

Tail Lights

Automotive History from a Different Perspective

May 2015

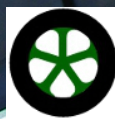
**Bill Crittenden on
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**The Crittenden Automotive Library
@ CarsAndRacingStuff.com**

Tail Lights

Automotive History from a Different Perspective

May 2015
Volume 4, Issue 5

The Newsletter of The Crittenden Automotive Library @ CarsAndRacingStuff.com

The Crittenden Automotive Library @ CarsAndRacingStuff.com is a large collection of information relating to not only cars, trucks, and motorcycles, but also the roads they drive on, the races they compete in, cultural works based on them, government regulation of them, and the people who design, build, and drive them. We are dedicated to the preservation and free distribution of information relating to all types of cars and road-going vehicles for those seeking the greater understanding of these very important elements of modern society, how automobiles have affected how people live around the world, or for the general study of automotive history and anthropology. In addition to the historical knowledge, we preserve current events for future generations.

Owner Bill Crittenden can be reached at Admin@CarsAndRacingStuff.com

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Connect with The Crittenden Automotive Library on social media:



Cover: 1977 Oldsmobile Cutlass & custom 1966 Chevrolet Chevelle at the 2015 Cruisin' Spring Car Show in Gilberts, Illinois. At left is the front of the Cutlass.

Pictures for the Tail Lights article on pages 3-5: 1970 Pontiac Grand Prix, 1985 Pontiac 6000 from the 1985 Pontiac Catalog, an Allstate tire, 1965 Pontiac Tempest Sprint Overhead Cam 6, Pontiac 1968 Le Mans turn signal light, AMC Concord speedometer, and 1963 Plymouth Savoy gear selector.

Tail Lights

Bill Crittenden

There's a photography term called a "three-quarter view." Merriam-Webster's definition is "a representation of a head or figure posed about halfway between front and profile views." Profile refers to side view, so a three-quarter view is at an angle where you can see the front and the side of the subject.

The term "front three-quarter" is well known in automotive media, probably because it seems to be the most common photograph of an automobile. The photographer stands in front of the car but off to one side so that the image shows the side of the car to varying degrees depending on the angle desired. You see this angle in car sales papers, on magazine covers, ads, on Instagram, and just about everywhere photographs of cars appear.

So when searching for just about any car in existence, finding front three-quarter front shots is no problem. Looking for other angles? Sometimes that's not so easy.

Several years ago I heard from the model car guys I'd been hanging out with that they were having trouble finding reference material to properly detail their model cars. Interiors and engine bays were a kaleidoscope of materials and model cars were usually molded in one or two colors of plastic.



So I began taking pictures of cars at shows and cruise nights. In addition to the basic front three-quarter view, I took pictures of tail lights, interiors, dashboards, engine bays, and trunks. One car owner even recognized me just by my method of photography. Two pictures of his Buick's turbo-charger and three of its interior were apparently enough of a giveaway.

Since then billions of more photographs have come online, but since I can't republish most of them I'm still hitting car shows and taking my own pictures of cars and their details to add to The Crittenden Automotive Library. So far, just counting .jpg files over 500KB, we're at about 16,750.

This is just one very direct reason why the name

"Tail Lights" fits The Crittenden Automotive Library and why the cover is a picture of the rear of a car. The subtitle "Automotive History from a Different Perspective" is just a little hint for those who don't "get it" right away, but this Library intends to show cars (and trucks and motorcycles) from a perspective not commonly found in automotive media.

Introducing a brilliant new driver's coupe from America's foremost practitioners of the art.



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Operating Notes

The first car show of the season is online now. It was a small show in nearby Gilberts at a restaurant called Cruisin'. I've put together a schedule that should keep me busy all summer long. To prevent any issues with my web host or internet service provider the data-intensive uploading of high-resolution photos means I should do something less data-intensive when I'm not going to car shows. First up is finishing the Speedmonkey archives and then I'll be spending a good chunk of the next few months building tables of racing results. I mean it this time!

The tables of racing results date back to the very beginning of The Crittenden Automotive Library in 2006, and were forgotten as I found other projects, and it's past time to get these finished so that a number of pages lose their half-done "under construction" look.

So, that's the plan for the summer: weekly car show or cruise night photo sets and racing results tables in between show dates.

History Beyond the Fenders

The Crittenden Automotive Library covers all aspects of automobile, truck, and motorcycle transportation and related sports, including peripheral topics such as hobbies, car culture, politics, music, film, and art. Each month's History Beyond the Fenders entry refers to a new part of the overall collection that isn't about a car.

This month's History Beyond the Fenders entry is the new page to organize materials from NHTSA's traffic safety campaigns.

These campaigns are the automotive world's version of the old "this is your brain on drugs" ads. I'm not sure how well they work, but for those who want to prepare their campaigns "out of season" I've been saving them, since NHTSA only has them online for few weeks before an event and then rotates them out after each campaign ends.

Many of them are pretty clever or funny, and a lot of them are created to be used in conjunction with specific holidays.

628.2

628.2 is the Dewey Decimal section for automobiles. Here in Tail Lights it refers to our operations with real books, magazines, documents and other printed material.

Last weekend was the Crystal Lake Friends of the Library's book sale. Apologies to anyone who had gotten there after 10:30 am Saturday and expected to find any book about cars, but I assure you that a pretty decent stack of them found a good home.

As the Reference Desk is still pretty new, there's a lot of room for improvement, and once I figure out exactly how I want it to appear I'll be adding last week's books and a whole lot more to expand this section.

Also, the 1920 book Automotive Engineering has been added for download as a PDF.

Statistics

This month's big news is the the passing of the 26,000 individual article mark. We're already well on our way to 50,000!

However, with few exceptions articles are about all I had time to process and upload for the month of March. April looks to be more of the same with the exception of perhaps an event or two's worth of photographs towards the end of the month.

Articles: 26,372 (+370)

Documents: 707,283 pages in 81,73 documents

High-Resolution (500KB+) Photographs: over 16,750 (est.)

Video: 1 week & 7:17:37 (+1:03)

Audio: 2 weeks, 5 days & 9:43:23 (+0:29)

Event Photography: 166 sets (+1)

Facebook: 396 Likes (+10)

Twitter: 372 followers (+2)

Tumblr: 61 followers (+5)

Instagram: 265 followers (+173)

Automobiles of a Century Ago: The 1915 Indianapolis 500

In 1912 Ralph De Palma came but a few laps from victory in the second Indy 500 when his car quit. He, along with his riding mechanic, pushed it across the finish line to a standing ovation, becoming a fan favorite.

Three years later he would endure both the injury of his brother in practice and a last lap mechanical issue to pass the finish line again. But this time his Mercedes held together, and Ralph finished under power and in first place.

What follows, starting on Page 7, is coverage from The New York Times from 1915. The story doesn't flow like a chapter in a book, but perhaps in the raw stories written at the time you'll find something you didn't know before about that year's race.



Reprinted from U.S. Department of Transportation's Fast Lane Blog at <http://www.dot.gov/fastlane>

Researching Ways to Keep Our Roads in Mint Condition

Gregory Nadeau, FHWA Administrator

Fast Lane readers have probably noticed that traffic congestion is on the rise because of higher volume on our roadways, which means more stress on pavements. And because one of the Federal Highway Administration's primary goals is to ensure the nation's highway system is maintained in a state of good repair, that means greater stress on our resources.

The GROW AMERICA Act—the long-term transportation bill the Department sent to Congress— would help us meet our goals more effectively. It provides funding growth and certainty so that state and local governments can maintain our roads, and it seeks to improve infrastructure by investing \$317 billion over six years for federal highway programs; that's more than 25 percent above current levels.

This funding is also essential to continuing important research that guides FHWA toward better ways of keeping our roads in good condition.

For example, the longer lasting pavement sought by

our Long-Term Pavement Performance research program would help state and local DOTs to stretch their budgets. It would also mean fewer damaging potholes for drivers.

At FHWA's Turner-Fairbank Highway Research Center we have a machine that specifically helps us understand pavement durability. It's called the Accelerated Load Facility, or the "ALF," and it does just what the name suggests: it simulates the effects of many years of heavy traffic in just a few months.

It's a fascinating piece of equipment to see at work. By adding stress, it tests a number of pavement types, each with a slightly different "recipe" or combinations of materials, so FHWA researchers can learn what recipe works best.

FHWA's Long-Term Pavement Performance program is dedicated to a better understanding of the deterioration that happens with pavement; the ALF improves our understanding of that process; and the Obama Administration's GROW AMERICA Act seeks to keep the ALF working for better roads.



Automobiles of a Century Ago: The 1915 Indianapolis 500

DE PALMA IN 500-MILE RACE.

January 19, 1915

Auto Racing Champion Likely to be Favorite in Indianapolis Event.

With the contest six months away, four entries are already lined up for the next Indianapolis 500-mile race, the last to register being Ralph De Palma, America's road racing champion, with his Grand Prix Mercedes. Through his backer, E. C. Patterson, De Palma made entry last week, desiring to be as close to the head of the list as possible, because of the Hoosier elimination trials, which take place in the inverse order of nomination each year.

Though defeated at Corona, De Palma has great hopes of capturing the Indianapolis classic, since, out of all the machines that raced in the Western contest, his was practically the only one conforming to the new 500-mile specifications. Measuring well under 300 cubic inches, the limit prescribed by the speedway management, and tested in over 1,500 miles of actual racing, he thinks it is ideally suited for the task.

It is likely that De Palma will go to the post a popular favorite. In point of sportsmanship and victories alike he stands unexcelled among American drivers. Of his triumphs the following are the most noteworthy: 1912, Santa Monica light-car race, (Mercer;) Elgin national trophy race, (Mercedes;) Elgin free-for-all, (Mercedes;) Vanderbilt Cup, Milwaukee, (Mercedes;) 1913, Cobe trophy, Elgin (Mercer;) 1914, Vanderbilt Cup, Santa Monica, (Mercedes;) Elgin national trophy, (Mercedes;) Cobe trophy, Elgin, (Mercedes.)

