

PEEDWAY.



HARROUN LOWERS AMERICAN TIME

Clips Seventeen and Fraction Seconds Off Chevrolet's Mark in 200-Mile Event.

SCORES AT 150-MILE POST

Time Made by Robertson at Atlanta in Fiat Reduced 2 Minutes 44 Seconds.

New Records Made at Saturday's Races

MARMON "SIX."

—American Records Regardless of Class.—

150 Miles—Harroun. Time, 2:02:16, lowering previous mark of 2:05:03 made by Robertson in Fiat at Atlanta, by 2 minutes 44.83 seconds. Average mile per hour, 73.62.

200 Miles—Harroun. Time, 2:46:36, lowering the previous record 2:46:47.47, made by Chevrolet in Bulok at Atlanta by 17.47 seconds. Average mile per hour, 72.10.

NATIONAL "FORTY."

—301-450 Cubic Inches.

Ten Mile—Altken. Time, 8:8.03, lowering previous mark of 8:8.36, made by Altken in National on Feb.



New Records Made at Saturday's Races

MARMON "SIX."

—American Records Regardless of Class.—

150 Miles—Harroun. Time, 2:02:16, lowering previous mark of 2:05:63 made by Robertson in Fiat at Atlanta, by 2 minutes 44.63 seconds. Average mile per hour, 73.62.

200 Miles—Harroun. Time, 2:46:36, lowering the previous record 2:46:47.47, made by Chevrolet in Buick at Atlanta by 17.47 seconds. Average mile per hour, 72.10.

NATIONAL "FORTY."

—301-450 Cubic Inches.

Ten Mile—Aitken. Time, 8:8.03, lowering previous mark of 8:8.36, made by Aitken in National on Friday by 5 seconds. Average mile per hour, 78.76.

KNOX "SIXTY."

—451-600 Cubic Inch Class.—

Five Miles—Oldfield. Time, 4:3.44, Average mile per hour, 73.94.

By H. C. Deupree.

Two American Speedway records marked the consistent flight of Ray Harroun in the Marmon "Wasp" at an average rate of 72.07 miles per hour in the grueling 200-mile struggle for the famous Wheeler-Schebler trophy yesterday afternoon.

Piloting the yellow-jacketed machine past the checkered flag in 2:46:31 (166 minutes 31 seconds) Harroun clipped seventeen and a fraction seconds from the previous mark established by Chevrolet in a Buick on Atlanta's two-mile course in October, 1909.

At the 150-mile post the flying Marmon was timed at 122 minutes and 16 seconds, which lowered the mark established by Robertson in a Fiat "sixty" on the Southern speedway last fall by two minutes and forty-four seconds.



all right for those who are lucky, am to be out of luck every season," has been one of the great drivers in the American motor racing game. He has been rated among the most daring and skillful men of his profession. His little son was in the grand stand when the accident occurred, and he went to the side of his injured father in the Speedway hospital. The last word to the boy that he was told, and under no circumstances was he to attempt to come across the track until the big 200-mile race was over. The race was in progress, and he waited until after its completion to go to the side of his father.

MCYCLE CLUB TO ENJOY ROAD CONTEST TOMORROW

Will Start at Main Entrance to
Fair Grounds at 10:30 a. m.—

List of the Contestants.

Second annual Decoration day road
contest promoted by the Indiana Motor
Club under the rules and sanction of

M. will take place at 10:30 a. m.

May 30.

Contest will start at the main entrance
to Fair Grounds and will be over
the road to Noblesville, west
to Westfield to Lebanon, thence
through Royaltown on the Lafayette
road and Ralph near the Speedway.

Following contestants will compete for

Edward, Morkle, John Ellis, Yale;
with Indian, William McCoy, Es-
selle Jones, Excelsior; Fred Lee-

Robertson in a Fiat "Sixty" on the South-
ern speedway last fall by two minutes
and forty-four seconds.

In addition to these records, the most
important made on the Speedway during
the present meet, since they are in the
free-for-all class, Harroun was timed at
five and ten-mile intervals, and, as there
is no clear record of the distances for
which he was timed, his flight might be
considered a series of American records.

One other record was broken during
the performance yesterday afternoon and
a new mark was set in the 451-600 class
by Oldfield, with the Knox, for five miles,
there being no previous record for this
distance and class.

Johnny Aitken was the only driver to
whittle a few seconds off an old mark,
and the darling National driver accom-
plished that feat in the ten-mile struggle
for cars in the 301-450 cubic piston dis-
placement class. His time for the dis-
tance was 8:8.03, which lowered his own
mark of 8:08.36, made Friday afternoon
in the same event by :5.36 seconds.

