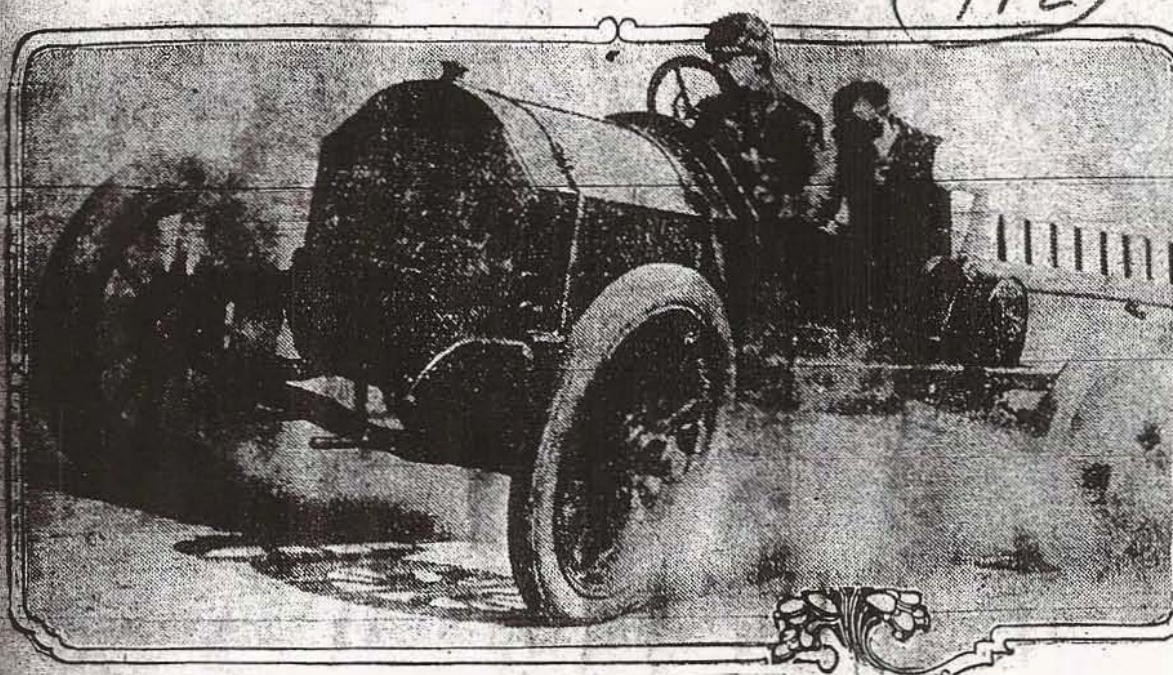


DE PALMA GOES MILE IN 40 SECONDS, JUST LIKE SITTING BY A FIRESIDE

Ralph de Palma and Warren McIntire in the 60-Horsepower Flat.

172



All Records Broken for Car
Carrying Passenger and
for Mile Track

By Warren McIntire

Ralph De Palma traveled a mile in 40 seconds yesterday afternoon at the new motordrome speedway in his powerful Flat "Cyclone"—and I went with him.

No two human beings ever went so fast together in the world, on any track, or under any circumstances. For the present moment it is the international record of speed for any car carrying a passenger, and it is the official record for any one mile track, whether straightaway or circular.

Barney Oldfield went a mile very recently at Daytona, Fla., in shorter time but he had a flying start and a straightaway sand track. Compared with this De Palma had a circular track with which he was not familiar, and there were other machines that must constantly be "lapped."

When we took our seats in the smoking car, with the exhaust pipes thumping and puffing, the crowd in the grandstand chered. The men in the pits crushed around and "hoped" good luck. Leon T. Shettler passed me his goggles. It was all sufficiently sentimental to suggest that a corpse might be witnessing his own funeral.

Worked His Passage

Bang! and we were off. I put out one arm behind De Palma's seat to hold steady, but he yelled "Pump!"

With the loose arm I got hold of the gas line throttle and pumped it up and down, up and down.

"Oh!" he shouted, and I squeezed the oil engine until the fluid was squirting in my face. By this time I thought we had started, and I glanced up to find that we had made a circle of the track and that the signals showed we had made the first round (a full mile) in 47 seconds!