Young Drivers in 500-Mile Race.

February 14, 1915

INDIANAPOLIS, Feb. 13.—Eddie O'Donnell and Tom Alley, two of the younger generation of American racing drivers, have been entered in the next Indianapolis 500-mile sweepstakes at the wheel of two Duesenberg cars. Fred Duesenberg, builder of the machines, states a third party entry will probably be made before the first of May. Both O'Donnell and Alley have been climbing fast the last few months, the former taking a third in the recent Corona road race at the terrific speed of 85.74 miles an hour, and the latter annexing the world's 100-mile circular dirt track record at Minneapolis last Fall with an average of 65.57. Alley drove the last mile and a half of this contest on three tires, taking frightful risks all the way.

In size the Duesenbergs will not be handicapped this

year, as formerly, their cubic displacement being 299 inches, barely under the speedway limit. They are expected to prove extremely fast, Duesenberg being in the American motor world what Herreshoff is in the field of yacht building. Anything he puts out has usually got the goods.

Rivals Froze Out Chevrolet in 1911.

March 5, 1915

It has just developed why Louis Chevrolet, the auto driver, did not take part in the 500-mile race at Indianapolis in 1911. Chevrolet was driving a Buick and his manager decided that it would be better to have Louis as a post entry instead of an early entry. It was necessary to secure the consent of the other drivers for Chevrolet to enter the race at the post, and as they would not give their consent he was frozen out of the contest. He will enter the next Indianapolis race and try to get even with his rivals for their action in 1911. Dario Resta, who won the Grand Prix recently in a Peugeot, has left the Sunbeam company and Jean Chassagne, holder of the world's hour record and one of the foremost drivers of Europe, will pilot the Sunbeam racer.

\$100,000 AUTO RACE.

March 12, 1915

Indianapolis Speedway Probably Will Stage 1,000-Mile Event.

Special to The New York Times.

INDIANAPOLIS, Ind., March 11.—A super-sweepstakes for a purse of \$100,000 in gold is the new plan announced today by the management of the Indianapolis Motor Speedway, it being the culmination of all 500-mile events and to be for a distance of 1,000 miles. The originator of the plan is A. C. Newby, President of the National Motor Vehicle Company and a Director of the speedway, who plans to stage a contest such as the world has never seen.

The race is to be by invitation, entry being limited to makes of cars having won previous 500-mile contests. To date four such makes are eligible, Marmon, National, Peugeot, and Delage, with possibly a fifth after the next contest has been run. Entering three cars each, or possibly five, as did Mercedes in the last French Grand Prix, this would make a field of from fifteen to twenty-five machines.

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Automobiles of a Century Ago: The 1915 Indianapolis 500

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To qualify a speed of ninety miles an hour for twenty laps of the speedway would be necessary, with the start at 6 A. M. Drivers would take tricks of 250 miles each during the contest, to avoid every possibility of fatigue.

No definite date has been set for the event as yet, but it is likely that it will be held either next Fall or take the date of the regular 500-mile event next year.

Ten Cars Enter for Speedway Race.

March 27, 1915

Special to The New York Times.

INDIANAPOLIS, Ind., March 26.—In spite of the fact that the managers of the Indianapolis Motor Speedway assert that more than thirty cars will be nominated for the fifth annual 500-mile international sweepstakes race to take place May 29, up to tonight only ten cars had been entered. It is known that many special cars are being built for the race and that several of the plants are holding back on their entries. The foreign representation in the race, despite the war, promises to be as good as ever. At least three French, four English and three Italian cars are expected to start. The entries to date: No. 1, Maxwell, driver, Billy Carlson; No. 2, Maxwell, driver, unknown; No. 3, Maxwell, driver, unknown; No. 4, Mercedes, driver, Ralph De Palma; No. 5, Sunbeam, driver, L. Coatalen; No. 6, Sunbeam, driver, J.

Chassagn; No. 7, Brown, driver, W. W. Brown; No. 8, Duesenberg, driver, Tom Alley; No. 9, Duesenberg, driver, E. O'Donnell; No. 10, Cornelian, driver, L. Chevrolet.

A New Automobile Wonder.

April 11, 1915

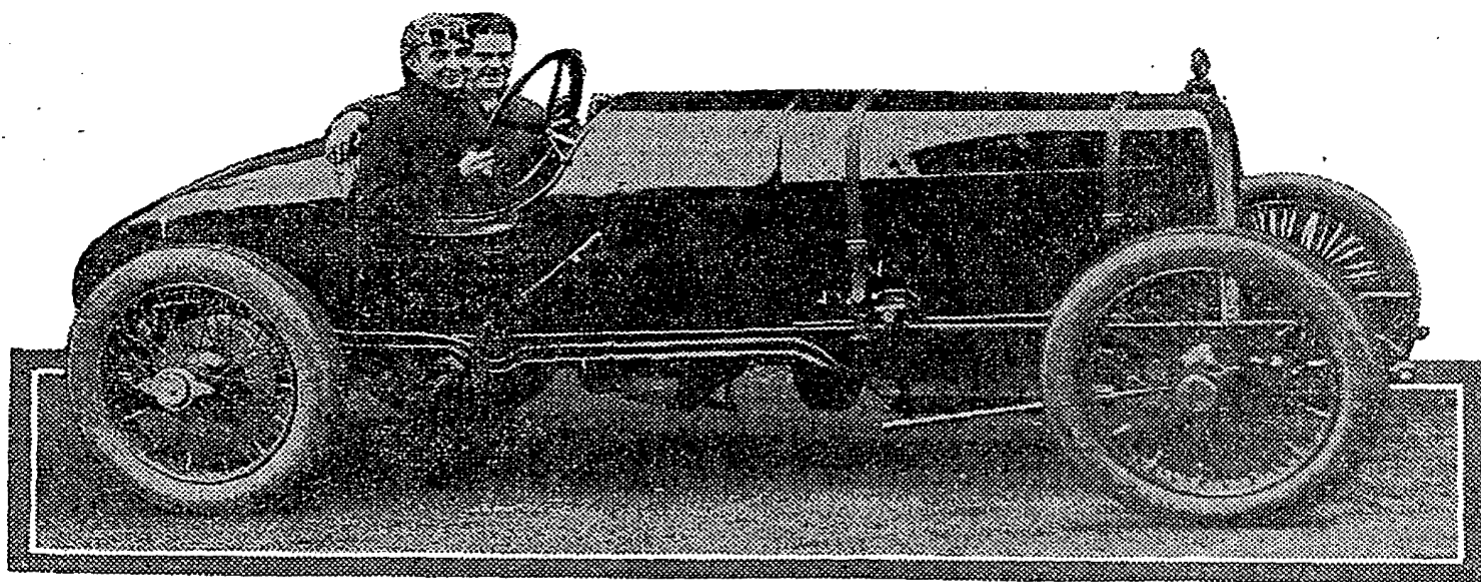
A new racing car, the like of which the world has never seen, is said to be under construction for the next Indianapolis 500-mile race by the Mercer Company of Trenton, N. J. Unofficial reports state this new wonder to possess a motor that turns over 3,900 revolutions per minute, without a drop in power curve, a performance hitherto undreamed of in the automobile world. Its mechanical details are being carefully guarded until the Indianapolis 500-mile race, all public demonstrations being tabooed until that time. Eddie Pullen, holder of the world's road racing record of 87.8 miles an hour is being touted to drive the car. It is thought that with this new marvel he will make all his former records look out of date.

STOCK TOURING CAR RACE.

April 12, 1915

Walter Marmon Suggests Novel Plan for Sweepstakes Winners.

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ONE OF THE ENTRIES FOR SATURDAY'S 500-MILE RACE.

This is the Mercer which Eddie Pullen is to drive in the annual 500-mile sweepstakes to be run at the Indianapolis Speedway on Saturday.

Automobiles of a Century Ago: The 1915 Indianapolis 500

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"Why not a 1,000-mile race such as has been proposed on the Indianapolis Motor Speedway between the winner of all the previous 500-mile international sweepstakes races, but limited to the registered stock touring car models of these makers?"

This is the suggestion of Walter Marmon of Indianapolis, relative to the proposition of the "greatest contest" which has been discussed during the last few months.

"Exponents of the highest degree of sportsmanship in horse racing have always advanced the view that the premier purpose of racing was the development of the pedigreed thoroughbred, thus improving the breed of horses, and, applying the same principle to automobiles, the highest development of the racing car is the manufacturer's stock touring car. The true benefit of automobile racing by the manufacturer is the proof of mechanical principles to be embodied in his regular product.

"We participated in all classes of motor car racing during the developing years of the automobile business, and made it a great feature. We wanted to learn the weaknesses of our design, and let our experience on the race course be a benefit to every one of the thousands of buyers of our cars. There we reaped a great benefit from racing. We attempted at all times to build racing cars along the lines of our ideas for standard models and to try out the parts, designs, and materials which go in our regular stock touring cars.

"We feel that we have developed our product to the point where it is no longer necessary to make our tests on specially designed cars that the best way of testing is to note the performance of the actual kind of a car which a man buys from us and drives in his everyday life. And it is true throughout the industry, I think, that racing of specially built cars is no longer necessary for the assistance of the engineering end of the work—that the motor car has been developed to a state of perfection where there are no special or glaring weaknesses which have to be ferreted out by specially constructed racers. All the good features brought out by special racing cars which could be adopted for everyday use have been discovered, so the present day race meets are inspired from another angle—the purely sporting side. Marmon cars were never raced for the sake of sport or the lust of winning. There was always a deeper underlying purpose when we sent a car to the post. What is more logical, then, than that this comparative test between cars which have demonstrated their superiority in racing should demonstrate the application of these principles to the regular product of these makes? What, after all, have we learned?"

INDIANAPOLIS RACE ENTRIES

April 25, 1915

Forty Cars Expected to Compete in Annual Speedway Event.

