

RECORDS SMASHED IN AUTO RACES

Louis Chevrolet Goes Ten
Miles in Phenomenal Time
of 8:56 4-10.

OLDFIELD'S GREAT FEAT

Brings His High-Powered Machine on
Exhibition Mile in 43 1-5—Speed-
way Meets Fondest Hopes.

[Original to The Indianapolis News.]

INDIANAPOLIS MOTOR SPEEDWAY, August 19.—Twelve thousand wildly excited spectators saw the new Indianapolis motor speedway auspiciously opened this afternoon with the shattering of world's records. Old records were made to appear slow by those established in the first attempts on the new track.

What will be done in the way of new records when the track is improved and at its best can only be conjectured. Barney Oldfield, in his big Benz, smashed Webb Tay's former American circular

to continue in the race after winning. He was never again heard of when he started his claim.

Soldiers Guarded Course

Twenty-five officers and men of battery, Second regiment, National Guard, under Captain C. L. Parsons, paraded the track throughout the day. The men were in companies A, C, D and E, in front of the stands, and armed with rifles, bayoneted. It was noted that darkness fell early, rain during the day, turned before noon, and down with redoubled fury.

The rule forbade the spectators to cross the track, the parking space being situated in the rear, between the line of cars, opposite the grand stand and back of the press box. Cars were also prohibited from parking outside the grand stand and back of the track.

Workmen Busy on Track

Scores of workmen were on track until the last minute, repairing just prior to time to run race. Only a few difficult portions of track during the morning track was opened. There is no fuel for hot pursuit, but a majority of them were machine tools made yesterday.

An army of drivers and workmen all morning worked scores of repair jobs, mainly grinding, which was of enormous assistance in making a race. They got along with extra men and all interchangeable parts of the cars. They were veritable mechanics above. They are highly paid, fed and it is to speak of the racing cars stop for nothing. Pit stops are some of the most frequent. Such was the work done in making the speedway a success in automobile racing on the track, and many a reality was in the repair job.

old records were made to appear slow by those established in the first attempt on the new track.

What will be done in the way of new records when the track is improved and at its best can only be conjectured. Barney Oldfield, in his big Benz, smashed Webb Jay's former American circular track record of 48 1-5 seconds for the mile to Smithereens when he drove that distance to a flying start in 43 1-4. Louis Chevrolet, in his Buick, set a new American track record for ten miles in the second race by covering the route in 56 1-4. Oldfield formerly held the record for ten miles on a circular track at 9:12.

Fondest Hopes Realized.

The new records indicate that the speedway course, which is expected to become world famous, is up to the fondest hopes of the builders. Racing experts predict that it will be the fastest course in the world. In their opinion it was several seconds slow today on account of the rough surface that was but natural considering the fact that the army of workmen in the construction left the track barely in time to permit the races to be started on schedule. The program was carried out without delay and a big crowd was highly pleased with the entertainment. The grand stand was completely filled and several thousand spectators saw the races from the bleachers, half a mile to the right. Throngs filled the open space in front of the stand and scores of automobiles were parked inside the big track.

Oldfield's record-breaking exhibition was an added attraction after the fourth race and it preceded the 250-mile race for the Great-O-Lite trophy, valued at \$1,000, in which more interest was probably manifested than in any other event.

The First Race.

When the first race was called, promptly at 12 o'clock, a crowd of five thousand was on the ground and in the stands. Spectators began to arrive early, the first racing as early as 9 o'clock. The first race, a five-mile event for stripped chassis cars of class No. 4, 161 to 230 cubic inches piston displacement, brought out the starters, including two Stoddard-Detroit driven by Wright and Schwitzer, and a Buick driven by De Witt and

Shope. They got back to the field and it is to credit of the racing committee that they did not give up. The drivers did their best without assistance, and the work of the officials, who labored on the track, and whose main duty was to see that all

AUTO LEAPED CURB FENCE AT STREET

G. C. VAN CAMP'S
WEDGED UNDER A PARKING

WOMAN SEVERELY

The father of George Van Camp, the Van Camp Packing Company, to whom his son's car leaped off the curb in yesterday's 500-mile race, died this morning, caused by a stroke of the heart. Mrs. Robert Thompson, of Chillicothe, with her husband, was a guest at the home.