My ears were humming and my feet unsteady, but I was sufficiently alive to understand to the extreme that I had covered a mile in 47 seconds while riding as the mechanic of one of the fastest racers ever known. From that moment there came a subtle satisfaction that only

It took nearly three-quarters of a mile to do it, but when we went by the last of the two machines we simply lolled back and acted as if we did this every morning before breakfast. We had gone a mile in 40 seconds on that round, and no two men ever traveled together so fast.

Din Only Bad Feature

Riding a racing machine on the motordrome is as easy as sitting in front of the fire place, to tell the truth. One has only to be easy in one's seat, pump some gasoline and drop some oil. The worst part is the terrible din on the car drums. Aside from this feature the mere matter of breaking a world's record is child's play—with the exception that something is liable to happen every second!

It was on the ninth mile that we were dashing around the track in spectacular speed. At the turn before the stand a boy tried to rush from the pits upward to the boxes. He slipped, we saw him. I clutched the seat in horror. De Palma moved not a muscle, but in the brief fraction of a second at his command he varied the wheel by an inch and the boy was saved. It came to me then, that the real fear in racing is not for one's self, but fear for some one else.

Like Norway Skiing

Twenty miles were made altogether before De Palma slowed down his 60 horse power machine. We had covered that distance in 14 minutes and 57 seconds, and our slowest mile was 47 seconds.

The sensation is comparable to nothing else than skiing in the Norway mountains. There is the constant rush of air; the white streak of the track; the glimmer or shadow of passing objects; the breath of ocean air; the sight of the variegated vest of Peter Victor Smith and the pounding in the ears. But in the seat one rides as easily as if bound to market all on a summer's day.

Me for it!

OVER 60 EVENTS IN MOTORDROME MEET

Great Bowl Nears Completion
and Drivers of Racing
Cars Try It Out

Harris Hanshue will be about a week, according to the report of Dr. G. A. Fielding, despite the fact that the injured man developed pleurisy yesterday as a direct result of a spectacular accident Sunday. Garry Oldfield's mechanic, has developed symptoms of internal injuries, and were any of his bones broken, but his body is covered with bruises and he requires the constant attention of a nurse as the severe straining and contusion of the neck muscles make it impossible for him to move his head. It will be several weeks before he can leave the hospital.

OLDFIELD SMASHING RECORD

Negotiates Half Mile in His Benz
in 17.91 Seconds.

Playa Del Rey, Calif., April 11.—A new American speedway records established at the motor drome, Tuesday. The most noteworthy of the half mile made by Barney Oldfield in his Benz car in 17.91 seconds.

Oldfield also drove the Benz a quarter mile in 22.88 seconds, lowering the former mark made at Indianapolis 1.4 seconds.

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The breaking of a piston on a 200 horse-power Flat resulted in calling off the match which looked forward to as the great event of the meet.

FLYING AUTO TURNS TURTLE IN RACE

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Breaks but Driver and Assistant Escape Serious Injury—More Records Smashed
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The accident, which was caused by a broken tire, was one of the most spectacular ever seen on a motor track. Four cars had started in the 50-mile race. A broken valve spring had eliminated Barney Oldfield. Marquis, in the Isotta, had taken the lead, closely followed by Hanshue. A bad tire had cost Livingston's Stoddard-Dayton five laps. Hanshue was chasing the Isotta while Livingston was trying hard to catch the Apperson. The Apperson and Stoddard swept by the stand like a side by side.

A hundred yards beyond the judges' stand the Apperson's right tire went off and the car swerved. Livingston went high on the bar safety. The Apperson turned suddenly to the left and shot off the track. The momentum was too great for the car to be straightened quickly when the wheels on the right suddenly collapsed the car rolled over twice. Hanshue was pinned under the steering wheel and did not fall until the car had turned over twice.

As the machine rose in the air King was thrown ahead 50 feet. He then rolled along the ground like a log, the car rolling over repeatedly a few yards behind him.

The men were unconscious when picked up and taken to the hospital tent, but they soon recovered and an examination did not show any broken bones. The car was wrecked. A new record was established in the 50-mile race which finished

Oldfield (Stoddard-Dayton) in 30 seconds, third. Time, 3:29.2. Five mile free, for all—first (Fiat), first; Robertson (Simca) second; Kerscher (Darracq). Time, 3:15.89.

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"Pump!" shouted De Palma, and I pumped, but I sat upright and watched the white glow of the track and at the end of the next round I caught the figures, 30 seconds!