Oldfield Wins in Knox.

Barney Oldfield, the veteran who needs
no introduction, hurled the humming
Knox to a scant victory over the Na-
tional "forty" in the five-mile event for
stock chassis cars with a piston dis-
placement of from 451 to 600 cubic inches.
The scarred speed merchant's time for
the workout dash was 4:3.44, an average
of 73.94 miles per hour.

Aitken's average for the ten-mile event
was 73.56 miles per hour.

The Marmon six-cylinder "Wasp" did
not equal the records of the stock Marmon
"Thirty-two" established in the nonclass
competitions upon the Los Angeles board
saucer last month. The struggle yester-
day, however, was for a longer distance
and Harroun, wise and cautious driver
that he is, did not attempt to go but and
kill the speed records in the early com-
petition.

The Marmon stock cars hold the national
free-for-all records from twenty-five to
100-miles inclusive, and yesterday's per-
formance increased their string of speed
laurels considerably. Practically all of
the new records created at the Speedway
during the first two days of racing have
been established at the expense of Chev-
rolet, the Intrepid Swiss, who accumulated
so many marks with his Buick at Atlanta
last fall. By lowering the mark while
burning up the track at the 150-mile post,
the skillful Harroun snatched a title from
Robertson and the big Italian car, Fiat
"Sixty."

These records can not be claimed as
world's records, as they do not compare
with the flights of the British cars Thames
and Napier.

Only in the time trials have the cars
gathered for the present speed carnival
failed to show flights that eclipse the
marks at Los Angeles and elsewhere. The
same cars, however, have not raced here.

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 e. The name of the client: [REDACTED]
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May 30.
The contest will start at the main entrance
the State Fair Grounds and will be over
Noblesville road to Noblesville, west
ugh Westfield to Lebanon, thence
east through Royalton on the Lafay-
road and finish near the Speedway.
The following contestants will compete for
medals:

Stewart, Merkle; John Ellis, Yale;
Marth, Indian; William McCoy, Ex-
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R PROGRAM F CLASSIC EVENTS

National "sixty" (Kincade), National
enty" (Aitken), Flat (Brugg), Buick
men), Buick (L. Chevrolet), Darracq
scher)

ent No. 11—Ten miles, free-for-all
Entries same as event No. 10

ent No. 12—Five miles, free-for-all
Heap, Empire, Metamora, Elmore

ent No. 13—Five miles, free-for-all
Heap, Empire, Metamora, Elmore

ent No. 14—Five miles, free-for-all
Heap, Empire, Metamora, Elmore

ent No. 15—Five miles, free-for-all
Heap, Empire, Metamora, Elmore

ent No. 16—Five miles, free-for-all
Heap, Empire, Metamora, Elmore

ent No. 17—Five miles, free-for-all
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ent No. 18—Five miles, free-for-all
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ent No. 19—Five miles, free-for-all
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ent No. 20—Five miles, free-for-all
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ent No. 25—Five miles, free-for-all
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ent No. 27—Five miles, free-for-all
Heap, Empire, Metamora, Elmore

ent No. 28—Five miles, free-for-all
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Only in the time trials have the cars
gathered for the present speed carnival
failed to show flights that eclipse the
marks at Los Angeles and elsewhere. The
same cars, however, have not raced here,
and the nature of the events in some in-
stances has not forced the winners to
show their best, and the trained driver
will always husband his car and take no
chances of breaking his machine, by a
mad flight for records.

Eighteen Records Created.

During the two days of racing, eighteen
records have been created. Sixteen of
these have lowered all marks, and one by
Griener established a mark for amateurs
to shoot at, while Oldfield set the mark for
five miles in the big class stock cars.

With the exception of the Oldfield
record, and the mark set by Chevrolet on
Friday in the 161-230 cubic inch class,
every record has been established by either
a Marmon or National car. The National
"forty," which finished third today in
the 200-mile race, which went to Harroun,
was stock "forty," which regularly be-
longs to the 101-150 cubic inch classifi-
cation.