With the closing of entries for the next Indianapolis 500-mile race on May 3 but little more than a week away at least thirty-five and possibly forty entries are in sight for the contest.

The next few days are expected to result in a rush for the tape unequalled in the history of the speedway. Among the latest to announce their intention to compete are Harry Grant, who is trying to persuade Wilhelm Ziegler to re-enter the racing game and nominate him at the wheel of his Sunbeam; "Mutt" Clarke, the Texas driver, who is preparing a car of his own at Ft. Worth, and H. E. McCord, a Southern pilot, who is grooming a Cino for the event. The field to date, cars and drivers, is as follows:

Signed Entries.—Maxwell, Carlson; Maxwell, Rick-enbacher; Maxwell, ———; Stutz, Anderson; Stutz, Wilcox; Stutz, Cooper; Sunbeam, Chassagne; Sunbeam, Coatalen; Peugeot, Resta; Peugeot, Burman; Peugeot, Duray; Delage, J. De Palma; Mercedes, R. De Palma; Duesenberg, Alley; Duesenberg, O'Donnell; Du Chesneau, Brown; Cornelian, Chevrolet.

Expected Entries.—Mercer, Pullen; Mercer, Ruckstell; Mercer, ———; F. R. P., Hughes; F. R. P., Whalen; F. R. P., Keene; Bergdoll, Bergdoll; Bergdoll, ———; Bergdoll, ———; Bugatti, Oldfield; Mulford, Mulford; King, A. Klein; Sunbeam, Grant; Cornelian, C. Klein; Fort Worth, Clarke; Cino, McCord; Duesenberg, ———; Mercedes, Wagner.

40 CARS IN SPEEDWAY RACE.

May 5, 1915

All American Made Except Ten—Trials May 21, 22, and 23.

INDIANAPOLIS, May 4.—Two additional mail entries have been received for the next Indianapolis 500-mile race, increasing the total count for that event to forty.

They are a third Duesenberg, entered by F. S. Duesenberg of Minneapolis, Minn., no driver named, and a Shambaugh special, entered by Charles Shambaugh of Lafayette, Ind. Shambaugh will drive his car.

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Automobiles of a Century Ago: The 1915 Indianapolis 500

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An "unknown" car was entered at the eleventh hour by an Indianapolis man, but is not officially listed, inasmuch as the owner desired his name withheld until he ascertained whether his car would be finished in time.

Rene Thomas, who cabled his entry to the Speedway management early in the Spring, is not coming after all. Thomas, after failing originally to interest the Delage factory in loaning him a car, tried to raise the necessary capital to buy the machine, but failed in that also.

It is not thought, however, that he will be missed, as Dario Resta, winner of the last Vanderbilt and Grand Prize races at San Francisco, is counted on as being more than able to fill his shoes. The elimination trials will be held May 21, 22, and 23.

The list of cars and drivers follows:

Car.	Made in	Driver.
Maxwell, America.....		Carlson
Maxwell, America.....		Rickenbacker
Maxwell, America.....		_____
Mercedes, Germany.....		De Palma
Sunbeam, England.....		Coatalen
Sunbeam, England.....		Chassagne
Du Chesnau, America.....		Brown
Duesenberg, America.....		Alley
Duesenberg, America.....		O'Donnell
Cornelian, America.....		Chevrolet
Delage, France.....		J. De Palma
Stutz, America.....		_____
Stutz, America.....		_____
Stutz, America.....		_____
Peugeot, France.....		Resta
Peugeot, France.....		_____
Peugeot, France.....		_____
Bergdoll, America.....		E. Bergdoll
Bergdoll, America.....		G. Bergdoll
Mercer, America.....		Pullen
Mercer, America.....		Ruckstell
Mercer, America.....		Nikrent
Bugatti, Germany.....		Oldfield
Bergdoll, America.....		Haupt
Emden, America.....		_____
F. R. P., America.....		Hughes
F. R. P., America.....		Keene
F. R. P., America.....		Whalen
Sebring, America.....		_____
Sunbeam, England.....		Grant
Sunbeam, England.....		Limberg

Cino-Purcell, America.....	Cox
Burman, America.....	Burman
Harroun, America.....	Orr
Mulford, America.....	Mulford
Cino, America.....	McNay
Kleinert, America.....	Klein
Mais, America.....	Mais
Duesenberg, America.....	_____
Shambaugh, America.....	Shambaugh

Elimination Trials for Big Race.

May 7, 1915

The elimination trials for the Indianapolis 500-mile auto race will be held on May 20, 21 and 22, and the present entry of forty-one cars will be cut to thirty-three, meaning that eight will be eliminated at the trials. The car making the fastest time in the trials will be given position No. 1 in the race, next the pole, and the other positions will be assigned according to the best times made in the trials by the other cars. Frank Galvin, a former six-day bike rider, and George Babcock, the New England racing phenom, have been selected with Dario Resta to complete the Peugeot team for the race, and these men will start practicing on the track in a few days.

BURMAN TO FIGHT PROTEST.

May 10, 1915

Auto Driver Refiles Entry of Car to Prevent Disqualification.

Bob Burman, the world's speed king, is up in arms over the announcement that Ray Harroun intends to court disqualification for his Harroun special in the next Indianapolis 500-mile race, on the ground that it is really a Maxwell, and, therefore, ineligible under the rule that "no more than three cars of any one make may start in any race."

Burman sees in Harroun's move a deliberate attempt to disqualify his own Burman special, a rebuilt Peugeot, three new cars of which are already entered for the contest, the same as Maxwell, and says he will fight the proposition to a finish. Bob has refiled his entry under the name of Burman-Peugeot. It is his contention that the motor of the car, save the crank case, is entirely new, having been constructed in Los Angeles under his own supervision. The car is, therefore, no longer a Peugeot, and cannot be barred under the three-car rule.

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Automobiles of a Century Ago: The 1915 Indianapolis 500

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May 13, 1915

Burman is not fighting this battle for himself, as his car is probably fast enough to beat out two of the regular Peugeots under any title, but is championing Alphonse Kaufmann, the Peugeot entrant, a warm friend of his.

Dario Resta, the Peugeot crack, and Burman have taken permanent residence at the Indianapolis motor speedway for the race, and are now busily engaged grooming their cars for that event.

MUST USE NEW AXLES.

May 12, 1915

Rule Will Be Strictly Enforced in Indianapolis 500-Mile Race.

Rule 14 of the Indianapolis motor speedway, specifying that axles on all cars in the next Indianapolis 500-mile race must be new two days before the contest, will be enforced to the letter, says Carl G. Fisher, the speedway President.

It had been brought to President Fisher's ears that Dario Resta, star entrant in the race by virtue of his recent dual victory in the Vanderbilt and Grand Prize races, had no extra axle for his car, and said he could not get one made to suit him. Therefore he would start with his old axle or not at all.

Fisher, while firm on the point of not permitting Resta to violate a speedway rule, which, he stated, was known a year ago, suggested that a way out of the difficulty would be for Resta not to use his car in practice, but to get accustomed to the course in his old Vanderbilt and Grand Prize racer.

This scheme appealed to Resta, so that the trouble was settled in an amicable manner. Resta's 500-mile race car, incidentally, is new, having been built for the last French Grand Prix, but never used in that contest.

Bookmakers are already getting out their slates for the race, advance bets being posted not only as to who will win the race, but who will start the contest.

Odds are being laid at 10 to 1 that all European cars will qualify, in which event they are expected to rule at better than even money against the field, numbering nine out of thirty-three starters. The European cars involved are J. De Palma's Delage, R. De Palma's Mercedes, Resta's Peugeot, and two others, the Sunbeams, with Chassagne, Porporato, Grant, and Limberg, and Oldfield's Bugatti.

INDIANAPOLIS, May 1.—Louis Chevrolet, America's greatest racing sensation, has arrived on the scene of the next Indianapolis 500-mile race with the queerest looking car, a Cornelian.

Hardly larger than a baby carriage, it weighs only 1,000 pounds, and carries a motor of only 103 cubic inches piston displacement, smaller than the smallest Ford. The car has practically no unsprung weight, even the differential being mounted on the chassis, and the drive taken through a series of universal joints. The machine is also minus a frame, the weight simply being carried by the body, which is a single sheet-steel shell. Its speed is estimated at 100 miles an hour.

What Chevrolet will do with this car in competition is the question of the racing world today. Being able to go through the 500-mile grind, without a stop for gasoline, oil, or tires, it should rank with the largest cars in the field as favorable.

BRAGG TO DRIVE PEUGEOT.

May 14, 1915

Amateur Autoist to Replace Galvin in Indianapolis Sweepstakes.

INDIANAPOLIS, May 13.—Caleb Bragg, said to be worth \$12,000,000, has signed to pilot Frank Galvin's Peugeot in the next Indianapolis 500-mile race, Galvin being laid up as the result of injuries received when his car overturned in practice recently. Bragg is one of the most famous drivers in the game, having won the 1910 Grand Prize and numerous other contests.

Barney Oldfield has arrived with the German Bugatti he is to drive in that contest. Barney has had the car thoroughly overhauled in a factory at Cleveland, and says it is in shape to win.

Oldfield predicts a lurid record for his machine. Made in a French part of Germany, Alsace-Lorraine, by an Italian manufacturer, Ettore Bugatti, it is to be driven by an Irish American.

With the news that they had sailed hardly off the wire, J. Porporato and Percy Graham, drivers of English Sunbeams, arrived here, and are now preparing for the contest.

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Chevrolet's Wonderful Little Car.

Automobiles of a Century Ago: The 1915 Indianapolis 500

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Jean Chassagne, originally scheduled to cross the pond with Porporato, was detained at the last minute by an emergency of warfare, and may not be able to get away after all, though there is still some hope of his coming. If he does land it will hardly be in time for the elimination trials on the 20th, 21st, and 22d.

Officials for the race have been announced as follows: Dave Beecroft and F. A. Croselmire of New York, A. A. A. representatives; A. R. Pardington of Detroit, referee; F. E. Edwards, Director of Contests Chicago Motor Speedway, Chairman Technical Committee, and Tom Hay of Chicago, starter.

