

# CHEVROLET WINNER IN 200-MILE RACE

Stillman in Second Place When  
Marmon Car Leaves Track in  
Eighty-Fourth Lap.

## AITKEN SETS NEW RECORD

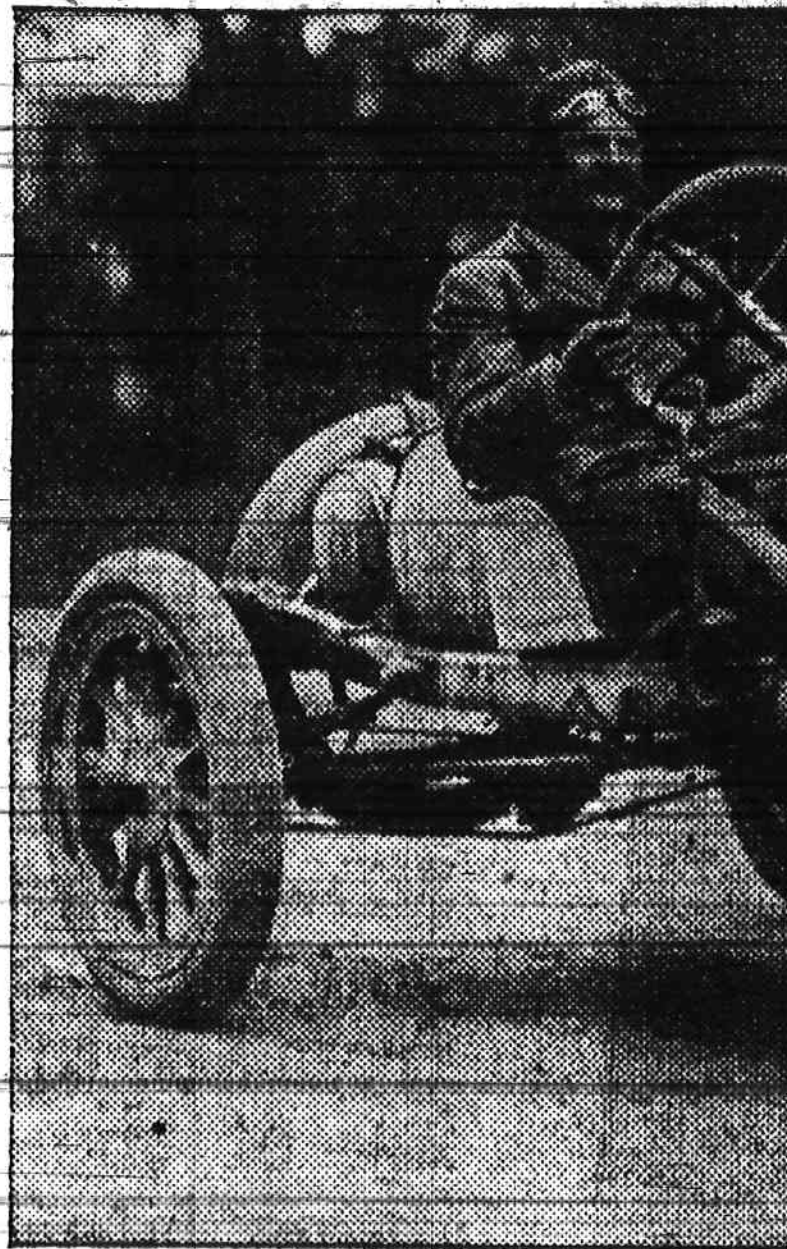
Makes World's Fastest Ten Miles  
at Atlanta—Strang Reduces  
Mark for One Mile.

ATLANTA, Ga., Nov. 9.—Louis Chevrolet, the sturdy Swiss pilot of Buick cars, who has leaped into racing prominence during the last year, annexed another hard-earned victory here today when he captured the 200-mile stock chassis race, averaging about seventy-two miles an hour. Chevrolet's victory came as a climax to a record-breaking contest with which Atlanta's new two-mile speedway was opened.

