

THINKS DANGER IS FUN

FRANK FOX, OF INDIANAPOLIS, TAKES CHANCES IN SPORT.

Auto Driver Handicapped by Artificial Limb Enters 500-Mile Race on Motor Speedway Against Most Famous Pilots in the World.

Indianapolis, Ind.—An automobile race driver, who is in a class by himself from the unique standpoint of that hazardous sport, is Frank P. Fox, of Indianapolis, who has just entered a 1911 model Pope-Hartford in the \$25,000 500-mile International Sweepstakes Race over the Indianapolis Motor Speedway, on Decoration Day, May 30 next. Fox is the only motor pilot in the game who has an artificial limb, his left leg having been amputated above the knee several years ago. The strange part of his willingness to accept this handicap against other famous drivers is the fact that he is independently wealthy and owns two or three thriving business institutions, which yield him a large annual income, so that the element of personal gain does not enter into his participation in automobile racing.

Fox is known as one of the hardest, most fearless drivers who sit behind the wheel today, and despite his physical handicap he has been the winner of many races during the past three or four years. Most of his driving has been done in the East, although he has been a contestant hard for the others to reckon with in several of the events at the Indianapolis track.

During the May race meeting at Indianapolis last year the big Pope-Hartford which Fox was driving blew a front tire and swerved off the track into the fence. Although the car was badly broken up, Fox and his mechanician escaped injury. When asked if he was hurt, the dirt-begrimed driver replied:

"Guess I've broken my left leg. It's not painful, but I can't get another leg until I get home."

MAY DRIVE FOR SEVEN HOURS

Contest Board of Auto Association Will Allow Pilots to Go Through 500-Mile Event at Indianapolis.

Indianapolis, Ind.—Physical training of an automobile race driver is as essential to success behind the wheel as is the training of an athlete to his success in any sport, according to the statements of some of the oldest motor pilots in that hazardous sport. The stories of hardships in endurance driving are told frequently by the dare-devil wheelmen, but they are treated lightly and are as little considered by them as the element of danger which is ever present in the game.

The Indianapolis Motor Speedway management has obtained advance permission to notify drivers entered in the \$25,000, 500-mile International Sweepstakes race over that course, May 30, that they will be permitted to take their cars all the way through the long grind if they are in satisfactory physical condition and pass the examination of the representatives of the American Automobile Association contest board. The drivers have accepted this advice with considerable satisfaction, as many of them feared they would be governed by the three-hour limit track and Speedway rule in force in 1910.

F. H. Wheeler, of the Wheeler & Schebler Co., manufacturers of the Schebler carburetor, and one of the directors of the Speedway, says:

"I believe the decision of the contest board to let one driver take a car straight through will make the race much better from the standpoint of the drivers themselves, the car manufacturers and the spectators. It has been the experience of the Speedway in long races that the spectators enjoyed the gameness of the pilots as much as the performance of the cars."

GOLD LURES CHAMPION BACK

Purse of \$25,000 at Indianapolis Speedway in May Proves Siren Song for Louis Chevrolet.

Indianapolis, Ind.—The lure of gold and glory is proving too strong for another of the great champions who had dropped from the limelight in the world of sport and announced his voluntary retirement from the hazardous motor racing game. The last of these past masters who will try to "come back" is Louis Chevrolet, the famous Franco-Swiss pilot of racing automobiles, who has, until recently, held the road race record of America, and who sprang into sudden fame by winning the Cobe Trophy over the Crown Point Course in Indiana in the 1909 season.

Chevrolet, according to persistent rumor, will don racing togs again this year for one event, that being the 500-mile International Sweepstakes Race on the Indianapolis Motor Speedway, Memorial Day, May 30. The offer of \$25,000 in gold, with a capital prize of \$10,000 to the winner of the classic, has proven too much for the daring Chevrolet, and despite his thrilling experience in the Vanderbilt Cup Race last October, when his car left the course and dashed through the fence, killing his mechanic, it is given out on good authority that Chevrolet will be seen on the Indianapolis brick track in May.