AUTOS TUNING UP FOR SPEEDWAY RACE

May 18, 1915

De Palma Arrives at Indianapolis and Shares Favorite Honors with Resta.

INDIANAPOLIS, May 17.—Drivers at the speedway for the Indianapolis five-hundred-mile race on May 1 are now divided into two factions, Peugeot and anti-Peugeot. The latest cause for disagreement arises over the fact that if either Bragg or Babcock fail to qualify their "Baby" Peugeots in the elimination trials for that contest, Dario Resta, Captain of the team, may be sent in to turn the trick.

Despite the fact that Burman pulled this stunt last year, and got away with it, too, taking Disbrow's car through the eliminations for him, there is a lot of talk of preventing a similar occurrence this season. It is unfair to entrants of individual cars, it is argued, to let one man qualify all three cars of a team. In other words, every driver being considered just as much a part of the race as his car, he should be made to stand on his own feet and qualify himself, it is believed.

What will be done in the matter is unsettled, the question being one purely for the American Automobile Association to determine. Dave Beecroft, official representative of this outfit, is expected here now shortly, when an authoritative statement on the subject may be expected. The qualification problem, together with the Burman-Harroun argument as to what constitutes a certain make of car, and what does not, is expected to keep the American Automobile Association busy for some time.

Daybreak is becoming the favorite hour for time trials by contestants, few railbirds having the hardihood to venture

forth early in the morning. A general desire seems evident among contestants to keep their very best performances under cover, and there are rumors of laps turned in sensational time, while the surrounding countryside was asleep. One of the best performances to date is that of Earl Cooper in his Stutz, who reeled off fifty miles in 4 minutes and 18 seconds, at average of better than 87½ miles an hour.

Spee dis the slogan this week, the efforts of contestants to snatch seconds away from Father Time being scheduled to culminate in the elimination trials for that contest, May 20, 21, 22.

Thirty-three out of the forty-one cars nominated are to prove themselves eligible for the race under the law of the survival of the fittest, the other eight passing into oblivion. The bitterest kind of competition is expected to result.

The order of the time trials will be in the inverse order of entry, the last car starting first, and the first starting last. This is to give the early entrants a chance to figure on the other fellow's performance, so that he may judge his own accordingly. Three trials will be allowed to each man, the best of the three to count.

Arranged at present, the cars with their drivers will start as follows: 1, Bals special, Hill; 2, Shambaugh, Shambaugh; 3, Duesenberg, no driver named; 4, Mais, Mais; 5, Kleinart, Klein; 6, Cino, McNay; 7, Mulford, Mulford; 8, Harroun, Orr; 9, Burman-Peugeot, Burman; 10, Cino-Purcell, Purcell; 11, Sunbeam, Limberg; 12, Sunbeam, Grant; 13, Sebring, Cooper; 14, F. R. P., Whalen; 15, F. R. P., Keene; 16, F. R. P., Hughes; 17, Emden, Donaldson; 18, Bergdoll, Haupt; 19, Bugatti, Oldfield; 20, Mercer, Nikrent; 21, Mercer, Ruckstell; 22, Mercer, Pullen; 23, Bergdoll, G. Bergdoll; 24, Bergdoll, E. Bergdoll; 25, Peugeot, Bragg; 26, Peugeot, Babcock; 27, Peugeot, Resta; 28, Stutz, Wilcox; 29, Stutz, Cooper; 30, Stutz, Anderson; 31, Delage, J. De Palma; 32, Cornelian, Chevrolet; 33, Duesenberg, O'Donnell; 34, Duesenberg, Alley; 35, Du Chesneau, Brown; 36, Sunbeam, Graham; 37, Sunbeam, Porporato; 38, Mercedes, R. De Palma; 39, Maxwell, no driver named; 40, Maxwell, Rickenbacher, and 41, Maxwell, Carlson.

Ralph De Palma has been added to the galaxy of stars now in Indianapolis for the big race, arriving from Detroit with his two Mercedes cars, a four and a six. The four-cylinder car, which he will drive, he has had rebuilt, with the idea of cutting down its wind resistance. It has been made considerably narrower and a trifle longer, so as to cleave the atmosphere to greater advantage. It is the car that won the French Grand Prix and the last two races a Elgin.

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De Palma's arrival has had a peculiar effect on the betting odds. To date Dario Resta had practically ruled as favorite. Now he is forced to share honors with the hard luck champion.

A new speedway record for the year has been set by Howard Wilcox in his Stutz, the blond youth reeling off a lap on the Hoosier Oval in 1:34:08, an average of ninety-five miles an hour.

Auto Trials Postponed.

May 21, 1915

INDIANAPOLIS, May 20.—Rain today caused a postponement of the first elimination trials for the 500-mile automobile race to be held here May 29. Forty cars are entered, and as the number of starters has been limited to thirty-three, seven cars will be eliminated. Each car to be permitted to start will have to make an average speed of eighty miles and hour, and the thirty-three showing the best time above that average will make the start in the race. Three trials will be given each driver. At the Speedway offices it was said the trials would start tomorrow, weather permitting.

AUTO TRIALS ON SPEEDWAY.

May 22, 1915

Ralph De Palma Qualifies With Speed of 98.2 Miles an Hour.

INDIANAPOLIS, May 21.—Ralph De Palma, favorite in the 500-mile automobile race to be held at the Speedway here May 29, qualified for the contest this afternoon, when he made a circuit of the two and one-half mile course in 1:31:07, or at an average speed of 98.2 miles an hour. De Palma was the first man to start in the elimination trials, in which a speed of 80 miles an hour was required to qualify for the race. His time today was only 2 seconds under the record for the course, made last year by Georges Boillot. Others who qualified today were Barney Oldfield, Tom Orr, and Eddie Rickenbacher.

Boxing Ban in Indianapolis.

May 23, 1915

INDIANAPOLIS, May 22.—Boxing contests between Lightweight Champion Freddie Welsh and Milburn

Saylor and George Chip and Jack Johnson, which were scheduled to be held here May 28, will not be permitted, according to an announcement of Mayor Joseph E. Bell which became public today. It has been customary to hold a boxing match on the day before the 500-mile race at the Speedway, but Mayor Bell says that the sport "degenerated into fake prize fights conducted solely for the money there was in it."

NEW RESTRICTIONS FOR AUTO RACERS

May 23, 1915

A. A. A. Hands Down Rulings—Fisher Opposed to Drivers Sharing Speedway Profits.

INDIANAPOLIS, May 22.—Rulings of vital importance to the automobile racing game have been handed down by the American Automobile Association with reference to cars entered for the next 500-mile race. The first of these is that wherever elimination trials for a race are held the driver or relief driver of a car must qualify his own machine, no man being allowed to qualify more than one car. Previously, as in the case of Burman at Indianapolis last year, one man could qualify as many machines as he wished.

The second rule does away for all time with entering a car under any name other than its own for the purpose of squeezing in a fourth car when three of the same make are already entered. Under this ruling the Harroun special entered in the Indianapolis race must compete as a Maxwell, and the Burman-Peugeot as a Peugeot. This automatically eliminates one Maxwell and one Peugeot from the running.

Other important rulings, perhaps the most vital, because if carried through they will establish the right of the American Automobile Association to change the entry blanks of promoters at will, are amendments to the speedway's rule requiring front axles of all cars to be new two days before the race and the rule that eliminations are to close on Saturday, May 22. The former rule has been modified to refer only to steering arms, spindles, and connecting rods, and the latter to permit entrants to qualify as late as Monday, May 24, permitting some of the late comers to get under the wire.

The speedway has not as yet stated an opinion about the matter, Carl G. Fisher, President of the institution, being out of town and no one else being empowered to make a statement in his absence. It is thought, however, that serious friction may result.

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Just at present Mr. Fisher is concerned with another matter, however. He has invited members of the new Auto Drivers' Protective Association, an organization of racing pilots founded in Indianapolis a few days ago for the purpose of sharing control of the sport with the owners of speedways and the American Automobile Association, to a conference to be held in the near future. He says he has several things he would like to say to the racing men, with the idea of inducing them to avoid any program which, in his opinion, would be detrimental to the best interests of the game. He thus believes it would be very unwise for the new association to attempt to dictate to track owners in financial matters, such as the payment of entry fees, bonuses, and the division of receipts resulting from elimination trials prior to a race.

Racing drivers, Fisher says, are already the most favored of any class of sport professionals. The prizes they compete for are larger than in any other line of sport, and with speedways being built all over the country their chance for financial emolument is unparalleled. For this reason, says Fisher, drivers should be careful not to handicap the development of the game.

Oldfield's Car Breaks Down.

May 23, 1915

INDIANAPOLIS, May 22.—A broken connecting rod practically demolished the engine in Barney Oldfield's foreign racing car today, and experts said it could not be repaired in time for the 500-mile automobile race here May 29. Oldfield qualified his car yesterday in the speed trials. He will probably drive one of the other forty cars entered.

Twelve more cars made the required average of eighty miles an hour in the elimination trials today. The drivers who qualified are Earl Cooper, Bob Burman, Gil Anderson, Wilcoi, Mais, Grant, Klein, Babcock, J. Cooper, Donaldson, Ruckstell, and John De Palma.

AUTO DRIVER INJURED.

May 24, 1915

John De Palma Meets with Painful Accident at Indianapolis.

Special to The New York Times.

INDIANAPOLIS, Ind., May 23.—In the most spec-

tacular accident witnessed at the Indianapolis motor speedway John De Palma, brother of Ralph De Palma, today wrecked the Delage car he was nominated to drive in the big 500-mile race next Saturday. While speeding at the rate of 75 miles an hour the machine skidded on the northwest turn of the big oval and crashed through the cement retaining wall which is a foot thick and turned over six times before coming to a stop. Fifteen feet of the wall was torn out, so terrific was the impact, and when the ambulance was hurried to the scene of the accident, both were painfully injured but it was said at the Methodist Hospital tonight both De Palma and Phillips would recover unless unforeseen internal injuries developed.

