Briarcliffe road race of 1908 in a Lozier car. He also drove in several twenty-four-hour races during 1909 with the Lozier, breaking the world's record twice. Mr. Cobe continued driving the Lozier car until the spring of 1910, having driven at Lowell and all the other races in which the Lozier car entered.

Mr. Cobe then drove the Allen-Kingston in a twenty-four-hour race at Brighton Beach in the summer of 1910, and also in some minor events with the Palmer-Singer racing car.

Mr. Cobe was again seen at Fairmount Park race in October, 1910, at the wheel of a Jackson, finishing second in his class.

This is his first race on the Indianapolis Motor Speedway.

HALL.

(Velle.)

Howard M. Hall, 26 years old, has had considerable experience in the motor racing game, having taken active part in the building of a number of racing cars of different makes, and the last two

years old and weight is young in the racing last year at the Indianapolis.

VAN GO.

(Lozier.)

Harold Van Gorder racing. He is driven Chambers who purchased car for the purpose of Indianapolis meet. Years of age, and his tests is confined to his of minor importance. been driving for the acted as mechanic of Wiegand car in the 1 two years ago.

NEIL WY.

(Pope.)

Age 25 years. Born Single Racing since the country. Holds a miles in 54 hours 15. Finished second in a race August 1910. N. Y. 1178 miles in hours eighteen min. wheel.

GIBBS.

(Velle.)

Arthur Gibbons, 23 considerable experience in the last eight driven in several Chicago. This is his first race at Indianapolis Speedway.

Bruce-Brown Sure of

Noted Driver Tells Experts to Watch Memorial Day

That David I. Bruce a determined effort to great \$10,000 first prize stakes race at the on May 30, but to at tions as well as mar tular young New York.

Despite the fact th won the Vanderbilt C

In succession, there opinion in automobile next to impossible for two big races in success try my best last year in the Indianapolis 1 Prize race at Savannah event of international my victory in that

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This is his first year on the Case team. Has never driven on a speedway before this year. He is a protege of Strang. Strang noticed him handling a car in a Wisconsin reliability run about six months ago; became interested in his driving at that time.

Strang says about him: "I engaged him for the Case team. He handled one of the cars in the Chicago reliability run, and has since been driving and working under my direction at Racine, getting ready for the 500-mile race. His parents are very wealthy and his father is president of the Merchants' and Mechanics' Fire Insurance Company. He is a Gibson type of boy, and if you will pardon a pun he looks like a Hart Shaffner & Marx ad when he is dressed up, but if I know anything about the automobile racing game, he is going to make good. He was an athlete in school and is a full-blooded open-air type of boy."

BRAGG.
(Flat.)

Caleb Bragg of Cincinnati, age 26, drives Flat 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 Flat 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 motordrome.

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.

ELLIS.
(Jackson.)

Fred W. Ellis is 30 years old. He has been in the auto business for eight years as mechanic, salesman, race driver and garage owner.

Entered Franklin at Grand Rapids meet in 1905.

In 1906 he drove in twenty-four-hour race, covering 793 miles.

In 1909 he entered Prest-O-Lite and Wheeler-Shebler races at Indianapolis. He was seventeen miles ahead in the Prest-O-Lite at 224 miles when he was forced to quit. He made 210 and 220 miles, world's records, then that stood for the year.

In 1910 he got fifth place in the Wheeler-Shebler race.

JONES.
(Amplex.)

Walter A. Jones was born in New York city; age 26, weight, 135. Jones is a New Yorker and practically all his automobile experience has been in the East. He raced for four years on various makes of motorcycles, winning the Fort George hill climb two years in succession; also won several prizes on various Eastern

years has been riding with "Wild Don" Burman as mechanic, and it was also his business to take care of Burman's car. Hall will drive one of the Velle "Skredd-o'-Nothin'" types. Hall will have general charge of the mechanical and driving supervision of the Velle racing team at this meet, being assisted by Arthur Gibbons and two mechanics.

This is his first race on the Indianapolis Speedway.

BEARDSLEY.
(Simplex.)

Ralph E. Beardsley was born in Connecticut twenty-two years ago. He has been driving race cars for two years and intends to drive in the 500-mile Indianapolis Speedway race in his own car and without a relief driver. He weighs 202 pounds. He has driven in the Vanderbilt Cup race, the Fairmount Park race, on the Atlantic Speedway, at Point Breeze and at Brighton Beach. This is his first race on the Indianapolis Speedway.