The Thompsons are from New Mexico where, and are guests of Mrs. J. C. Thompson, and attend the races at the Manhattan track every week for a week during part of the summer. They did not join the auto race, but were in the audience. They had been in the park during most of the day, and

race and it preceded the 200-mile race for the First-C-Lite trophy, valued at \$1,000, in which more interest was probably shown than in any other event.

The First Race.

When the first race was called, promptly at 1 o'clock, a crowd of five thousand was on the ground and in the stands. Spectators began to arrive early, the first appearing as early as 9 o'clock. The first race, a five-mile event for stripped chassis cars of engine No. 4, 161 to 239 cubic inches piston displacement, brought out the visitors, including two Stoddard-Detroit driven by Wright and Schwitzer, two vehicles driven by De Witt and one Wells, driven by Stickney. Vining and Jackson were scratched.

The racing card contained five races: a five-mile race, a ten-mile race, a six-mile race, a ten-mile free-for-all race, and the 260-mile race for the Great Lakes trophy, valued at \$1,000.

The color signals follow: Red flag, clear road ahead; yellow flag, stop immediately; green flag, starting limit lap; checkered flag, race finished; white flag, stop for communication; blue flag, accident or

Evansville 5:13-4-10.

The crowd rose to its feet as the five cars started at the bridge two hundred yards above the grand stand and drove under Fred Wagner at the beginning of the first race, a slow event for two-speed cars. Two Stoddard-Daytons, driven by Schwitzer and Wright in that order, led from start to finish. The third driven by Leo Witt, was third, and the only fourth. Foyall's Buck went ~~wrong~~ on the first turn and was early out of the race. The time was 5:12 4-10.

The cars started in the second race, a 100-mile sprint for class No. 4, of 301 to 350 cubic inches piston displacement. The entries included three Marmons, driven by Trickle, Monson and Steely; two Marmons, driven by Stillman and Barron; and two Buicks, driven by Burman, Bryant and Chevrolet. The field was sent away from a standing start.

Picks the Winners.

The Buicks finished 1, 2 and 3 in the second race, with Chevrolet, Strang and Burns, in the order named. The Marion, driven by Stillman, was a close fourth. The three Buicks led from start to finish. Chevrolet's winning margin being more than a mile. The Marion driven by Stillman was 5th and the

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The Trevittans are here for
middle season, and are guests at
pool hotel. They are friends of
Cain, and attended the meet
at the Minnesota last night.
The Minnesota were
won for a fine sweep
out of the city
and won the match in
style. The visitors were
also given a good time
and treated like kings.
The two teams were
well matched, and the
final score was

The Committee received
and read the report of
the Executive Board, and
then voted to accept it.
The report was as follows:

III. TRADITION AND

Mrs. Thomas has had a very
bad start. Her husband died
in the spring while she had
shoulder a great deal of care
and her health was broken and she
cannot sleep well. She said
the neighbors in Justice have
planned to take Mr. Thomas and
the unchristian neighbors seem
proud of their eight children.
That Mr. Van Cleave and his
son intended to get rid of the
old man. The old man
said he was called back home
to help his son recover all the
time he had been ill.

The first stage of the
conflict had been set off
when the British forces had
been repelled by the
Confederates from the
area around the
city of Fredericksburg.
The second stage
was when Lee had
crossed the Rappahannock
River and had advanced
towards the
Union forces. The third stage
of the conflict was
when Lee had been
defeated at the
battle of Gettysburg.

race and it preceded the 20-mile race for the Frost-O-Lite trophy, valued at \$500, in which more interest was manifested than in any other event.

The First Race.

When the first race was called promptly at 12 o'clock, a crowd of 500 spectators was on the ground and in the stands. Spectators began to arrive early, the first appearing as early as 9 o'clock. The first race, a five-mile event for engines of 30 cubic inches piston displacement, numbered 55 starters, including two Fordson, Dayton, driven by Wright and Schmitz; two Buicks, driven by Ryall and Kyell, and one Velle, driven by Schmitz. A Velle and a Jackson were withdrawn.

Today's racing card contained three events, a five-mile race, a ten-mile race, a five-mile race, a ten-mile speedster handicap and the 20-mile race for the Frost-O-Lite trophy, valued at \$500.

