

WORLD'S RECORDS CUT

Oldfield Lowers the Figures From One to Five Miles at Indianapolis.

M.	New record.	Old record.	
1	59 3/5	1:01 3/5	Oldfield, Empire City, May 30, '03.
2	2:00 1/2	2:12 1/2	Winton, Cleveland, Sept. 16, '02.
3	3:02	3:15	Winton, Cleveland, Sept. 16, '02.
4	4:03 1/2	4:25	Winton, Cleveland, Sept. 16, '02.
5	5:04 1/2	5:30	Winton, Cleveland, Sept. 16, '02.

OLDFIELD'S SEPARATE MILES.

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Harry Miles, Indianapolis, second. Time, 4:10.

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Five mile handicap—First, Apperson, 30 seconds; time, 7:48 3-5; second, Kiser, handicap, 1:05; third, Derango, handicap 40 seconds.

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The method adopted in the contests was admirably calculated to obviate possibilities of accident. Only one car was allowed upon the course at a time, and went over the course alone, its time being taken. There were six classes provided for, a cup being offered for the winner in each class. In addition there was a special contest, open to the two leaders in each class, the prize being the same as in the class races, there being thus seven cups in all. A. E. Masten was the fortunate winner of two of these cups, heading his class, and also making the best time recorded for any of the classes. He might possibly have won a third cup had he remained to participate in the special contest, as the prize in that event was won by A. E. Turner, who was second to him in the class race. Turner, however, bettered the time made by Masten. Both men drove Peerless cars.

The several classes were arranged as here stated: Class A, electrics; Class B, steam; Class C, gasoline cars weighing less than 1,000 pounds; Class D, gasoline cars between 1,000 and 2,000 pounds; Class E, gasoline cars weighing over 2,000 pounds; Class F, special.

Thomas R. Hartley was chairman of the committee in charge of the event, the other members being Dr. John A. Hawkins and George W. Hailman. The judges were W. C. Temple, R. J. Pollard and Howard Nimick. W. H. Keech, Henry G. Wasson and W. C. Temple were timers.

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1:20.8	1:21.1
2:40.8	2:41.1
4:00.8	4:01.1
5:20.8	5:21.1
6:40.8	6:41.1
8:00.8	8:01.1
9:20.8	9:21.1
10:40.8	10:41.1
12:00.8	12:01.1
13:20.8	13:21.1
14:40.8	14:41.1
16:00.8	16:01.1
17:20.8	17:21.1
18:40.8	18:41.1
20:00.8	20:01.1
21:20.8	21:21.1
22:40.8	22:41.1
24:00.8	24:01.1
25:20.8	25:21.1
26:40.8	26:41.1
28:00.8	28:01.1
29:20.8	29:21.1
30:40.8	30:41.1
32:00.8	32:01.1
33:20.8	33:21.1
34:40.8	34:41.1
36:00.8	36:01.1
37:20.8	37:21.1
38:40.8	38:41.1
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42:40.8	42:41.1
44:00.8	44:01.1
45:20.8	45:21.1
46:40.8	46:41.1
48:00.8	48:01.1
49:20.8	49:21.1
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52:00.8	52:01.1
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thought—where will the 59 3-5 be when the ideal mile straight-away automobile track is built?

The Exalted People who govern the parks of Memphis, way down in Tennessee, have recently been very kind to the automobilists of that town. Recently it had been proposed to bar out of the parks all users of motor cars. But the Exalted Ones said: "Nay, nay. They shall go into the parks and shall maintain a pace not faster than four miles an hour." And so the slogan among Memphis motor car men these days is: "Let's go over to Overton Park and take a snooze." It is probable that this law will eventually be repealed. At the blasting pace of four miles an hour the automobilists will not run into anything, but things will assuredly run into them; so that in time the Exalted Ones may repeal the law.

The motorist owner of a two passenger car who does not at some time or other desire to carry an extra passenger or passengers is an exception to the rule and worthy of a second glance. Usually he will worry about the matter until he hits upon some solution of the problem. A removable tonneau body is the best and likewise the most expensive solution, of course. A dos-a-dos seat or an extra seat in front will do at a pinch, and is frequently made use of. But something of the kind most motorists must have, and only when they get them do they return to their wonted state of tranquillity.

A good point is made by the chairman of the contest committee of the Automobile Club when he suggests that the report of the manufacturers on the reliability of their own cars, as demonstrated in a reliability contest conducted by themselves, will be just about as influential with prospective buyers as are the claims of the various catalogues.

It certainly will be convincing at the shows to see on the cars medals awarded in the reliability contest inscribed, "Highest honors; first class; awarded by ourselves."

On Decoration Day the plain but efficient Oldfield put up a new mile track record and now on Saturday last at Indianapolis he shaved his 1:01 3-5 mile down to 59 3-5 and gave the five-mile record a sound thrashing. The mile figure is noteworthy as the first circular track mile done within a minute. Thus at the two meets already the record table has been altered, and promises an interesting sea-change.

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UP A SERPENTINE HILL

Pittsburg Witnesses its First Contest Amid Rain—One Contestant Wins Two Cups.

Rain again marred the pleasure anticipated in the first hill climbing contest of the Pittsburg Automobile Club, held last Saturday, but there was a large attendance of motorists and those who admire the horseless vehicle, and they were treated to a fine exhibition in spite of the slippery condition of the driveway. The course was over 2,204 feet of the serpentine drive in Highland Park. For a distance of 300 feet it was practically level, the remaining 1,904 feet having a grade of more than 6 per cent at the opening of a curve of 175 degrees, with a diameter of only 110 feet. From starting point to finish was a series of grades and curves, with a total rise of 150 feet. The test of the climbing ability of the contesting cars was as severe a one as could be devised. There were some exciting incidents, such as the occurrence of fire in the gasoline tank of W. H. Artzberger, the flames being extinguished without damage; and an involuntary coast taken by Reuben Miller in the special trial of speed which followed the regular contests. The chain of his car snapped near the end of the course and he finished with a gravity run. Another feature of the occasion was the number of protests entered.

The method adopted in the contests was admirably calculated to obviate possibilities of accident. Only one car was allowed upon the course at a time, and went over the course alone, its time being taken. There were six classes provided for, a cup being offered for the winner in each class. In addition there was a special contest, open to the two leaders in each class, the prize being the same as in the class races, there being thus seven cups in all. A. E. Masten was the fortunate winner of two of these cups, heading his class, and also making the best time recorded for any of the classes. He might possibly have won a third cup had he remained to participate in the special contest, as the prize in that event was won by A. E. Turner, who was second to him in the class race. Turner, however, bettered the time made by Masten. Both men drove Peerless cars.

The several classes were arranged as here stated: Class A, electrics; Class B, steam; Class C, gasoline cars weighing less than 1,000 pounds; Class D, gasoline cars between 1,000 and 2,000 pounds; Class E, gasoline cars weighing over 2,000 pounds; Class F, special.

Thomas R. Hartley was chairman of the committee in charge of the event, the other members being Dr. John A. Hawkins and George W. Hailman. The judges were W. C. Temple, R. J. Pollard and Howard Nimick. W. H. Keech, Henry G. Wasson and W. C. Temple were timers.

Arthur L. Banker entered in Class E a