HUGHES.
(Mercer.)

Hughie Hughes is an Englishman, 25 years old, and is one of the old school drivers of which but few are now racing. He drove a Dedetrich car in the 1904 Gordon Bennett race in France. He afterward came to this country, where he first came into prominence in driving the Allen-Kingston in several twenty-four-hour races, held at Brighton Beach, New York.

He also won several hill climbs with the Allen-Kingston. After leaving the Allen-Kingston he went with Walter Christie and drove his front drive 110-horse-power car around a great many circular dirt tracks, establishing one record of 100 miles an hour on Indianapolis Speedway.

He then became connected with the Parry Automobile Company and drove a Parry car during the early part of the 1910 season, after which he went with the P. A. L. Motor Company, where he achieved several victories with that car, including a third place at Savannah.

ADAMS.
(McFarlan.)

Bert Adams of Connersville, Ind., is 29 years old and weighs 165 pounds. He drove a McFarlan on the Atlanta Motor Speedway last year. He is a newcomer in the auto racing game.

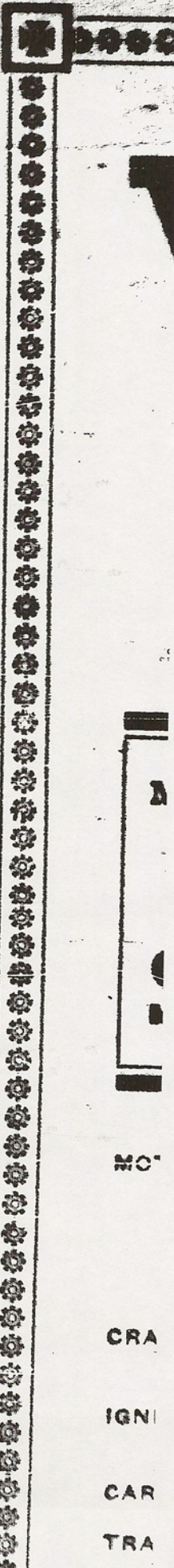
DELANEY.
(Cutting.)

Ernest Delaney is 22 years old and weighs 170 pounds. He has not been in the racing game very long, having driven at Chicago in 1907 and at New Orleans in 1910.

This is his first year to drive a Cutting. It is also his first race on the Indianapolis Motor Speedway.

CLEMENS.
(McFarlan.)

Fred Clemens of Connersville, Ind., is 22 years old and weighs 145 pounds. He is young in the racing game. He drove last year at the Indianapolis Motor Speedway.



His home

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Motor Speedway.

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VAN GORDER.

(Lozier.)

Harold Van Gorder is a new figure in racing. He is driving for Dr. W. H. Chambers, who purchased a Lozier stock car for the purpose of entering it in the Indianapolis meet. Van Gorder is 25 years of age, and his experience in contests is confined to hill climbs and events of minor importance, although he has been driving for the last seven years. He acted as mechanic for Harrison in the Wiegand car in the Dieppe race abroad two years ago.

NEIL WHALEN.

(Pope-Hartford.)

Age 25 years. Born in New York city. Single. Racing since 1907. Raced all over the country. Holds cross-country record from New York to Atlanta, Ga., 1,064 miles, in 54 hours 15 minutes.

Won eleven hill climbs in 1910—Wilkes-Barre, Port Jefferson, Baltimore, Washington, Towanda, Pa., etc.

Finished second in the twenty-four-hour race, August, 1910, at Brighton Beach, N. Y., 1,178 miles, after being off two hours eighteen minutes with broken wheel.

GIBBONS.

(Velle.)

Arthur Gibbons, 28 years old, has had considerable experience driving automobiles in the last eight years, and has driven in several Chicago contests, tours, etc.

This is his first race on the Indianapolis Speedway.

Bruce-Brown Feels Sure of Big Trophy

Noted Driver Tells Speed Enthusiasts to Watch Him in Memorial Day Contest.

That David L. Bruce-Brown will make a determined effort to not only win the great \$10,000 first prize in the sweepstakes race at the Motor Speedway on May 30, but to shatter racing traditions as well, was made plain by the popular young New Yorker this week.