Crowd Like One Man

"I wanted to say 'Gee whiz,' and comment on the fact that we were 'going some,' but I dared not open my mouth. I took one look at the grandstand and thought I saw some one standing there. It was a composite picture of the entire crowd embodied into one being.

"Oil," shrieked the driver, and I worked the throttle. By this time we were again around the track. Out of the throng in the pits I picked out the gray garbed and unappointed Peter Victor Smith, and emphatically waved one finger at him. The record showed we were going at 45 seconds.

"Once more around is enough for me," yelled at De Palma. He smiled and "opened up." He thought I said "Go to it," and I could not understand that he was as deaf as I, though his ears were better muffled.

"No, slower!" I called again; and he smiled pleasantly and "put her up" another notch.

Somewhat or other I recall seeing a notice that we had done a mile in 44 seconds.

Racing Fever Comes

By that time the fever had come. I was a racing enthusiast. No longer was there occasion to hold tight to the seat. It was simply a matter of going round and round as fast as speed would permit—a matter of watching the whirling environments and trying to catch faces at the "stand." There was a sole desire to "go faster" and never stop, and to beat any man who ever dared to sit within a racing machine.

The tenth mile had come and we were going faster. At the northeast turn two cars were ahead of us.

"Pass 'em," I shouted to De Palma. He did not hear it, for both of us were deaf from the terrific speed, but he glanced momentarily and caught the eagerness of my look and we "passed 'em."

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Me for it!

OVER 60 EVENTS IN MOTORDROME MEET

Great Bowl Nears Completion and Drivers of Racing Cars Try It Out

The magnitude of the inaugural meet at the Los Angeles Motordrome, which will open Friday afternoon is shown by the fact that thirty-one cars are registered in 250 entries for the seven days of the meet. The program was practically finished last night by Walter Hempel, manager of the Motordrome automobile events. It provides for more than sixty races and world's record trials.

As a track meet sanction is not granted by the American Automobile Association for more than three days the meet is cut into three divisions. The three first days are Friday, Saturday and Sunday. Tuesday and Thursday are omitted from next week's program, and after Wednesday the meet is continued through Friday, Saturday and Sunday.

Ralph DePalma, Barney Oldfield, George Robertson, Frank Lescault, C. S. Bragg, J. B. Marquis, Al Livingston and Ben Kerscher are scheduled to make trials for world's records from one to 100 miles. The world's record trials are placed as special events, taking their places on the program between racing events.

A feature of the Motordrome races which measurably raises the standard of automobile racing on the Pacific coast is the rigid adherence to classification. Cars are rated according to the rules of the contest board of the American Automobile Association as to piston displacement. In that way cars of like size and power are pitted against each other with more nearly equal results. There are also handicap and free for all races.

Yesterday was the last afternoon on which the public was admitted free to watch the work on the Motordrome. The track will be closed today and tomorrow except to the drivers and newspaper men.

Barney Oldfield, with the Knox, George Robertson in the Simplex, Frank Lescault with the Palmer-Singer, J. B. Marquis in the Isotta, Caleb Bragg in the Fiat, Al Livingston in the Corbin and Ben Kerscher with the Darracq tried out the track yesterday afternoon. Bragg made a mile in 36 2-5 seconds, another in 36 4-5 seconds and a third in 37 flat.

Apperson's "Jack Rabbit" Rolls Over When Tire Breaks but Driver and Assistant Escape Serious Injury—More Records Smashed on Motordrome Track.

PLAYA DEL REY, CAL., April 10.—The first accident of the motordrome meet occurred this afternoon in the 50-mile race when the Apperson "Jack Rabbit" car overturned and rolled over several times. Harry Hanshue was chasing the Isotta, while Livingston was trying hard to pass Hanshue, the driver, and Carey King, his mechanic, escaped with nothing more serious than severe bruises and a shaking up.

The accident, which was caused by a broken tire, was one of the most spectacular ever seen on a motor track. Four cars had started in the 50-mile race. A broken valve spring had eliminated Barney Oldfield. Marquis, in the Isotta, had taken the lead, closely followed by Hanshue. A bad tire had cost Livingston's Stoddard-Dayton five miles. Hanshue was chasing the Isotta while Livingston was trying hard to pass the Apperson. The Apperson and Stoddard swept by the stand like a flash side by side.

