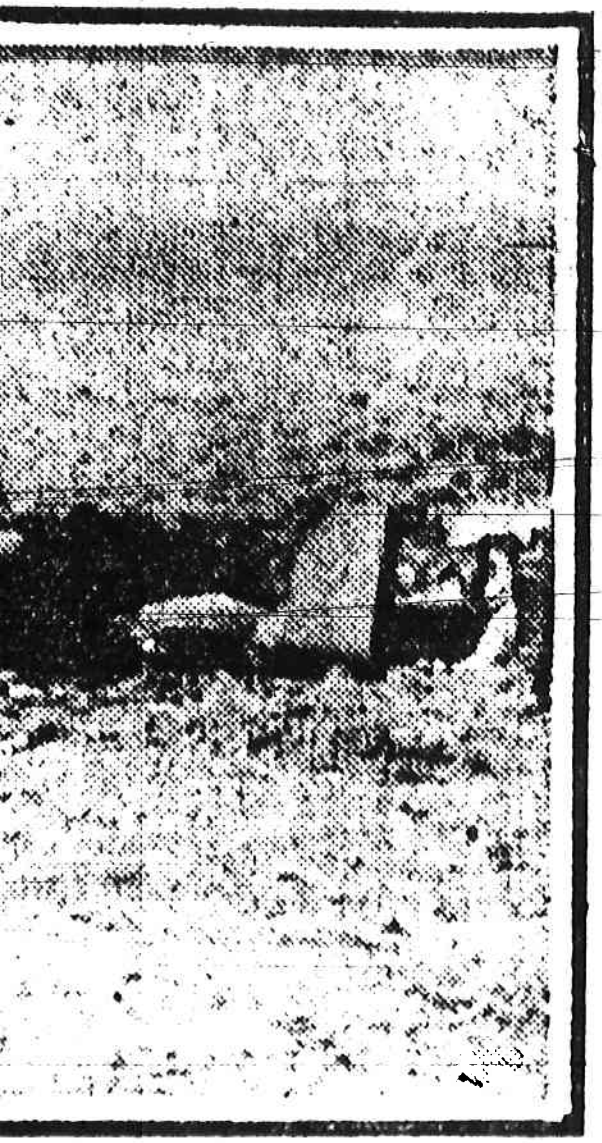
PEEDWAY.



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 2:05:63 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 Fri-

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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. G. 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 gruelling 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.

k.

all right for those who are lucky, em to be out of luck every season." has been one of the great drivers American motor racing game. He been rated among the most dar- skillful men of his profession. ttle son was in the grand stand y when the accident occurred, and to go to the side of his injured n the Speedway hospital. The nt word to the boy that he was t, and under no circumstances he lad attempt to come across the ntil the big 200-mile race was he race was in progress, and the ed until after its completion to go ide of his father.

RCYCLE CLUB TO ENJOY AD CONTEST TOMORROW

Will Start at Main Entrance to Fair Grounds at 10:30 a. m.— List of the Contestants.

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Robertson in a Fiat "sixty" on the Southern 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 daring National driver accomplished that feat in the ten-mile struggle for cars in the 301-450 cubic piston displacement class. His time for the distance 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 National "forty" in the five-mile event for stock chassis cars with a piston displacement 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 yesterday, however, was for a longer distance and Harroun, wise and cautious driver that he is, did not attempt to go out and kill the speed records in the early competition.

The Marmon stock cars hold the national free-for-all records from twenty-five to 100 miles inclusive, and yesterday's performance 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 Chevrolet, 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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PROGRAM CLASSIC EVENTS

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Eighteen Records Created.

During the two days of racing eighteen records have been created. Sixteen of these have lowered all marks, and one by [illegible] a mark for amateurs [illegible] set the mark for [illegible] stock cars [illegible]

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Eighteen Records Created.

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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 in the 301-450 cubic inch classification.

The Wheeler-Schebler Trophy Cup event [illegible] is neither a [illegible] race nor a free for all struggle [illegible] There [illegible]

[illegible] will start at the main entrance [illegible] State Fair Grounds and will be over [illegible] Noblesville road to Noblesville, [illegible] Westfield to Lebanon, thence [illegible] through Royalton on the Lafayette road and finish near the speedway.

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[illegible]R PROGRAM [illegible]F CLASSIC EVENTS

[illegible]: National "sixty" (Kincade), National [illegible]enty" (Aitken), Fiat (Bragg), Buick [illegible]rmen), Buick (L. Chevrolet), Darracq [illegible]scher).

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

[illegible]ent No. 12—Five miles, free-for-all [illegible]licap: Empire (Motsinger), Firestone-[illegible]mbus (Frayer), Cole (Endicott), Cole [illegible]nunds), National (Kincade), National [illegible]ken), National (Merz), Wescott (Clem[illegible] Jackson (Lynch), Jackson (Switzer), [illegible]son (Ellis), Fuller (Switzer), Marion [illegible]ker), Marion (Anderson), Warren-De[illegible] (Miller), Hupmobile (Gelnaw), Herre[illegible] (Roberts), National (Touse), National [illegible]iner), E-M-F (Cunningham), E-M-F [illegible]ggs), Darracq (Kerscher).

[illegible]ent No. 13—Fifty miles, Remy Grand [illegible]ward and Grand Trophy cup, stock [illegible] [illegible] minimum [illegible] Hartford, Fox, Jackson [illegible] Wescott, Kincade, Marion [illegible] Marion, Anderson, Warren De[illegible] [illegible] Marion, National [illegible]

[illegible] [illegible] [illegible] [

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ent No. 13—Fifty miles, Remy Grand
sard and Grand Trophy cup, stock
sis, 231 to 300 cubic inches, minimum
ht 1,700; Pope-Hartford (Fox), Jackson
eiffer), 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; do-
d by Mr. John A. Wilson, of Franklin,
to be awarded to the stock touring car
first makes a 50 mile in one minute or
under regular racing conditions and
ing four passengers in the seat in the
ed to carry more than fifty pounds.

K Class Stock Cars

With the exception of the fastest 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 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. Harroun's time yesterday bettered that mark by [illegible] and Lynch [illegible] a half [illegible] of the same car.

[illegible]

[illegible]

R PROGRAM
CLASSIC EVENTS

[illegible]
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[illegible]

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Lynch, who was leading when the Wheeler-Schebler event, scheduled for [illegible] miles in [illegible], was called off in the two hundred and thirty-[illegible] mile, made a game effort yesterday to defend the [illegible]

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The [illegible] of the [illegible] this year and at the [illegible] for the [illegible] Wheeler-Schebler trophy be 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 33.6 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 Marmon "Wasp" and its freedom from tire troubles, relegated the courageous Lynch to second.