Big Winner Enters Longest Auto Race



Indiana Boy Will Drive Long Race



Joe Dawson, nominated to drive a Marmon special in the 500-mile International Sweepstakes race at the Indianapolis Motor Speedway Memorial Day, May 30. Dawson was one of the greatest winning auto racing pilots of 1910, winning the Cobe Trophy, the Vanderbilt Donor's Trophy, the Savannah Challenge Cup, the City of Atlanta Trophy and the Remy Trophy, as well as many smaller events.

PURSE MAY BE \$50,000

AUTO RACERS TO CONTEST FOR FORTUNE IN GOLD COIN

Accessory Makers Boost Big Prize Offer for 500-Mile Race at Indianapolis Decoration Day.

Although the \$25,000 offered by the Indianapolis Motor Speedway as a prize for the 500-mile International Sweepstakes race, next Memorial Day, is the largest purse ever awarded in an automobile contest, the winners of this long grind will receive many additional prizes. The latest side offer to be made in connection with this race is the Monogram Oil Stake of \$1,000, to be divided among the winners of the first four places as follows: \$500 first, \$250 second, \$150 third and \$100 fourth. This offer is made by the Columbia Lubricants Co., of New York, makers of Monogram oils. The offer was made through Fred J. Wagner, official starter of the American Automobile Association.

The Remy Electric Co., of Anderson, Indiana, has offered \$1,000 additional to the winner of the big classic event, providing the winning car is equipped with Remy ignition. It is expected that at least \$10,000 more will be offered by various accessory makers, and the total prize money to be won on the brick track in this one event will be nearly \$50,000. The winner's share of this will probably be about \$20,000 and the drivers of every car which finishes in the ten first positions will receive from \$1,000 on up to the capital prize, which probably will be about \$20,000.

Thirty entries have been made thus far for the event and the Speedway management expects that the field which starts will contain at least forty cars, if not a full half-hundred. Officials of the American Automobile Association who have been working in the interests of the grand circuit for the 1911 season are inclined to believe that this long race, as the opening of the season, will bring greater activity in motor racing affairs throughout the entire year and spell greater success for the sport than heretofore has been known. It is almost certain now that at least a half-dozen of the foreign drivers will be in the field to start, and it is probable that the famous Lancia, who won the 1907 Vanderbilt, will return to this country to drive for the first time since he annexed that famous road classic.

Reports from the Speedway indicate that the crowd which will witness this great motoring spectacle will number more than 150,000 persons. Indications of this are taken from the fact that more reservations for seats have been made three months in advance of the event than for any other contest ever held in America. Advice has been received from many of the larger cities, including New York, Philadelphia and Boston, that the automobile clubs will tour to Indianapolis to attend, and block reservations for seats to accommodate them have been made in many instances.

ADAMS DRIVES McFARLAN "6."

The last motor race pilot to be nominated for the 500-mile International Sweepstakes race at the Indianapolis Motor Speedway is Bert Adams, who will drive a big McFarlan Six. Adams drove McFarlan cars in the 1910 season and was successful on the southern track, including the Atlanta Speedway meeting. He is now building a special race car at the factory at Connersville, and will have it at Indianapolis ready for a tryout early in May.

MILLIONS OF BRICKS USED.

Two miles and a half of solid brick paving at the Indianapolis Motor Speedway ranging in width from forty to sixty feet contains nearly 4,000,000 bricks. These are of the vitrified variety used in city pavements and covered with a cement filler.

AUTO MAKERS HELPED

MOTOR RACES SHOW FAULTS IN CONSTRUCTION OF CARS.

Many Special Racing Machines for Season of 1911 to Be Entered at Indianapolis Speedway for 500-Mile Race in May.

Indianapolis, Ind.—The automobile season of 1911 bids fair to be one in which the special racing car will predominate as never before in the history of the sport. Manufacturers have found that the building of special racing cars has broadened their scope of mechanical knowledge, so that they are making better stock cars because of the lessons they have learned in the manufacture of the freaks.