In the eighty-fourth lap of the 200-mile race, Stillman's Marmon, which had steadily moved from fourth to second place in pursuit of Chevrolet, ran off the track. Driver Stillman escaped with bruises.

Two of Barney Oldfield's records were lowered, one of them by Louis Strang, who reduced Oldfield's one-mile mark of :43.1 by more than five seconds. To do it Strang used the big 200-horse-power Flat which has had a world's record of 28 seconds over the three and one-half-mile track at Brooklands, England, last summer. Oldfield took the limit out of

## Winners in Auto R



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43.1 by more than five seconds. To do it Strang used the big 200-horse-power Flat which has had a world's record of 28 seconds over the three and one-half-mile track at Brooklands, England, last summer. Oldfield took the limit out of his hitherto unbeatable Benz and took nearly three seconds off his own previous record.

"Strang has the fastest car in the world at present," Oldfield declared after the race.

Two cars of greater power than Strang's are said to be in course of construction abroad, one in Italy, the other in Germany.

#### Aitken Breaks World's Record.

The second of Oldfield's records to vanish was beaten in the ten-mile handicap, when John Aitken in a National "sixty," starting from scratch, forged ahead to third position in the field of eight cars in 08:02:41 actual running time. His elapsed time for the race, which included seventy seconds' handicap, was 09:12:41. Oldfield, who made the distance at Indianapolis in 8:15.9, also started from scratch in this contest, but broke a steering knuckle in the first lap and was compelled to withdraw.

George Robertson, who was to have appeared in two events with his Flat "sixty," broke an oil pipe before coming to the mark and was out of the game all day. In practice before the races he made the two-mile lap in 1:32, a showing which would have made him a competitor in the big car races.

Chevrolet's winning of the big race of 200 miles in 2:46:48 was a brilliant exploit, lowering Burman's record of 3:24:13 4-10, made in a Buick at Indianapolis. The big pilot stopped but once in the 100 laps, and then only when his engine caught fire.

Chevrolet assumed the lead in the first lap and increased it slowly but steadily for seventy-two miles.

The two Chalmers-Detroit cars took his exhaust at distances which seemed to increase only by inches, but in the first ten laps these inches had multiplied into almost a mile.

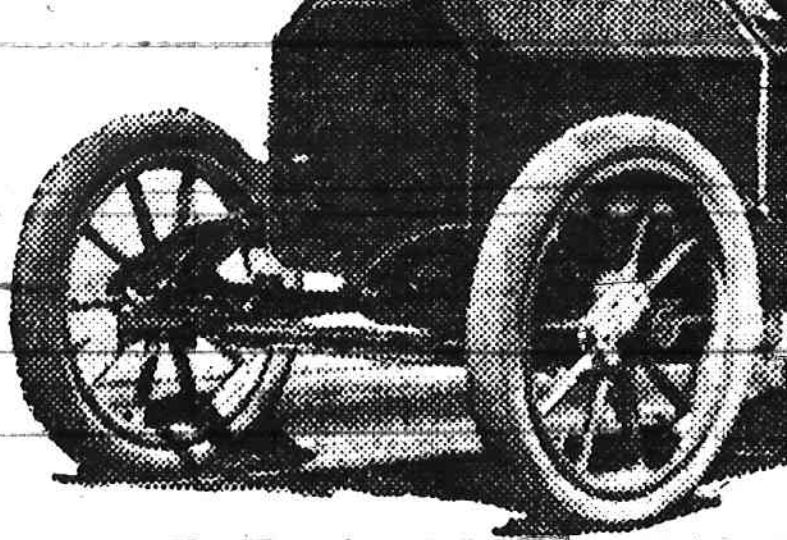
As the sturdy Swiss flashed past, the trained eye of Harding, the Apperson driver, who was in the press, detected what escaped the lay observer.