The Wheeler-Schubler Trophy Cup event
is a special event, which is neither a
stock car event nor a free-for-all struggle,
but rather a contest between the two. There
are two classes of stock cars, which are
the 101-150 cubic inch class and the
151-200 cubic inch class. The Wheeler-Schubler
Trophy Cup event is a contest between the
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munds), National (Kincade), National
ken), National (Merz), Wescott (Clent-
Jackson (Lynch), Jackson (Switzer),
son (Ellis), Fuller (Switzer), Marlon
ker), Marlon (Anderson), Warren-De-
(Miller), Rupmobile (Gelnave), Herrae-
(Roberts), National (Toussay), National
Iner), E-M-F (Cunningham), E-M-F
ggs), Darracq (Kerecher).

ent No. 13—Fifty miles, Remy Grand
eard and Grand Trophy cup, etc.
s 111 to 133 cubic inch minimum
St. 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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With the exception of the Oldfield record, and the mark set by Chevrolet on Friday in the 161-230 cubic inch class, every record has been established by either a Marmon or National car. The National "forty," which finished third today in the 200-mile race, which went to Harroun, was stock "forty," which regularly belongs to the 301-450 cubic inch classification.

The Wheeler-Schebler Trophy Cup event is a special contest, which is neither a stock car event nor a free-for-all struggle, but rather a cross between the two. There are no stock car regulations which permit special speed creations of every kind to enter, but cars above 600 cubic inch piston displacement are barred, and the minimum weight is fixed at 2,300 pounds.

These two features bar such monsters as the Lightning Bolt and other mammoth foreign cars.

The difference in the condition of the track this year and at the first running for the Wheeler-Schebler trophy is shown by the time made this year and last. August 1, 1917, and a Jackson, which finished a grand second yesterday, made the time, 1:10.4, and was the only car to make the time. The Wheeler-Schebler trophy is a special contest, which is neither a stock car event nor a free-for-all struggle, but rather a cross between the two. There are no stock car regulations which permit special speed creations of every kind to enter, but cars above 600 cubic inch piston displacement are barred, and the minimum weight is fixed at 2,300 pounds.

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ken), National (Merz), Wescott (Clem-
Jackson (Lynch), Jackson (Switzer),
son (Ellis), Fuller (Switzer), Marlon
ker), Marlon (Anderson), Warren-De-
(Miller), Hupmobile (Gelnaw), Herrse-
(Roberts), National (Tousey), National
ner), E-M-F (Cunningham), E-M-F
eggs), Darracq (Kerscher).

ent No. 18—Fifty miles, Remy Grand
sard and Grand Trophy cup, stock
sla, 231 to 300 cubic inches, minimum
ht 1,700. Pope-Hartford (Fox), Jackson
elfer), Great Western (Kincade), Marlon
elfer), Marlon (Anderson), Warren-De-
(Miller), Marmon (Harroun).

ment No. 14—Stock car, Class E, for the
 A. Wilson trophy, valued at \$150; do-
 l by Mr. John A. Wilson, of Franklin,
 to be awarded to the stock touring car
 first makes a full mile in one minute or
 under under existing conditions and
 the four participants in contest to be
 named by date of race and the following
 names: A. I. A. M. racing car, 1914, 1915,
 1916, 1917, 1918, 1919, 1920, 1921, 1922,
 1923, 1924, 1925, 1926, 1927, 1928, 1929,
 1930, 1931, 1932, 1933, 1934, 1935, 1936,
 1937, 1938, 1939, 1940, 1941, 1942, 1943,
 1944, 1945, 1946, 1947, 1948, 1949, 1950,
 1951, 1952, 1953, 1954, 1955, 1956, 1957,
 1958, 1959, 1960, 1961, 1962, 1963, 1964,
 1965, 1966, 1967, 1968, 1969, 1970, 1971,
 1972, 1973, 1974, 1975, 1976, 1977, 1978,
 1979, 1980, 1981, 1982, 1983, 1984, 1985,
 1986, 1987, 1988, 1989, 1990, 1991, 1992,
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RESEARCH REPORT

1. 凡在本行開辦之各項業務，均應遵守本行所訂之各項規章，並應隨時注意本行所訂之各項規章，如有違反者，本行將依法究辦。

With the exception of the field record, and the mark set by Chevrolet on Friday in the 161-210 cubic inch class, every record has been established by either a Marmon or National car. The National "forty," which finished third today in the 200-mile race, which went to Harroun, was stock "forty," which regularly belongs to the 301-450 cubic inch classification.

The Wheeler-Schebler Trophy Cup event is a special contest, which is neither a stock car event nor a free-for-all struggle, but rather a cross between the two. There are no stock car regulations which permit special speed creations of every kind to enter, but cars above 600 cubic inch piston displacement are barred, and the minimum weight is fixed at 2,300 pounds. These two features bar such monsters as the Lightning Benz and other mammoth foreign cars.

The difference in the condition of the track this year and at the first running for the rich Wheeler-Schebler trophy is shown by the time made this year and last August. Lynch and a Jackson, which finished a good second yesterday, headed the fatal procession last year, and the husky athlete shoved his Michigan-made product across the line for the two hundredth mile in the time of 3 hours 32 minutes 16.6 seconds. Yesterday's time yesterday bettered that mark by almost an hour, and Lynch, catching up, was about an hour ahead of his nearest competitor.