A hundred yards beyond the judges' stand the Apperson's right rear tire went off and the car swerved. Livingston went high on the bank (safety). The Apperson turned suddenly to the left and shot off the track. The momentum was too great for the car to be straightened quickly and when the wheels on the right suddenly collapsed the car rolled over four times. Hanshue was pinned under the steering wheel and did not fall out until the car had turned over twice.

As the machine rose in the air King was thrown ahead 50 feet. He then rolled along the ground like a log, the car rolling over repeatedly a few yards behind him.

The men were unconscious when picked up and taken to the hospital tent, but they soon recovered and an examination did not show any broken bones. The car was wrecked.

A new record was established in this race by the Isotta, which finished in 39:20:69. The best previous mark by a car in this class was 42:02:98, made at Atlanta by Robertson in a Fiat.

The competitive five mile record also was broken by Harroun in a Marmon in the race for cars of the 231-300 class.

Fully 12,000 persons crowded the stands and infield. Motor cars and spectators lined the course around the infield fence.

In the record trials Oldfield, in his Benz, made the fastest mile, 36:90.

The five mile free-for-all was a fight. Three cars started, Bragg, in a Fiat; Robertson, in a Simplex, and Kerscher in a Darracq. Kerscher had the speed, but his car would not hold to the track and he gave up the lead after holding it one mile. Then Robertson took command, but in the fourth mile Bragg, an amateur, shot around the outside and won by several open lengths. The time, 3:75.89, is a new record. Summary:

Time trials, one mile—Bragg (Fiat), 38.52; Oldfield (Benz), 36.90.

Three miles—Robertson (Simplex), 1:58.90.

Four miles—Kerschner (Darracq), 2:40.76.

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Fifteen mile stock chassis, class C 160 cubic inches—De Palma (Fiat), first; Marquis (Isotta), second; Kelly (Hupmobile), third. Time, 17:07.81.

Chandler and Lyon handicap, five miles—Lescault (Palmer-Singer), one minute, first; Livingston (Stoddard-Dayton), 36 seconds, second; Marquis (Isotta) one minute, third. Time, 3:23.16.

Five miles, 231 to 300 cubic inches—Harroun (Marmon), first; Slefert (Dorris), second. Time, 3:55.97. Two finished.

Five miles, handicap—Robertson (Simplex), scratch, first; Lescault (Palmer-Singer), 50 seconds, second.

and; Livingston (Stoddard-Dayton) 30 seconds, third. Time, 3:29.28.

Five mile free, for all—Bragg (Fiat), first; Robertson (Simplex), second; Kerschner (Darracq), third. Time, 3:15.89.

MILE IN 40 SECONDS; FITTING BY A FIRESIDE

ren McIntire in the 60-Horsepower Fiat.



King, His Mechanician, Is Not Hurt Internally

Harris Hanshue will be about again within a week, according to the statement of Dr. G. A. Fleiding, despite the fact that the injured man developed pleurisy yesterday as a direct result of his spectacular accident Sunday. Garry King, Hanshue's mechanician, has developed no symptoms of internal injuries, neither were any of his bones broken, but his body is covered with bruises and he requires the constant attention of a nurse, as the severe straining and contusion of the neck muscles make it impossible for him to move his head. It will be several weeks before he can leave the hospital.

OLDFIELD SMASHING RECORDS

Negotiates Half Mile in His Benz Car in 17.91 Seconds.

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Oldfield also drove the Benz a kilometer in 22.88 seconds, lowering his former mark made at Indianapolis by 1.4 seconds.

OLDFIELD REFUSES TO ACCEPT CHALLENGE

LOS ANGELES, CAL., April 13.—Barney Oldfield refused a challenge to race his 200 horse power Benz against Ralph De Palma's 90 horse power Fiat, at the motor dome today, on the ground that there would be no honor in victory.

The breaking of a piston on the 200 horse-power Fiat resulted in calling off the match which was looked forward to as the great event of the meet.

OLDFIELD AND RIVAL TO FIGHT THREE DAYS FOR SUPREMACY

Sensational Seven Days' Races at New Motordrome Begin Today

TRACK WONDERFULLY FAST

De Palma Drives 190 H. P. Auto for Mile in 39 Seconds for Exercise

Seven days of the most sensational and revolutionary automobile racing ever seen in America is scheduled to begin at the Los Angeles motordrome at 2:30 o'clock this afternoon. It is certain that world's records will be smashed and an entirely new pace set by the contests on the first track of its kind in the world, beginning with the opening day.