#### Chevrolet's Car Catches Fire.

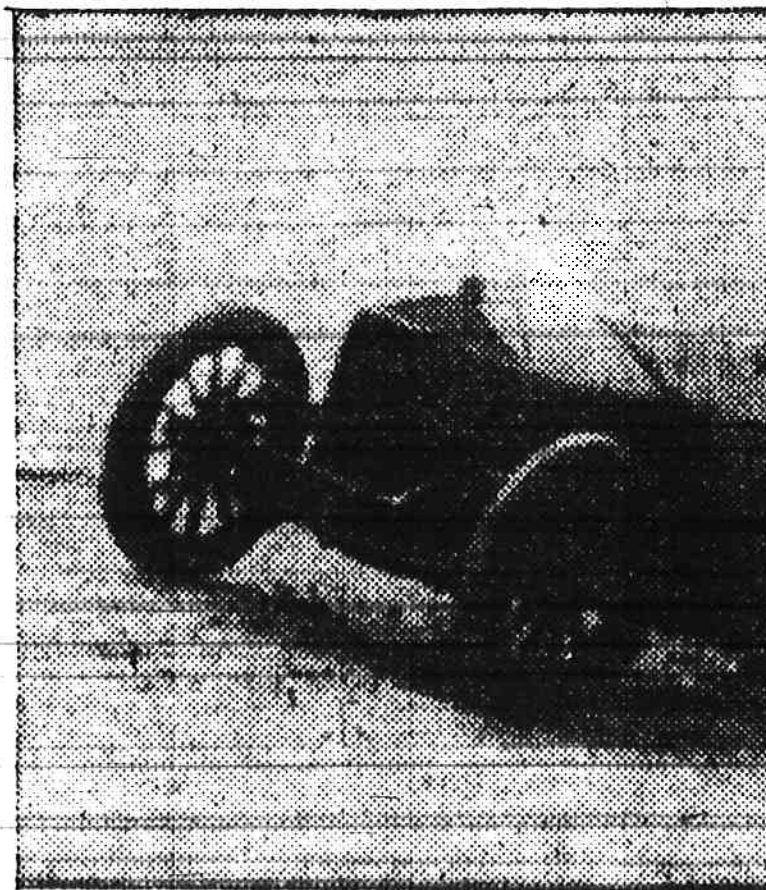
Ignoring the thunder of cheers which drowned all other sounds, Harding cried in his excitement: "You're on fire you're on fire, Louis."

Chevrolet apparently was ignorant of the fact at the time, but when he had gone about a mile the smoke belched into his face. Then he experienced his only delay.

During the few minutes that it required to extinguish the blaze, Dingley



STILLMAN, IN A MARMON, WHO WON



AITKEN, IN A NATIONAL, WHO BROKE RACE.

and flushed only a fraction of a second apart, Aitken going the distance in 8:27:22 and the runner up, Tom Kincaid, in 8:27:71.

Alfred Austin's Apperson, Jack Rabbit, came third in 8:50:65.

The third race, also a ten-mile stock Chassis, 161 to 230 cubic inches, had six entries, but the E. M. F. car did not get on the track until the race had started. Rodgers in a White Gasoline, Scholtzer in a Fuller, Knipper and Matson in a Chalmers-Detroit, and Nelson in a Buick made the start.

the fact at the time, but when he had gone about a mile the smoke pelched into his face. Then he experienced his only delay.

During the few minutes that it required to extinguish the blaze, Dingley regained the lost laps and took the lead by about thirty yards. His triumph was short-lived, for Chevrolet took after him and passed him during the next lap. He was never again in danger.

No serious accident marred the day's sport. The nearest approach to such an incident occurred in the eighty-fifth lap, when Harry Stillman, whose Marmon had not experienced a single delay, ran into the inner gutter of the track. Neither he nor his assistant was injured.

The accident occurred on the back stretch, when an overstrained rear tire softened and sent the car into the ditch. Three wheels flew off, one of them rolling 200 yards into the paddock before its impetus was lost.

At this time Stillman seemed certain to beat out the Chalmers-Detroit drivers for second honors, having worked to the fore of the machines while one was replacing a tire and the other was renewing its fuel.

