

Today's Racing Entries

Closed Course Events

Sunday, September 6th, 1931

EVENT No. 33—CLEVELAND PNEUMATIC AEROL TROPHY RACE

5 Laps of a 10 Mile Course

Race No.	Pilot	Address	Make of Plane	Motor
54	Maude Tait	Springfield, Mass.	Gee Bee Y	Wasp C
104	Rhoda Davis	E. Lansing, Mich.	Laird	Wasp Jr. 300
121	Opal Kunz	New York City	Travelair	Wright J-6-300
7	Gladys O'Donnell	Long Beach, Calif.	Waco	Wright J-6-7
62	Florence Klingensmith	Minneapolis	Cessna	Wright J-6
109	Betty Lund	Troy, Ohio	Travelair	Wright R-760
79	Mildred Morgan	Los Angeles	Travelair	Wright J-5
132	Mae Haizlip	St. Louis	Keith Rider	Menasco C4S
122	Amelia Earhart	New York City	Lockheed Vega	P & W Wasp B

EVENT No. 1—MEN'S FREE-FOR-ALL

(275 Cubic Inch) 5 Laps of a 5 Mile Course

10	A. C. Chester	Joliet, Ill.	Davis	Le Blond 85
58	Vernon Roberts	Moline, Ill.	Monocoupe 90	Lambert R-266
73	M. Lambert	Niles, Mich.	Heath CW	Continental 4-Cyl.
75	Erick Beckley	Akron, Ohio	Murray Evans Sport	Le Blond
96	Ralph Thomas	Akron, Ohio	Monoplane	Heath Henderson
103	Robert Weil	Inglewood, Calif.	Monocoupe	Lambert 90
34	Luther C. Johnson	Asheville, N. C.	Monocoupe	Lambert 90
95	Hakon Christensen	Eagle Grove, Ia.	Monocoupe	Lambert 90
124	Barton Stevenson	Kansas City, Mo.	Monocoupe 90	Lambert R-266

EVENT No. 9—MEN'S FREE-FOR-ALL

(800 Cubic Inch) 5 Laps of a 5 Mile Course

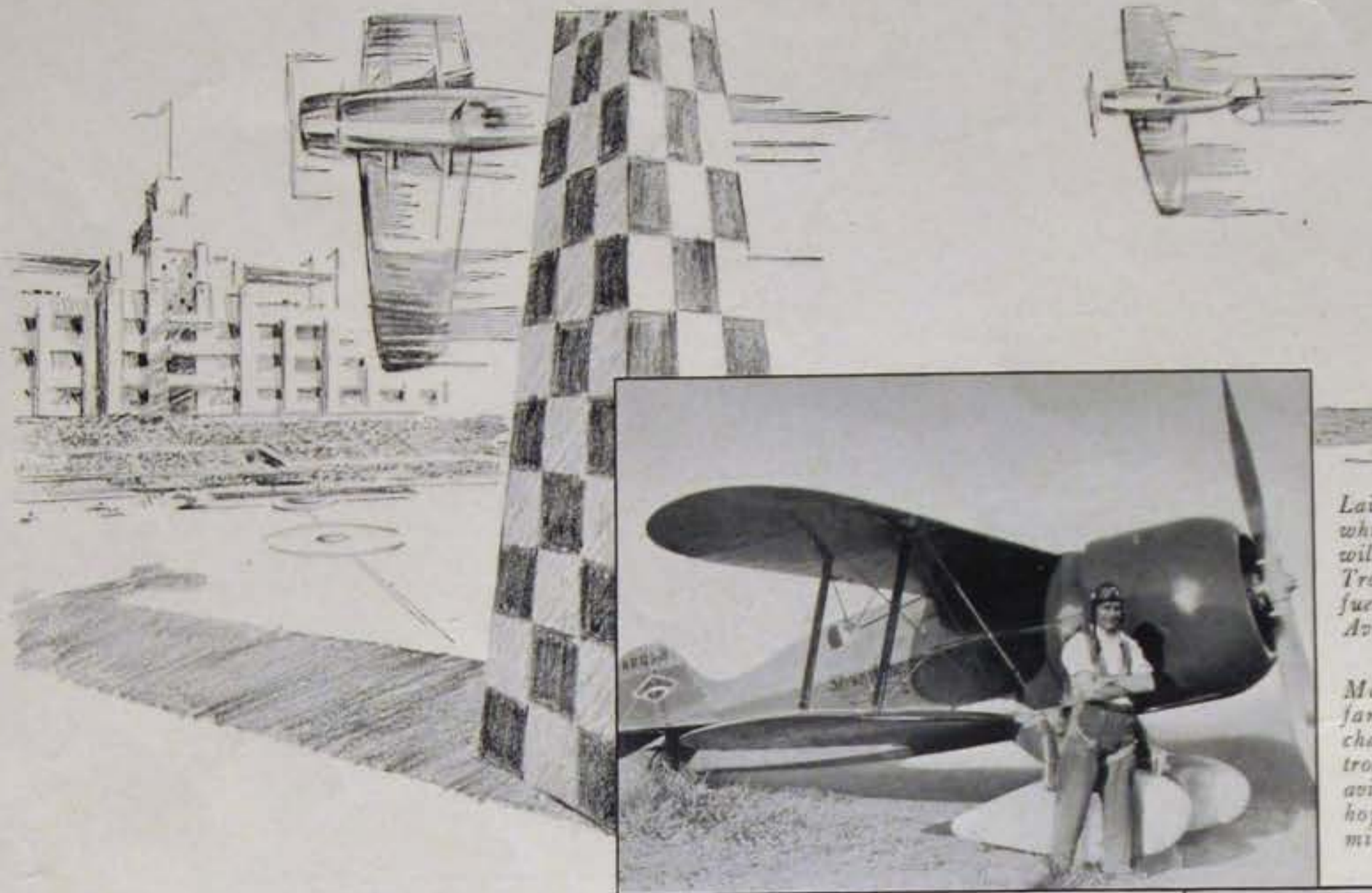
14	John Livingston	Aurora, Ill.	Monocoupe	Warner 110 Rad.
37	Ben. O. Howard	Chicago	Howard	Wright Gypsy
41	Peter Brooks	Hicksville, N. Y.	Monocoupe	Warner 110
56	E. B. Whilden, Jr.	Charleston, S. C.	Cessna	Wright J-4 Rad.
59	Vernon Roberts	Moline, Ill.	Monocoupe 110	Warner Scarab
70	Arthur Davis	E. Lansing, Mich.	Waco 10T	Wright J-6-7
105	Jim Haizlip	St. Louis	Laird	Ranger 6-390
109	Doug Davis	Atlanta, Ga.	Travelair	Wright R-760
111	S. J. Wittman	Oshkosh, Wis.	Wittman Racer	Amer Cirrus
114	Arthur Killips	Lyons, Ill.	Waco TW	Wright 240
61	E. B. Christopher	Wichita, Kans.	Travelair	J-5
7	Lloyd O'Donnell	Long Beach, Calif.	Waco 10T	Wright J-6-7
164	C. P. Kysor	Ottumwa, Iowa	Cessna	Wright J-5
131	Ray Moore	San Francisco	Monoplane	Menasco C-65