The car wrecked by De Palma was the same machine which won the international event a year ago. There is little possibility that it can be repaired in time for next Saturday's race.

Howard Wilcox in his Stutz negotiated the two and one-half miles course in a new American record for the fast time of 1:31, which figures 98.9 miles per hour. The record was held by Boillot in a French Peugeot, his time being 1:30:13.

THREE AUTOS WITHDRAWN.

May 25, 1915

American-Made Cars Not Speedy Enough for 500-Mile Race.

INDIANAPOLIS, Ind., May 24.—Three cars entered in the 500-mile automobile race, to be held here Saturday, withdrew today, and it was said other withdrawals are expected, because of inability to make the required speed of eighty miles an hour. Today was the last day for the speed trials.

The three cars that withdrew were of American make, and their drivers were to have been Pullen, Ruckstell, and Nikrent. It was explained that the three drivers have been having engine trouble and could not get their mounts in shape.

Darius Resta made a lap today at the rate of 98.5 miles an hour. Cox and Lecain also made better than the required average.

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Mulford in 500-Mile Auto Race.

May 26, 1915

INDIANAPOLIS, May 25.—Ralph Mulford has been named as eleventh-hour entrant in the impending Indianapolis 500-mile race next Saturday, at the wheel of a Duesenberg car. Mulford found himself unable to get his own machine, a special of private construction, ready for the contest, and accordingly switched to Duesenberg at the last minute. He takes the place of Wilbur De Alene, who will now drive relief instead. Alley and O'Donnell are the other members of the team.

500-MILE RACE POSTPONED.

May 29, 1915

Indianapolis Auto Run Goes Over Until Monday.

INDIANAPOLIS, May 28.—On account of weather conditions the 500-mile automobile race, which was to have been held at the Indianapolis Motor Speedway tomorrow, was postponed today until Monday. This announcement was made at the Speedway office.

Weather conditions here for almost a week have been unfavorable for the big race, and when the local Weather Bureau announced more rain for today and "partly cloudy" for tomorrow it was decided to postpone the contest until Monday. It is believed that, as Monday in most places has been declared a holiday on account of Memorial Day coming on Sunday, there will be a larger crowd Monday than would have attended tomorrow.

There have been four of the 500-mile contests at the local speedway, each held on Memorial Day, and it remained for the fifth race to be the first to be postponed.

The hotels are already filled to capacity with speed enthusiasts, and each arriving train is bringing more visitors into the city, in addition to the hundreds who are arriving in automobiles. The recent heavy rains and muddy condition of the roads seemingly has not deterred many from making the trip overland.

TWENTY-FOUR CARS IN SPEEDWAY RACE

May 30, 1915

Famous Racing Pilots Will Drive in 500-Mile

Sweepstakes for \$75,000 in Prizes.

More than a score of the fastest cars and drivers in the world are ready at the Indianapolis Motor Speedway to start tomorrow in the annual 500-mile international sweepstakes, for which prizes aggregating over \$75,000 are offered. The race was originally scheduled for yesterday, but weather conditions necessitated a postponement.

With five full three-car teams the contest promises to excel any previous sweepstakes held on the speedway. Five teams constitute a record for the track, the nearest approach being last year's race in which there were four. Two of the three-car aggregations are foreign, Peugeot and Sunbeam, with three American, Stutz, Maxwell, and Duesenberg.

Though forty cars were originally entered, only twenty-four will start. All the best drivers of America, Germany, England, France, and Italy will handle the cars, such as De Palma, Resta, Anderson, Cooper, Wilcox, Grant, Mulford, Burman, Babcock, Hughes, Chevrolet, and Reckenbacher.

The battle between these famous drivers promises to be a memorable one, especially among the quintet of team entries. There are a number of individual entrants who will be found battling near the head of the procession when the end of the contest is reached.

Twice this event has been won by Americans, and twice by Europeans. This is the fifth and rubber. The first race was won by a Marmon car driven by Ray Harroun. The second was credited to the National with Joe Dawson at the wheel. In 1913 Jules Goux was the first European to pilot a Peugeot to victory and last year René Thomas in a Delage was successful.

The Speedway track is two and one-half miles long, and built of vitrified brick. It is sixty feet wide, with 1,500 foot turns, banked sixteen degrees. Speed up to 100 miles an hour is attainable on it with safety. The acreage covered by the Speedway is 328, with practically a mile of stands seating 75,000 persons. Parking space is provided for 10,000 machines. The paid attendance last year was 100,000. The starters follow:

	Time.	Av.
1—Stutz, Wilcox.....	1:31	98.9
2—Mercedes, De Palma.....	1:31.3	98.6
3—Peugeot, Resta.....	1:31.4	98.5
4—Stutz, Cooper.....	1:33	96.75
5—Stutz, Anderson.....	1:33.4	96.4

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6—Sunbeam, Porporato.....	1:34.6	95.1
8—Peugeot, Burman.....	1:37.4	92.4
9—Kleinart, Klein.....	1:39.8	90.2
10—Dueenberg, Alley.....	1:40	90
11—Peugeot, Le Cain.....	1:40.6	89.3
12—Sunbeam, Grant.....	1:40.8	89.25
13—Duesenberg, O'Donnell.....	1:41.2	89
14—Peugeot, Babcock.....	1:41.4	88.9
15—Delage, J. De Palma.....	1:43.4	87.23
16—Sebring, J. Cooper.....	1:45.2	85.5
17—Maxwell, Carlson.....	1:47	84.1
18—Maxwell, Orr.....	1:47.8	83.5
19—Duesenberg, Mulford.....	1:48.8	82.7
20—Maxwell, Rickenbacher.....	1:49.8	82
21—Mais, (special,) Mais.....	1:49.8	82
22—Purcell, (special,) Cox.....	1:50.4	81.3
23—Bugatti.....	1:50.4	81.5
24—Cornelian, Chevrolet.....	1:51.1	81.1
25—Emden.....	1:52	80.3

EXPECT NEW RECORD IN BIG AUTO RACE

May 31, 1915

Indianapolis Sweepstakes Will Start at 10 o'Clock This Morning, Rain or Shine.

INDIANAPOLIS, May 30.—Twenty-four of the fastest racing automobiles in the world will compete here tomorrow in the fifth annual 500-mile race at the Indianapolis Motor Speedway. The contest, originally scheduled for Saturday, May 29, was postponed to Monday because of rain, which has fallen almost continuously for the last four days. Speedway officials announced tonight that the contest will start at 10 o'clock tomorrow, regardless of weather conditions.

The downpour of rain stopped late this afternoon, and it is indicated that Monday will be clear and warmer. If no more rain falls before the cars start the long grind the course will be dried out by the wind, race officials said.

The fact that the brick surface of the track has been thoroughly chilled by the rain means that the racers will be able to make faster time than otherwise would be possible, it was said. Tires will last much longer on such a course, it was stated, than on one heated by several days of bright sunshine. This, race enthusiasts point out, indicates that the record for the contest—6:03:45, made last year by René Thomas in a

Delage car—will be broken.

Among the drivers who will compete are men who have gained the highest honors in automobile racing. Ralph De Palma and Bob Burman are two of the best known of the pilots who will try for a share of the \$50,000 prize money. Fifteen American and nine foreign cars will face the starter.

The number of contestants this year is less than ever before, and the motors are limited to 300 cubic inches' piston displacement, smaller than in any previous sweepstakes race. The speed of the cars, however, seemingly has been increased. Ten of the entrants have circled the two-and-one-half-mile course at a speed of better than 90 miles an hour, and every car that will start has made a lap at an average of more than 80 miles an hour.

DE PALMA DRIVES WORLD'S BEST RACE

June 1, 1915

Mercedes Averages Nearly 90 Miles in Indianapolis 500-Mile Sweepstakes.

RESTA'S PEUGEOT SECOND

American Cars Take Third and Fourth Places Piloted by Gil Anderson and Earl Cooper.

International 500-Mile Sweepstakes.
INDIANAPOLIS.

Winner—Mercedes, (Ralph de Palma.) Time—5:33:55.50. Average—89.84 miles an hour.

Second—Peugeot, (Dario Resta.) Time—5:37:39.94. Average—89.28 miles an hour.

Third—Stutz, (Gil Anderson.) Time—5:42:27.57. Average—87.60 miles an hour.

Fourth—Stutz, (Earl Cooper.) Time—5:48:3.60.

Fifth—Duesenberg, (Edward O'Donnell.) Time—6:8:13.27.

Sixth—Peugeot, (Bob Burman.) Time—6:13:19.61.

Average in 1914—82.47 miles an hour.

Average in 1913—75.92 miles an hour.

Average in 1912—78.70 miles an hour.

Average in 1911—74.59 miles an hour.

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Value to Winner—\$35,000, (approximately.)

Value of Race—\$74,500.

Attendance—75,000.

INDIANAPOLIS, Ind., May 31.—Ralph De Palma driving a Mercedes car, won the fifth annual 500-mile international sweepstakes on the Indianapolis Motor Speedway today in the remarkable time of 5 hours 33 minutes and 55½ seconds. The victor traveled at an average speed of 89.94 miles an hour, and broke the record for the race established in 1914 by René Thomas in a Delage, who finished in 6 hours 3 minutes and 45.9 seconds.

Dario Resta, winner of the Vanderbilt Cup and Grand Prize races, who piloted a Peugeot car, was second. He contested every mile of the way with the winner, and the battle of these two drivers was the feature of the contest. Resta never quit trying to head off De Palma, and he finished only four minutes after the winner crossed the tape. Resta's time was 5 hours 37 minutes and 34.94 seconds. Gil Anderson, in a Stutz, was third, and completed the race in 5 hours 42 minutes and 27.57 seconds. Anderson was followed by Earl Cooper, his teammate. All four of the leading cars beat the record established last year by Thomas, and the fifth to finish, a Dulsenberg, driven by O'Donnell, was only five minutes behind the best previous time.