The car was entering the back stretch and traveling at seventy-two miles an hour, when the right rear tire burst, swerving the car to the inside of the track and against a steep six-foot embankment. Stillman fell to the track and Joe Dawson, the mechanic, found himself in the driver's seat with his feet on the brakes when the car came to a stop. Neither Stillman nor Dawson was hurt, and when the ambulance and first arrivals of help approached the wreck they were on their way across the field toward the pits. The two men were cheered lustily by the throngs in the grand stand and bleachers.

Strange to relate the car was not damaged beyond crushing the left rear and two front wheels. In its course the car plunged a hundred yards along the side and up on the steep embankment of hard clay and rock and down to the edge of the track before it stopped.

New wheels are at hand and the car will take its place in the events in which it is entered Thursday, Friday and Saturday.

#### Had Not Made a Stop.

Stillman had driven a beautiful race and was running second at the time of the accident, a full lap ahead of the third car and only three minutes behind the leader. His was the only car running which had not made a stop.

His time for 100 miles was eighty-eight minutes, nearly four minutes faster than the world's record for the distance made on the Indianapolis Speedway last August. He had completed 164 miles in 2:20:46.

Stillman's withdrawal left the two Chalmers-Detroit's to fight it out for second place. Charles Basile's Renault

on the track until the race had started. Rodgers in a White Gasoline, Schrottler in a Fuller, Knipper and Matson in a Chalmers-Detroit, and Nelson in a Buick made the start.

Early in the race the twenty White and the twenty-two Fuller were distanced and the contest became one of the prettiest of the day between two thirty Chalmers and the little eighteen Buick.

At the finish the three cars were neck and neck, but Matson in a Chalmers was a nose ahead, Knipper in another Chalmers second, and Nelson with his Buick was scarcely six inches in the rear.

#### Marmons Finish Ahead.

The ten-mile free for all handicaps brought out eight entries, two Marmons, two National, two Renaults, a Knox and a Ranier. Oldfield, in the Knox, and Aitken in a National started from scratch, seventy seconds behind the first car, Harroun's Marmon. Oldfield's car broke down. Stillman profited by the highest handicap, seventy seconds, and was never headed. His team mate, Harroun, came in at his heels. Stillman elapsed time was 8:54:96. Summaries:

One-Mile Time Trial—First, Fiat (Strang), :37.7; second, Benz (Oldfield), 40.13; third, Christie (Christie), :43.32; fourth, Stearns (Rutherford), :50.85.

Ten-Mile Stock Chassis (451 to 600 cubic inches piston displacement)—First, National (Aitken), 8:27.22; second, National (Kincaid), 8:27.71; third, Apperson (Harding), 8:50.65. Also ran, Renault, Fiat, Stearns.

Ten-Mile Race for Light Cars—First, Chalmers-Detroit (Matson), 9:49.46; second, Chalmers-Detroit (Knipper), 9:49.84; third, Buick (Nelson), 9:50.18. Also ran, White Gasoline, Fuller.

Ten-Mile Free-for-All Handicap—First, Marmon (Stillman), 8:54.96; second, Marmon (Harroun), 8:55; third, National (Aitken), 9:12.41. Also ran, Renault, Freres, Ranier, Knox.

Two Miles, Free-for-All—First, Fiat (Strang), 1:31.63; second, Benz (Oldfield), 1:37.18; third, National (Aitken), 1:43.72. Also ran, Christie.

Two-Hundred Mile Stock Chassis—First, Buick (Chevrolet), 2:46:48; second, Chalmers-Detroit (Dingley), 2:53:33; third, Chalmers-Detroit (Lorimer), 2:55:15. Also ran, Renault (Baste), Ranier, Marmon, Renault (Cluquot), National (Aitken), National (Kincaid).

#### FINISH ENDURANCE RUNS.

##### Eight Tours From Various Cities Reach Atlanta as Objective Point.

ATLANTA, Ga., Nov. 9. — Marking an epoch in the statewide good roads campaign which has been waged incessantly by the newspapers and public of Georgia for the last six months, 162 automobiles, coming from every section of the state, rolled into Atlanta today, completing the endurance