EVENT No. 30—MEN'S AND WOMEN'S MIXED RACE BY INVITATION

5 Laps of a 10 Mile Course

37	Ben Howard	Chicago	Howard	Wright Gypsy
44	J. Wedell	Patterson, La.	Wedell Williams	P & W Wasp Jr. A
57	Florence Klingensmith	Minneapolis	Waco	Kinner B-5
104	Jim Haizlip	St. Louis	Laird	Wasp Jr. 300
121	Opal Kuntz	New York City	Travelair	Wright J-6-300
119	Mrs. Freddie Lund	Troy, Ohio	Waco TW	Wright J-5
36	Dr. Owen	Asheville, N. C.	Monocoupe	Warner Scarab
4	R. Hall	Springfield, Mass.	Monoplane LW	Wasp Jr.
130	M. Doig	New York City	Pitcairn RA7	Wright Rad.
70	Art. Davis	E. Lansing, Mich.	Waco 10T	Wright J-6-7

(Subject to change)



Laird Speedwing "400" which Major Doolittle will fly in the Thompson Trophy Race. It is fueled with Racing Shell Aviation Gasoline.

Major Jimmie Doolittle, famous speed flyer in charge of the Shell Petroleum Corporation's aviation department. He hopes to fly 5 miles a minute.

WHEN THEY SKIRT THE PYLONS AT 300 MILES AN HOUR . . .

Jimmy Doolittle in charge of Shell's aviation department, tells what a good gasoline has to do.



By Major James H. Doolittle

Fast? You bet!

You'll get a new idea of speed, when you see this year's high-powered racers round the pylons at full throttle. Straight-away speeds may be pushed up as high as 300 miles an hour.

The terrific pace of the National Air Races will put pilots, planes and engines to the acid test. And the fuel? That's a story in itself.

Shell Aviation Gasoline, naturally, is a hobby of mine. I've done a lot of flying to make sure that it has the stamina for 5-mile-a-minute racing . . . or for commercial work.

Volatility, for instance. Just like Shell Gasoline for your car. Shell Aviation Gasoline has got to accelerate fast . . . supply

an even flow of power to every cylinder. So our engineers make tests—then specify a fuel that vaporizes *correctly* in the engines for which it is intended.

This fuel has courage!

Due to high compression ratios and greater cylinder heat, airplane engines have a greater tendency to knock. So Shell refines aviation gasoline of extra high anti-knock value . . . by a development of the process which produces Shell Gasoline of the right anti-knock value for your car.

Besides all this, there's something we call the *fighting heart* of Shell Aviation Gasoline. You can't chart it on a graph. But it is the extra margin of reserve power that brings you

out of many a tight corner!

In the 1930 National Air Races, planes fueled with Shell won 27 out of 33 events in which they entered. For all events, Shell took more first places than all other brands of gasoline combined.

In commercial flying, too, Shell holds a leading place. American Airways, operating more miles of passenger transport than any other line, uses Shell Aviation Gasoline. The large fleet of Skyways, Incorporated, is flown exclusively on Shell.

In the air—or on the road—Shell Gasoline has extra pep and power.



SHELL PETROLEUM CORPORATION