"Despite the fact that the same driver won the Vanderbilt Cup race two years in succession, there seems to be an opinion in automobile circles that it is next to impossible for one driver to win

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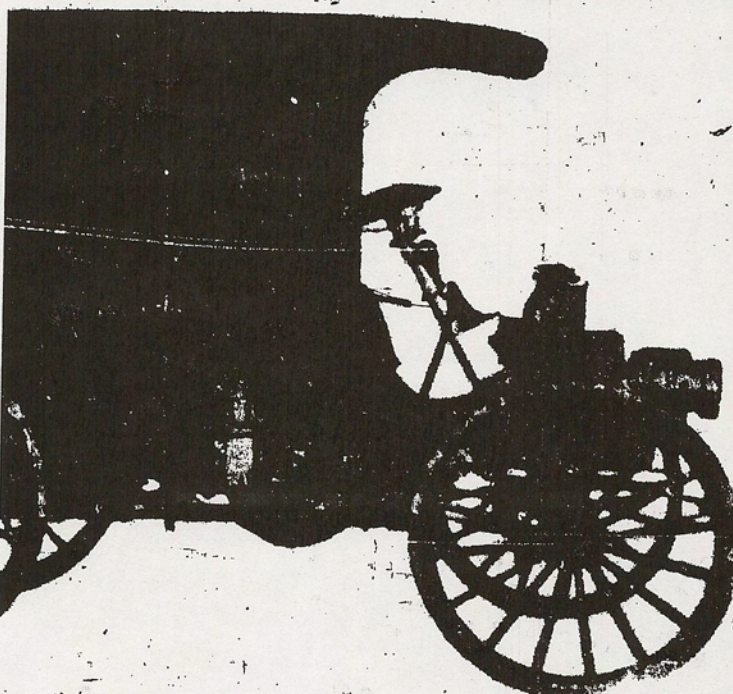
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HALL
(Velle.)

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International Commercial Car

to meet the needs of the merchant who wagens, designed so that the owner will money. That is why its wheels are high, and that needs the least attention in commercial is so simple that a mechanic is not re- It costs less than most commercial cars, ice. as lamps and magneto, \$800.00.

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Despite the fact that the same driver won the Vanderbilt Cup race two years in succession, there seems to be an opinion in automobile circles that it is next to impossible for one driver to win two big races in succession. I am going to try my level best to disprove this theory in the Indianapolis grind. The Grand Prize race at Savannah was the last big event of international importance, and my victory in that race will give me confidence when I face the starter and line up against some of the more seasoned veterans of the track racing game at Indianapolis. However, that doesn't worry me in the least, for I have as good a chance as any of them.

"I realize that the Indianapolis affair is going to be a grueling contest," continued the Grand Prize victor, "but with such an excellent teammate as Joe Matson to relieve me at the wheel, I feel sure that our Fiat car will give an excellent account of itself. No, I do not believe in any special training for such a race. It is vastly different from a road race. The Indianapolis contest will go to the car and men with stamina to withstand the monotony and strain of circling the big brick Speedway 200 times; of course, providing they are not beset with tire trouble. At any rate, keep you eye on the Bruce-Brown-Matson-Fiat combination on May 30."

U. S. Auto Directory.

The following table, compiled by the Auto Directory Company of New York, shows the automobiles registered in the United States, indicating the number of cars actually in commission:

*Alabama	4,800	*Nevada	890
*Arizona	800	New Hampshire	5,500
*Arkansas	1,900	New Jersey	17,000
California	40,000	*New Mexico	800
*Colorado	6,000	New York	70,000
Connecticut	11,000	North Carolina	3,115
Delaware	900	North Dakota	1,300
Dis. of Colum.	8,124	Ohio	32,400
Florida	2,600	Oklahoma	1,100
Georgia	7,000	Oregon	5,400
*Idaho	750	Pennsylvania	40,000
Illinois	30,000	Rhode Island	6,400
Indiana	15,000	South Carolina	1,000
Iowa	24,700	South Dakota	8,000
*Kansas	12,300	Tennessee	4,062
*Kentucky	2,300	Texas	8,400
*Louisiana	6,850	Utah	1,491
Maine	7,800	Vermont	5,553
Maryland	4,520	Virginia	7,000
Massachusetts	22,000	Washington	6,000
Michigan	18,055	West Virginia	1,100
Minnesota	11,900	Wisconsin	14,000
*Mississippi	6,200	*Wyoming	1,100
Missouri	15,500		
*Montana	8,200	Total	513,091
Nebraska	15,200		

*Estimated from tax report. †Partial county registrations, balance estimated from tax report.

Motorcycle Notes.

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