Prizes Worth Having.

Prize money to the value of nearly \$75,000 was offered for the race. Of this sum the winners share was approximately \$35,000, including \$20,000 of the stakes. Second and third received \$10,000 and \$5,000 respectively, exclusive of the special prizes offered by various accessory concerns.

That De Palma's victory was a popular one was shown by the demonstration by the thousands of spectators, who rose and cheered wildly as the winner finished his last lap. De Palma drove into his garage immediately after he received the checkered flag which announced his victory and locked the door of the building. His first words were praise for the mechanic who rode by his side during the long grind. Enthusiastic friends burst open the doors of the garage and De Palma became the centre of attraction for hundreds of people, who fought for a chance to shake him by the hand and congratulate him on his remarkable victory.

De Palma drove a consistent race, and at no time was he worse than fourth. He wrested the lead from Resta in the 175th mile and continued in front up to the 375th mile, when

he stopped at the pits. He quickly recovered the lost ground when he reappeared, and regained the lead in the 435th mile, when Resta skidded into the retaining wall and was forced to make a tire change as a result. After that De Palma never was headed, although Resta pushed his car to the limit.

De Palma's car ran perfectly until the beginning of the 498th mile, when it showed signs of faltering. Spectators feared that the car would fail him and he would be robbed of victory as he was in 1912, when with but two miles to go his machine broke down and he lost the prizes he had thought as good as won a few minutes before.

This year's race was the first held in which no persons were injured. Although the weather was threatening and the race had been postponed from Saturday a large crowd was on hand to witness the event. The track was ideal for high speed, as it was chilly, and tires lasted much longer than is usual on a brick course. The winner made two stops for tires and fuel. Speedway officials said tonight that the record probably will stand for years.

Not a Record Crowd.

The crowd did not equal those that attended the four previous sweepstake races, but Speedway officials said that they were well satisfied. The threatening weather, which made overcoats and Winter wraps more popular than Summer finery, kept many from the contest.

With Carl Fisher, President of the Speedway, leading the first lap, which did not count, the twenty-four cars were sent off promptly at 10 o'clock on the long grind. During the early stages of the race several cars alternated in the lead. At the end of the first fifty miles Anderson's Stutz was leading the field, with De Palma and Resta in third and fourth positions. At the century mark by terrific driving, Resta sent his Peugeot to the front, with De Palma's Mercedes less than a half lap behind. Wilcox's Stutz was in third place, directly behind De Palma's car.

At times a blanket could have covered the three leading cars during the next fifty miles. They crossed the wire in the same relative positions, but shortly before the 200-mile mark had been reached De Palma gained a half lap over Resta and Wilcox fell back to sixth position, his two teammates, Anderson and Cooper, taking a gruelling pace and moving up to third and fourth positions and less than a lap behind the leaders.

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De Palma kept grinding out lap after lap at a faster clip than ninety miles an hour, and Resta held to second position without losing ground. The pace was dazzling, and as each mile was passed a new record was established. Neck and neck De Palma and Resta whirled around the brick course, and the 250 and 300 mile marks were reached with not a lap separating the two drivers. The two Stutz cars were trailing at this time by a full lap.

The 300-mile mark was the climax of the speed of the day, DePalma's average having been pulled up to 90.21 miles an hour. Fighting the pace with a grim determination, Resta refused to be shaken off and was trailing by only a few yards. DePalma was forced to draw into the pits shortly after the 300 miles had been passed, and Resta gained a lap while the former took on gasoline and made a complete change of tires. Around the track the two circled at the death-defying pace, and Resta was forced to pull into the pits for new tires.

The French pilot was out in a hurry, but DePalma had made up a portion of that precious lap and was driving like a wild man. Without shutting off on the turns, he caught and overtook his rival before the 350-mile mark. In the meantime the two Stutz cars, driven by Anderson and Cooper, were fighting every inch of the way and held their third and fourth positions three laps in the rear of the two leaders.

At 400 miles DePalma led Resta by three-quarters of a lap. His average time at this point was 89.79 miles an hour. At 450 miles he had increased the lead to a lap and a half, and run his average up to 89.89 miles per hour.

There was no let-up in DePalma's wild pace for the last fifty miles of the race, and he crossed the wire a winner by a little better than two full laps. The list of starters in the race follows:

Number.	Car.	Driver.
1.....	Stutz.....	Wilcox
2.....	Mercedes.....	Ralph de Palma
3.....	Peugeot.....	Resta
4.....	Stutz.....	Earl Cooper
5.....	Stutz.....	Anderson
6.....	Sunbeam.....	Porporato
7.....	Sunbeam.....	Van Raalte
8.....	Peugeot.....	Burman
9.....	Kleinart.....	Klein
10.....	Duesenberg....	Alley
14.....	Sunbeam.....	Grant
15.....	Duesenberg....	O'Donnell
16.....	Peugeot.....	Babcock
17.....	Delage.....	John de Palma

18.....	Sebring.....	Joe Cooper
19.....	Maxwell.....	Carson
21.....	Maxwell.....	Orr
22.....	Duesenberg....	Mulford
23.....	Maxwell.....	Rickenbacher
24.....	Mais.....	Mais
25.....	Purcell.....	Cox
26.....	Bugatti.....	Hill
27.....	Cornelian.....	Chevrolet
28.....	Emden.....	Haupt

OLDFIELD LAUDS DE PALMA.

Barney Oldfield
June 1, 1915

Barney Also Pays a Tribute to the Three Placed American Cars.

Special to The New York Times.

INDIANAPOLIS, May 31.—Ralph de Palma never faltered today. He defeated Dario Resta on truly won merit. Man and machine welded together in an effort that will live long in the memory of those who saw it at the Speedway, and for many years a race-loving public will be talking about the way the little Italian drove his German Mercedes over an American track, and for American dollars to a wonderful victory.

The new world's record—89.84 miles an hour—speaks for itself, and for the condition of men, machine, track, and weather. All combined in the great, sustained effort through 500 miles of strenuous going. Perhaps conditions will not soon again be such that so high a mark can be set.

De Palma's victory is directly attributable to two primary reasons, the man and the machine. Probably no other driver could have used the great German car to such advantage, and probably no other machine could have stood De Palma in such good stead. He has worked almost a full year in preparing for what today brought him, and he went into the race with a confidence possessed by none of his competitors.

The race was almost as much a victory for an American manufacturer, Harry Stutz, as it was for De Palma. Three Stutz cars started, and three finished in the money. Indeed, one of the trio ran a full 400 miles with but three cylinders shooting, yet "Howdy" Wilcox brought it through with an average of nearly eighty miles an hour.

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And the other two Stutz, with Anderson at the wheel of the one that finished third and Cooper showing brilliant form at the wheel of the fourth to get the checkered flag, upheld the honors of America in great style. The cars were of a construction type new to Stutz. They showed up remarkably well in preliminary work, and when the test came they more than lived up to what was looked for by their maker and drivers.

Fifteen American cars, many of them patched up to resemble speed boats, were pitted against nine of Europe's best, so the result was not so disastrous to the home talent. At the finish there were eleven cars running, and six of these were Yankee made; indeed, it might be said that there were seven, for Burman's car has been almost entirely rebuilt in America.

Tom Hay had hardly dropped his starting flag before the advance indications as to where the race lay were being fulfilled. The three Stutz cars, De Palma, and Resta, were all that had really been figured, and right from the start they made the pace.

The first few laps found Anderson tooling his Stutz along far in the lead. In the second division were Cooper and Wilcox and Resta and De Palma, with Porporato of the Sunbeam and Rickenbacker in a Maxwell also showing a liking for choice company.

Anderson was forced into the pits for a tire change, the fast pace he was setting proving too much for his casings to stand. Then began a duel between De Palma and Resta which lasted until Ralph had disposed of his opponent in decisive fashion, but only when the race was almost at an end. Leadership was a question of racing luck, for lap after lap, when one man was forced to the pits, the other went on about his business, only to find the score evened when he himself paid a visit for the helping hand brigade to exercise its talents.

Along about the 400-mile mark came the true finish of the race. De Palma stayed in the pits until Resta was a full lap ahead. The Peugeot appeared to have the better of the Mercedes when it came to a plain speed argument, but De Palma went after Resta just as though conditions were reversed.

De Palma figured that he had visited the pits for the last time, barring bad luck, and that Resta was due to stop at least once before the end of the race. With this in view Ralph pressed his advantage for all he was worth. He carried the battle to his man. In and out of the turns and down the stretches the Mercedes nagged and ragged the Peugeot without a second's rest. The campaign accomplished its purpos-

es, for Resta finally went into his pits and when he came out again De Palma was left to go on his way unmolested. Had Resta gone after De Palma and battled to see which man or machine would "pop" first the verdict might have been reversed, for at the end the Peugeot appeared to be in better mechanical shape than the Mercedes.

Taken all in all, the race was clean cut all the way through, having about the average amount of trouble in store for all but the winner. The least that can be said for Resta is that he overcame many handicaps. The "breaks" were all against him, for time and again he was forced to fight his way through a scattering of slower cars that cut into his pace materially.

The pit work was both good and indifferent. Nothing wonderful developed in this regard, and in some instances it was deplorably slow.

SHORTER SPEEDWAY RACE.

December 31, 1915

Indianapolis Auto Contest to be Only 300 Miles on May 30.

INDIANAPOLIS, Ind., Dec. 30.—The annual Indianapolis motor speedway automobile race will be run over only 300 miles on May 30, 1916, instead of 500 miles, according to the entry blanks, which were sent out today. The purse for the race has been reduced from \$50,000 to \$30,000, the first prize being \$12,000. There will be ten prizes, the same as in former years.

Under a new ruling, five cars of the same make may be entered in the race. In addition to a factory team of three cars, two additional cars of the same name may be entered by individuals not connected with the factory.