The race signals follow: red flag, course "yellow" flag, stop signal, green flag, starting line flag, disqualification flag, you are finished; white flag, cease fire, consultation; blue flag, caution on course.

Fives Miles in 8:13 4/5.

The crowd rose to its feet and the first cars started at the bridge two thousand yards above the grand stand and the first past starter Fred Wagner at the beginning of the first race, a race for low-powered cars. Two Fordsons were driven by Schwitzer and Wright, in that order led from start to finish. A Buick driven by De Witt was second and the Velle fourth. Ryall's car went wrong on the first turn and was ruled out of the race. The time was 8:13 4/5.

Eight cars started in the second, a ten-mile event for class No. A, or 50 cubic inches piston displacement. On this included three Marmon, driven by Timmer, Monson and Morris; two Marmons, driven by Stillman and Schmitz; and three Buicks, driven by Johnson, Strang and Chevrolet. The third was sent away from a standing start.

Buicks the Winners.

The Buicks finished 1, 2 and 3 in the second race, with Chevrolet, Morris and Timmer, in the order named. The Marmon, driven by Stillman, was a close fourth. The three Buicks had been off to Marmon, Chevrolet's winning Marmon being more than a mile. The Marmon by Stillman was the

race and it preceded the 50-mile race for the Prest-O-Lite trophy, valued at \$500, in which more interest was manifested than in any other event.

The First Run

When the first race was called, promptly at 12 o'clock, a crowd of six thousand was on the ground and in the stands. Spectators began to arrive early, some appearing as early as 9 o'clock. The race, a five-mile event for drivers of six cars of class No. A, all having 1000 cubic inches piston displacement, brought out five starters, including two Packards, a Maybach, driven by W. H. and G. H. Muller, two Buicks, driven by the Rev. Mr. Kyell and one Vaux, driven by Charles A. Vaux, and a Jackson, driven by

Today's racing card includes a
\$1000.00 five-mile race, a \$1000.00
\$500.00 five-mile race, a \$1000.00
\$500.00 two-mile race, and the \$1000.00
\$500.00 Final-Of-Life trophy, valued at \$100.

The two signals follow the red and green
colours "yellow" the red signal
comes first, starting in the red
line until it is finished; then the green
continuation; blue one continues
couple.

Fives' Miles in 8:33-4-13.

The crowd rose to its feet as the race started at the bridge two thousand yards above the grand stand and the past starter Fred Wagner in his winning car, the first year, a new and low-powered car. Two Buicks followed driven by Schwitzer and Weller, in that order led from start to finish. The Buick driven by De Vill was fifth and the Vails fourth. Rydell's car was wrong on the first turn and was eliminated from the race. The time was 4:30 and

Digital carry started in the second year ten-mile event for class No. 4 of the 300 cubic inches piston displacement engines included three Marmon by Prather, Monson and Morris, two Monos, driven by Sullivan and Chapman, and four Buicks, driven by Chapman, Stewart and Chevrolet. The field was built away from a starting line.

Bulks the Wins

The Buicks finished 1, 2 and 3 in the second race, with Chevrolet, Duray and Darmas, in the order named. The Buick, driven by Hartman, was a close fourth. The three Buicks had been racing more than a mile, the Buicks

preceded the 250-mile race for the Grand-Lite trophy, valued at \$1,000. Interest was probably greater than in any other event.

The First Race.

When the first race was called, promptly at 8 o'clock, a crowd of five thousand people on the ground and in the stands, spectators began to arrive early, the first arriving as early as 9 o'clock. The first race, a 15-mile event for stripped chassis cars of class No. 4, 181 to 230 cubic inches displacement, brought out twenty drivers, including two Stoddard-Daytons by Wright and Schwitzer, and two drivers by De Witt and Jackson, and one Vaux, driven by Stickney. Jackson and Jackson were scratched.

The program card contained five races: a 15-mile race, a ten-mile race, a five-mile race, a ten-mile free-for-all race, and the 250-mile race for the Grand-Lite trophy, valued at \$1,000. The signals follow: Red flag, clear track; yellow flag, stop immediately; green flag, starting last lap; checkered flag, race finished; white flag, stop for accident; blue flag, accident on

Five Miles in 5:13 4-10.