1. The first of these is the fact that the Commission has not yet received any information from the Government of the United States regarding the activities of the Committee for the Liberation of the People of the East (CLPE) in the United States. The Commission is therefore unable to provide any information on this subject.

PROGRAM

CLASSIC EVENTS

[illegible]

nt No 11 - Ten miles, from July 11
Entries same as event No 11

at No. 12—Five miles, free-for-all
 cap: Empire (Motsinger), Firestone-
 bus (Prayer), Cole (Endicott), Cole-
 munda), National (Kincadeo), National
 (er), National (Merz), Wescott (Clara-
 Jackson (Lynch), Jackson (Switzer),
 son (Ellis), Fuller (Switzer), Marlon
 (er), Marlon (Anderson), Warren-De-
 (Miller), Hupmobile (Gelshaw), Herrse-
 (Roberts), National (Tousey), National
 (ner), E-M-F (Cunningham), E-M-F
 eggs), Darracq (Kerscher).

ht No. 13—Fifty miles, ^ Remy Grand
sard and Grand Trophy cup, stock
sils, 231 to 300 cubic inches, minimum
ht 1,700; Pope-Hartford (Fox), Jackson
elfer), Great Western (Kincade), Marion
kler), Marion (Anderson), Warren-De-
(Miller), Marmon (Harroun).

ent No. 14—Stock cars, Class E; for the A. Wilson trophy; valued at \$150; donated by Mr. John A. Wilson of Franklin, to be awarded to the stock touring car first makes a full mile in one minute or under, regular touring conditions and carrying four passengers; the contest to be held to cars of not more than fifty horsepower, A. L. A. M. rating; regular touring car (not baby tonneau or torpedo bodies), full, top on but may be down; mud flaps on and regular supply of tools; passengers to weigh not less than 140 pounds and to sit upright in the car; to be there is no down grade the mile to be both ways of the track. If more than one car is to be entered then the car making the fastest time is to be awarded the trophy and runner-up trophy a prize a car.

[illegible]

The following information was obtained from the records of the Federal Bureau of Investigation, Department of Justice, and the Central Intelligence Agency, Office of Security, regarding the activities of the Central Intelligence Agency, Office of Security, in the United States and abroad, during the period from January 1, 1960, to December 31, 1960.

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The difference in the condition of the track this year and at the first running for the rich Wheeler-Schebler trophy is shown by the time made this year and last August. Lynch and a Jackson, which finished a good second yesterday, headed the fatal procession last year, and the husky athlete shoved his Michigan-made product across the line for the two hundredth mile in the time of 3 hours 32 minutes 88.6 seconds. Har-oun's time yesterday bettered that mark by almost an hour, and Lynch, finishing second, was almost an hour ahead of his old mark with the same car.

Lynch, who was leading when the Wheeler-Schubler event, scheduled for 100 miles in 1969, was called off in the two hundred and thirty-fifth mile, made a game effort yesterday to defend the laurels won then, but the consistent perseverance of the young Marston "Warp" and the freedom from the frustration frustrated the inaugural Lynch to

CLASS ENROLL

The following information was obtained from the records of the
 Department of the Interior, Bureau of Land Management, and the
 Bureau of Reclamation, and is being furnished to you for your
 information. It is to be understood that this information is not
 to be used for any purpose other than that for which it was
 furnished, and that it is not to be distributed to any other
 person without the express written consent of the Bureau of
 Land Management. The information is being furnished to you
 under the provisions of the Freedom of Information Act, 5 U.S.C.
 552, and is being furnished to you in accordance with the
 provisions of the Act. The information is being furnished to you
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 furnished to you in accordance with the provisions of the Act.

This afternoon is the conclusion of the track this year and at the same evening for the Jack Wheeler-Jackson trophy to crown by the time made this year and last August. Lynch and a Jackson, which finished a good second yesterday, headed the fatal procession last year, and the husky athlete shoved his Michigan-made product across the line for the two hundredth mile in the time of 3 hours 32 minutes 83.6 seconds. Harroun's time yesterday bettered that mark by almost an hour, and Lynch, finishing second, was almost an hour ahead of his old mark with the same car.

Lynch, who was leading when the Wheeler-Schebler event, scheduled for 300 miles in 1909, was called off in the two hundred and thirty-fifth mile, made a game effort yesterday to defend the laurels won then, but the consistent performance of the special Marmion "Wasp" and its freedom from tire troubles, relegated the courageous Lynch to second.