Mega-collector NBC's Don Ricardo set the stage for Jay Leno and Jerry Seinfeld

Parks McCants, TorqueNews

Big Band Director and the original NBC Orchestra founder, Don Ricardo was an avid car collector that leveraged his fame and fortune into what was notably the premier Daimler, Mercedes Benz, Gullwing collection of last century. Don was fascinated with the Gullwing design and held a Delorean or two under cover. His passion was the automobile, and music provided the revenue to support his passion.

It's one of those life changing moments that at that time, is lost to the 'busy' backdrop of everyday commotion and pressing commitment. On an early spring morning back in 1985, I was afforded the opportunity of a car buff's lifetime; a chance meeting with Don Ricardo and a stroll through what was at the time, a premier, unequaled automobile collection of immeasurable value.

Sitting beneath Ricardo's professionally manicured Pasadena "Old Hollywood" estate, was a subterranean garage housing 20 vintage collectables, most if not all in pristine condition.

[As often noted in the Los Angeles Time](#), Ricardo's 14 car garage(over-stuffed at the time) and extensive machine shop was as noted by Edmunds.Com columnist Ed Hellwig: Even without its treasures, Ricardo's garage would be the envy of car buffs. Ed Hellwig wrote in a column for the automotive Web site edmunds.com a decade ago that it was "the mother of garages, an inspiration to men throughout the nation . . . a place to pay homage to the automobile."

In the company of Mercedes Benz master mechanic and restoration artist Patrick McCants of Seal Beach, California, I caught a ride in Pat's current project, a 1958 Mercedes Gullwing Coupe. This original "barn find" was transformed with just over 1,000 hours of restoration time, German black lacquer on red leather and just enough polished aluminum and chrome to catch this avid

car buffs undivided attention.

We headed up the 605 Freeway from the beach to the foothills of Pasadena

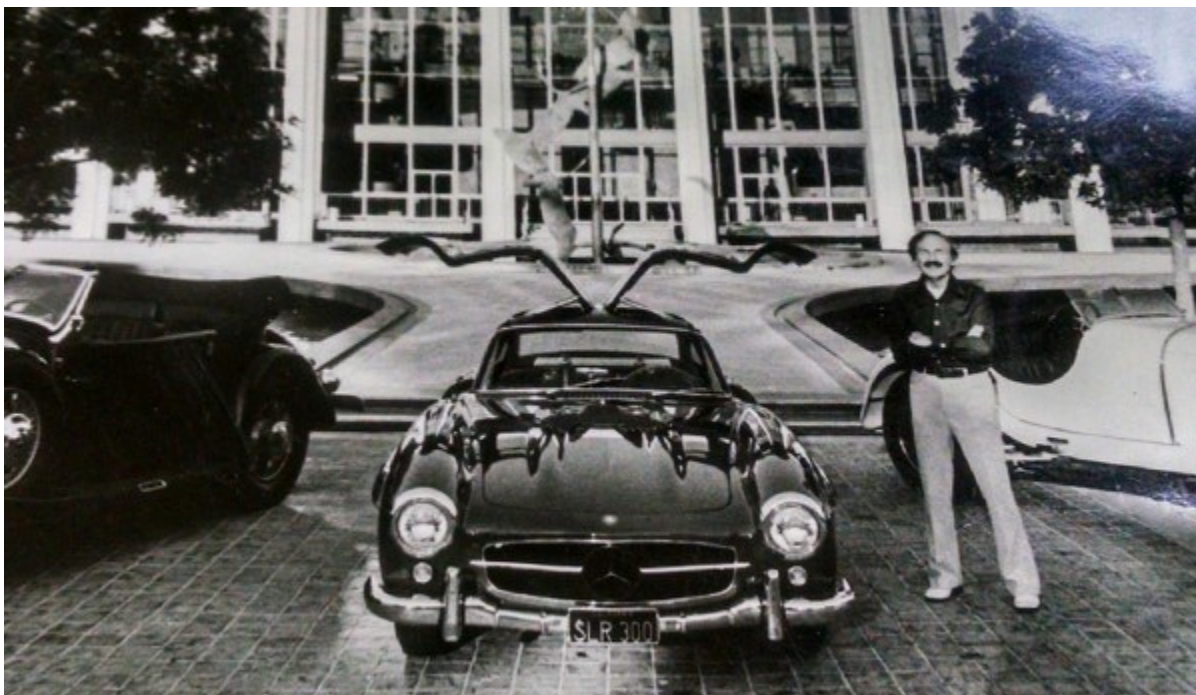
After lifting one's leg and literally dumping into the passenger seat over a high sidewall and subsequent well(the steering wheel tilts to the side to allow driver seating,) Patrick fired up the 300 SL and we headed up to Ricardo's Estate in Pasadena.

The rumble of the straight 6 cylinder monster and occasional crunch of a nearly missed gear in arguably a tedious exchange of heavy pedal pressure, and un-synchronized manual took the driver and passenger back to a day of raw torque and questionable drum brake stopping power. None the less, the MBZ 300 SL Gullwing Coupe was and remains a driving adventure like no other. And, with a mere 1400 coupes built, one of the most sought after collectables of a bygone era.

Holder of the world production car speed record of the day(161+mph)The 300 SL was one of the longest legged, low end torque producing monsters of the day. The exhaust tone was unforgettable and thought provoking. The ride? As uncomfortable as a buck-board on a rutted country road in late August, noisy as hell, yet you couldn't get enough of it!

Tech-features back in the day of the 300 SL was a center dashboard mounted analog clock, an interior light or two and oversized drum brakes. While Pat had fitted racing harnesses to the 300 SL, I don't recall them being a factory option. You'll have to check with Jay Leno on that question. Don Ricardo was personable, his hair perfect, and one could eat off of the floor of his subterranean garage.

Continued on Page 21...



...continued from Page 20

Patrick was in the midst of restoring a pre-World War 2 Mercedes Cabriolet for the Atkins family of Los Angeles. Don, aged in his early 80s at the time had fabricated a part for the project in his personal machine shop.

By today's horsepower and torque measurements the 300 SL(Sport-Light) barely exceeded the engine output of Honda's Civic Si. But, it was how the power was delivered. A car of many firsts, including fuel injection, aluminum sub-frame, optional aluminum body,(fewer than 300 built) the SL would set the "mark" for what Mercedes AMG performance has become today.

Looking over Don Ricardo's collection was life changing as to realizing one's potential as a 'serious car' collector. Although Don was well on his way to dedicating his collection to pre-war Daimler, Benz uber-iron, within the underbelly of his sprawling Pasadena estate rested the finest racing Jaguar, Mercedes SS, and Fiat collections this journalist had closely encountered.

Somewhere within his collection sat two additional 300 SL's, that was Don Ricardo in his early 80s.

Specifications

3.0 Liter fuel injected straight 6 cylinder 212-220 horsepower

4 speed manual transmission

Curb weight: 2412 lbs.

Oversized ventilated drum brakes

Construction: Sheet metal and aluminum mounted on welded aluminum body cage and subframe. Note: Standard, aluminum hood, trunk lid and doors, with optional full aluminum body.(saved 170 lbs.)

Source: <http://www.torquenews.com/1574/mega-collector-nbc-s-don-ricardo-set-stage-jay-leno-and-jerry-seinfeld>

Skywarn Hyundai Elantra

Bill Crittenden

I had to share this is an interesting little car I found at last week's Cruisin' Spring Car Show. It was parked right in the middle of the muscle cars and Mustangs and classic American hot rods.

As a fan of Hyundai it's pretty cool to see one being used in a public safety function. Skywarn's storm spotting is serious stuff, their volunteers can help direct more accurate warnings in severe weather and save lives.

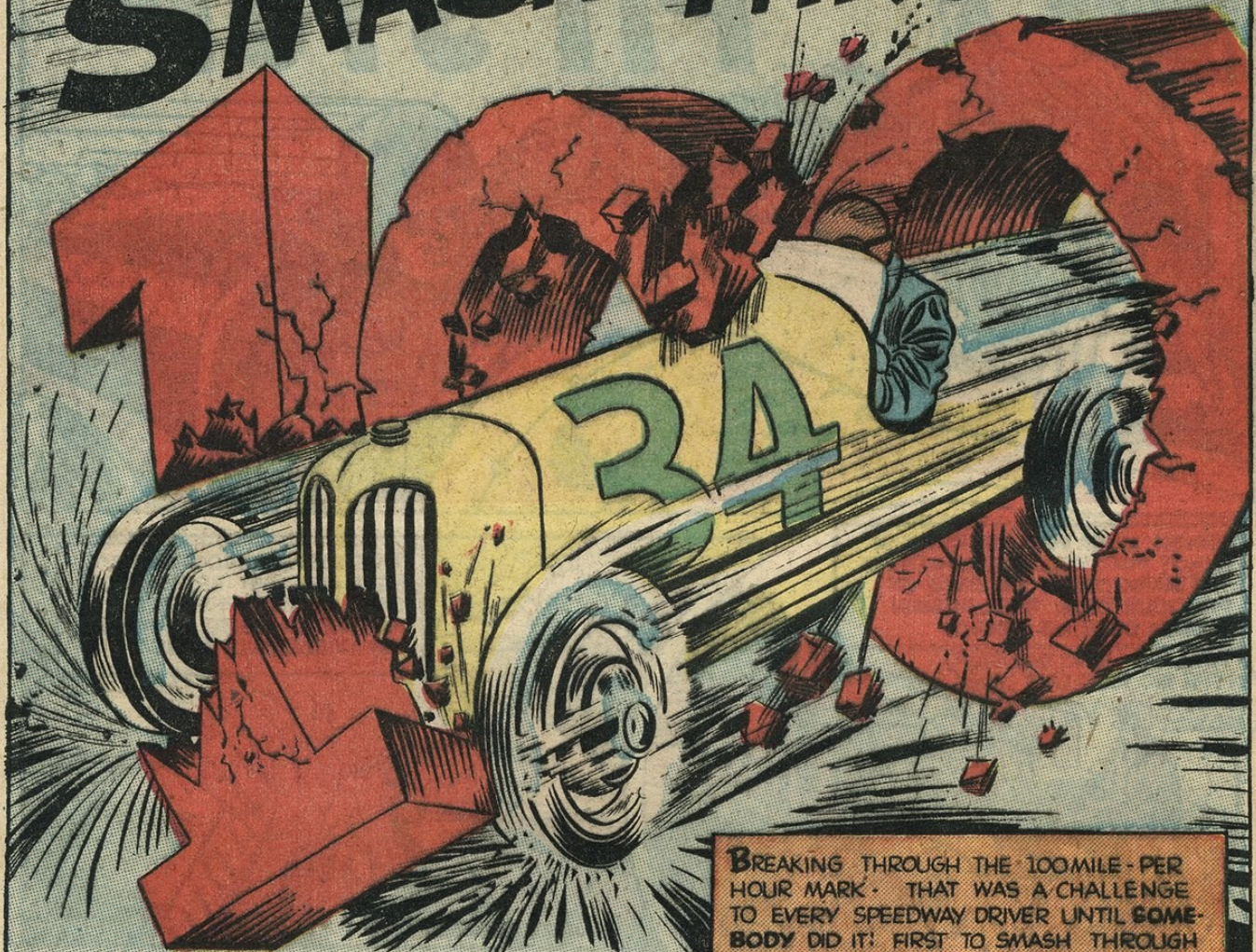
We're not in tornado alley, but it can get pretty bad around here. In early April there was a strong tornado in Ro-