"The tracks is wonderful, absolutely wonderful," said Alden L. McMurtty, chairman of the A. A. A. technical committee and a foremost authority on automobile racing. "You folks out here talk about a mile in 45 seconds as though it were quite ordinary—you don't appreciate what a remarkable thing it is. It is a big event in the automobile world."

"If Mr. Moskovics had written to me the letter I am going to send to New York about the Los Angeles motordrome I certainly should have told him that I did not believe a word of it, although I have the greatest respect for his opinion. The track must be seen to be appreciated."

Rail Will Save Lives

"That steel rail which runs around the fence is one of the greatest things about the track. It will undoubtedly save the lives of some of the drivers. The finest feature is that the track is safe; any one who is familiar with the big races knows what that means. It is much safer than the ordinary road. I would sooner take a new man and have him send a car around the motordrome track than to trust him elsewhere."

Although the track is regarded by all the authorities as revolutionary in its safety it is equally as sensational. None of the excitement and element of possible danger is lost because the drivers have less fear of being killed.

This was demonstrated by Barney Oldfield, George Robertson and Ben Kerscher with their highpowered cars yesterday afternoon. They threaded their way around the stock cars apparently at the greatest risk of a collision. Robertson gave an indication of what he is likely to do this afternoon in the trial for a new world's record for ten miles by going ten miles in six minutes 31 2-5 seconds, or practically half a minute below the record made at Atlanta by Strang.

De Palma's Fast Mile

Ralph De Palma drove his 190 horse power "Mephistopheles" Fiat down from the express car and went on the track before shutting off the engine for a mile in 39 seconds.

One of the most sensational drivers is "Dutch" Benny Kerscher, who slews the 100 horsepower Darracq around the track so that it appears one minute to be heading directly at the grand stand, and a second later to be in imminent danger of turning over.

The question of what will happen to the cars at a sustained speed of 65 to 90 miles an hour is one which has been argued repeatedly at the repair pits. The experts will watch the 100-mile race the closest of all this afternoon, and its effect on the cars will be discussed all over the country.

The great race between Oldfield and De Palma, which is to have not only national but international interest, was made subject of a conference at the California Club last evening when officials of the A. A. A. went into details of the contest.

3-Day Speed Struggle

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3-Day Speed Struggle

There were phases of the thrilling race that could not be adjusted at the time and the conference will be resumed this morning. It has been determined, however, that the struggle for speed supremacy between the two men shall extend through three days—a race on each day to constitute a heat and the winner to be determined by the winner of two heats out of three.

The purpose of the long negotiations over the race is to leave no doubt as to the official standing of the men after the contest. It is to be positively arranged that the event shall not only be local but of a world-wide importance.

S. M. Butler, chairman of the contest board of the American Automobile association, has decided that the records made by Barney Oldfield at the Daytona beach on March 16, were official, as they were made when all the A. A. A. rules were complied with. Oldfield covered a mile in 27.33 seconds from a flying start and in 40.53 seconds from a standing start.

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0 EVENTS IN RDROME MEET

vi Nears Completion Drivers of Racing ars Try It Out

ude of the inaugural meet at es. Motordrome, which will afternoon is shown by the ty-one cars are registered in for the seven days of the rogram was practically fin- ight by Walter Hempel, mana- otordrome automobile events. or more than sixty races and 1 trials.

meet sanction is not granted ean Automobile Association n three days the meet is cut visions. The three first days aturday and Sunday. Tuesday are omitted from next week's after Wednesday the meet is ough Friday, Saturday and

lma, Barney Oldfield, George rank Lescault, C. S. Bragg, ls, Al Livingston and Ben scheduled to make trials for ds from one to 100 miles. record trials are placed as , taking their places on the reen racing events.

f the Motordrome races which raises the standard of au- ing on the Pacific coast is the ce to classification. Cars are ng to the rules of the con- the American Automobile As- to piston displacement. In s of like size and power are each other with more nearly . There are also handicap and aces.

was the last afternoon on ublic was admitted free to rk on the Motordrome. The osed today and tomorrow ex- ivers and newspaper men. field, with the Knox, George the Simplex, Frank Lescault mer-Singer, J. B. Marquis in aleb Bragg in the Fiat, Al the Corbin and Ben Kerscher racq tried out the track yes- on. Bragg made a mile in s, another in 36 4-5 seconds a 37 flat.