As an example of what will be done with special racing cars this year, the 500-mile International Sweepstakes Race for \$25,000 in gold at the Indianapolis Motor Speedway, Memorial Day, May 30, may be cited. Out of the thirty cars which will start in this event, it is probable that less than one-third of them will be absolute stock cars.

Among those who are building special cars this year for this race are Nordyke & Marmon, of Indianapolis, who are building a large motor which will come just under the 600 cubic inch limit; the Simplex Motor Car Co. of Mishawaka, Indiana, who are building two special Amplex racing cars, which will have a piston displacement of 595 cubic inches; the Clarke-Carter Automobile Company, of Jackson, Michigan, who are constructing a monster cutting motor; the Pope-Hartford Company, of New York, who are building a special speed creation for Louis Disbrow, and several others.

Those which are entered in the 500-mile race are Lewis Strang, in a Case; Louis Larssen, in a Case; Joe Jagersburger, in a Case; Johnny Aitken, in a National "40"; C. B. Baldwin, in an Inter-State "50"; Louis Disbrow and Frank Fox, in Pope-Hartford; Harry Knight, in a Westcott, and a Simplex, for which the driver has not been named.

AUTOS CHANGING BUT LITTLE

Expert Views Motor Car Business from Light of Public Seen at Automobile Shows.

Indianapolis, Ind.—"There has been an evolution in motor car and accessory shows which was very apparent at the New York, Chicago and smaller shows throughout the country this year," says Geo. M. Dickson, General Manager of the National Motor Vehicle Company. Johnny Aitken, a racing driver for the same company, is entered in the \$25,000 500-mile International Sweepstakes race at the Indianapolis Motor Speedway next Memorial Day, May 30.

"In the early days the shows," says Mr. Dickson, "were promoted to convince the public that the automobile would prove a practical means of transportation. People attended, but were mostly skeptical and viewed with doubt the contraptions which today would seem like strange prehistoric animals."

"Today the automobile is accepted everywhere without question. The present year finds but very few vital changes in design and construction. The improvements are mostly refinements of details which add to the beauty and comfort and luxury without appreciable increase in cost."

"The cars are mostly standardized and the differences in the various makes which appeal to different people are not freakish features but certain recognized meritorious features of design and construction which are manufactured for varying uses and desires. The accessory makers have kept pace with the car manufacturers, and their improvements have added much to the comfort of town and country driving."

LONG AUTO RACE TO BE RUN

Motors Will Travel 500 Miles at Indianapolis Speedway Memorial Day for \$25,000.

"Many of the biggest races in the history of the sport have been lost the night before. By that I mean that inexperienced drivers have given way to temptation and have indulged in intoxicants to an extent that rendered them incompetent to sit a wheel. Any auto race driver should be careful of his physical condition, as it not only endangers his own life, but that of the other drivers in the race if he is not in good shape."

DISBROW ENTERS LONG RACE.

Indianapolis, Ind.—Louis Disbrow, one of the most prominent of American race drivers, who drove a Pope-Hartford in the Vanderbilt Cup Race last October, and in the Grand Prize race at Savannah, Georgia, last November, has been entered in the 500-mile International Sweepstakes Race, to be held on the Indianapolis Motor Speedway next Memorial Day. Disbrow will pilot a specially built Pope racing car.

The other entries in the race thus far are Lewis Strang, Louis Larssen and Joe Jagersburger, in Case cars; C. B. Baldwin, in an Inter-State "50," built at Muncie, Indiana; Johnny Aitken, in a Nalton "40" Speedway Roadster, 1911 model; Frank Fox, in a Pope-Hartford; Harry Knight, in a Westcott, and a Simplex, the driver for which has not been named. Ralph DePalma, champion mile track driver of 1910, may pilot this last entry through the long grind.

A purse totalling about \$40,000 is to be given by the Indianapolis Motor Speedway for one race on Memorial Day. This is to be given to the winners of the 500-mile International Sweepstakes event, and is the greatest cash purse ever posted.

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