chelle, about 40 miles from Woodstock, that dropped a bag of restaurant receipts on a farm just a couple of miles from The Crittenden Automotive Library's office.

Of course, Hyundais aren't (usually) very flashy or high performance, but as reliable, low-cost transportation they make perfect sense for public safety agencies, volunteer organizations, and government work.

The FIRST MAN TO SMASH THROUGH



MILES PER HOUR

BREAKING THROUGH THE 100-MILE-PER-HOUR MARK - THAT WAS A CHALLENGE TO EVERY SPEEDWAY DRIVER UNTIL SOMEBODY DID IT! FIRST TO SMASH THROUGH THAT "MAGIC FIGURE" WAS PETE DEPAOLO, A PLUCKY, HAPPY RACER WHO SET A RECORD THAT STOOD UNBROKEN FOR SIX YEARS!

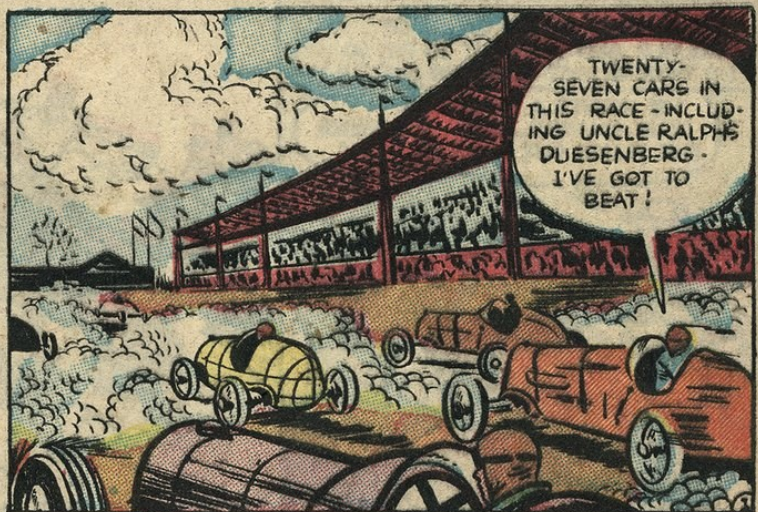
PETE DEPAOLO WAS BORN INTO RACING! HE WAS MECHANICIAN FOR FAMED RALPH DEPALMA, HIS UNCLE, 1915 SPEEDWAY CHAMP.

YEARS LATER - IN 1922 - PETE GOT HIS CHANCE... AT THE SPEEDWAY!



I SURE ENVY YOU, RALPH - I'D LIKE TO BE A DRIVER MYSELF SOME DAY

THAT DAY'LL COME PETE! YOU'VE GOT THE STUFF!



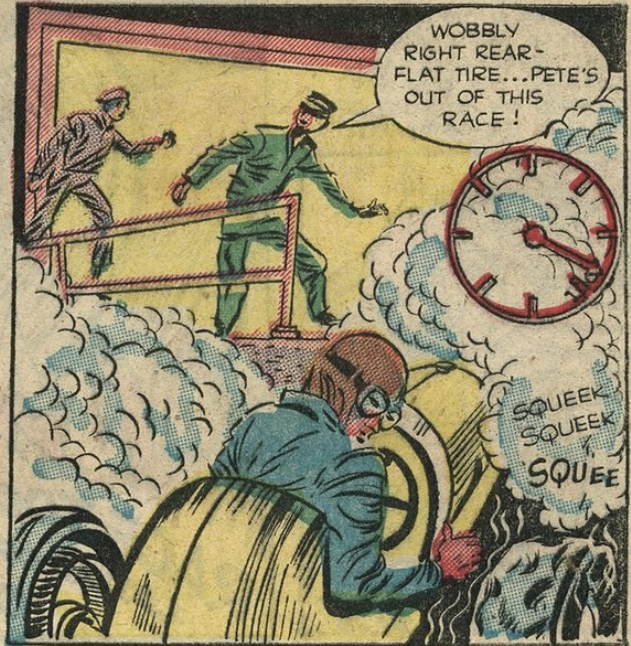
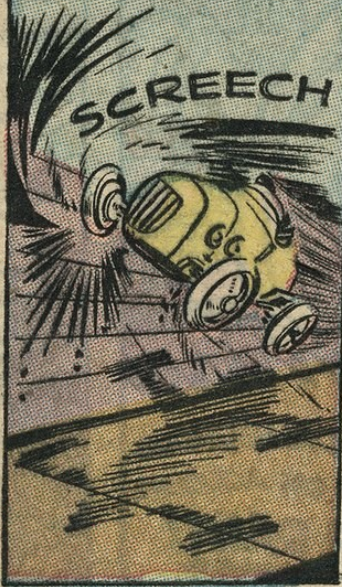
TWENTY-SEVEN CARS IN THIS RACE - INCLUDING UNCLE RALPH'S DUESENBERG - I'VE GOT TO BEAT!

HOT RODS & RACING CARS

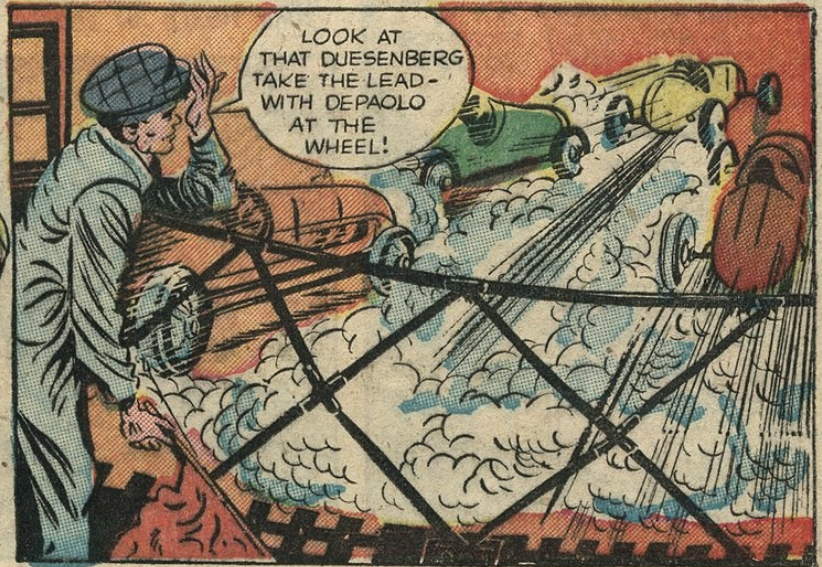
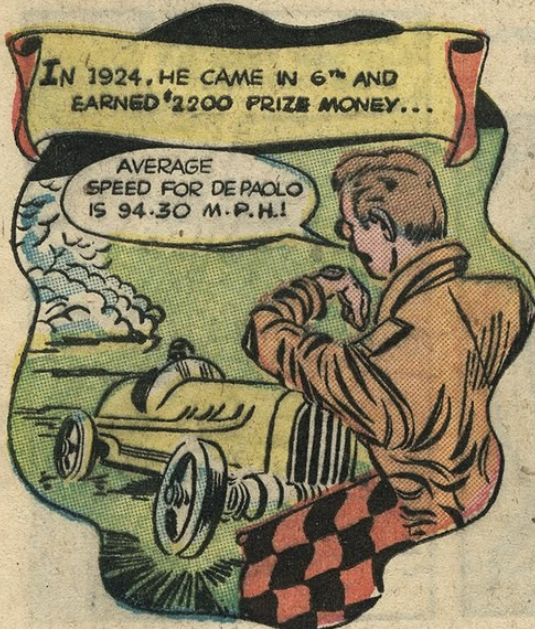
DRIVING THE SAME CAR THAT WON PREVIOUS YEAR'S RACE, DE PAOLO TOOK THE LEAD AT THE 84TH LAP...



ON LAP 111, DE PAOLO'S CAR HIT THE SPEEDWAY WALL!!



PETE WAS THERE IN 1925 - THE 13TH DERBY RACE, FOR ANOTHER TRY AT THE WHEEL!



THE THRILLER WAS IN THE LAST 12 LAPS ... WITH PETE BATTLING IT OUT WITH MILL FOR THE WIN!

FIRST CHAMP TO SMASH OVER 100 M.P.H. AT THE SPEEDWAY...



HOT RODS & RACING CARS

PETE WAS IN THE 1926 CONTEST, WHEN ONLY TWO LAPS BEHIND LOCKHART, (WINNER) THE RACE WAS STOPPED ON ACCOUNT OF RAIN IN THE 66TH LAP...