The crowd rose to its feet as the five cars started at the bridge two hundred yards from the grand stand and flew after Fred Wagner at the beginning of the first race, a slow event for stripped chassis cars. Two Stoddard Daytons, driven by Schwitzer and Wright, in turn led from start to finish. The third car, driven by De Witt, was third, and the fourth, Lyall's Buick, went through the first turn and was early eliminated. The time was 5:13 4-10.

The race was started in the second race, a ten-mile race for class No. 4, of 181 to 230 cubic inches displacement. The three Marions, driven by Monson and Steltz, two Marions driven by Stillman and Harronn, and a Buick, driven by Turman, were away from a standing start.

Buicks the Winners.

The Buicks finished 1, 2 and 3 in the second race, with Chevrolet, Strang and Marion, in the order named. The Marion, driven by Stillman, was a close race. The three Buicks led from start to finish. Chevrolet's winning margin was less than a mile. The Marion driven by Steltz was fifth and the Marion driven by Turman was sixth.

the tonneau.

The Trevisans are here for the automobile races, and are guests at the pool hotel. They are friends of Camp, and attended the garden at the Männerchor last night. The Männerchor after midnight went for a ride through the parts of the city. Mr. Van Camp did not see the offset in Penn street, or his steering gear did not hold, and while going northward, at high speed, the car dashed over the sidewalk into the yard of William B. Westlake, at the west corner of Pennsylvania and Second streets.

The automobile rammed against the porch with a terrific crash, shattering the neighborhood. Mr. Westlake family was not at home and did not suffer any injury. Mr. Van Camp was over the steering wheel and under the car, suffering only slight injuries. Mrs. Trevisan was also thrown out receiving serious hurt.

Mrs. Trevisan's Injuries.

Mrs. Trevisan was not so lucky. She was hurled forward, her body hitting the steering wheel and her head hitting a post of the porch. Her collar bone was broken and she received severe scalp wounds. Her injuries caused the neighbors to believe that she was pinned in the wreckage, and they freed her from the wrecked machine, careful of peeling in their night clothes. They then Mr. Van Camp and Mr. Trevisan succeeded in getting Mrs. Trevisan out of the wreckage. The city dispensary doctor was called and Mrs. Trevisan taken to her rooms at the Chippewa where she received medical attention.

The front wheels of the machine were smashed and the front of the car was wedged beneath the porch. Several men assisted in stopping the machine by lodging against the stone wall in the yard. The machine struck the wall after having hurried through the curving. It required the services of several men to release the machine from the porch. The pinion under the porch this part of the machine's equipment that completely wrecked was removed and taken away in another automobile.

and three Buicks, driven by Burman, Young and Chevrolet. The field was away from a standing start.

Bullock the Winners.

The Buicks finished 1, 2 and 3 in the second race, with Chevrolet, Strang and Harrow, in the order named. The Marion, driven by Stillman, was a close fourth. The three Buicks led from start to finish, Chevrolet's winning margin being more than a mile. The Marion driven by Healy was fifth and the Marion with Harrow at the wheel sixth. The Marions driven by Tinkler and Morrison were put out of the race on the first lap. The time was 8:56. This is a new American track record.

Nine entries started in the third race, a 10-mile event for cars in Class No. 1 up to 10 cubic inches piston displacement. Included was a Knock driven by Horace Stoddard-Dayton, driven by L. C. Samuel, Miller and Clemens; Durie built, driven by Burman, Strong and Cheever; and two Jacksons with Lynch and ... as pilots.

Most Exciting Race.

This race was the most exciting of the day, being won by Borque in his big Knob, after the most spirited kind of contest over the entire route with Dushman in his Buick. The Buick led by half a length at the finish of the first round, but daylight barely separated the two leaders cars at the finish of the race. Chappell, in a Buick, was third, and Miller in a Stoddard-Dayton was fourth. Strange in a Buick was fifth. Lynch in a Jackson and Ellis in a Jackson and the Belmont in a Stoddard-Dayton finished as runners. The purse for the race was \$100.

The American record for the distance

Biggest Field of the Day.

Twenty-two starters, comprising the biggest field of the afternoon, lined up for the fourth race, a ten-mile free-for-all handicap.

The starters included an Apperson, two
Knoxes, a Losier, a National, three Mar-
tions, three Marmons, two Stoddard-Du-
tonts, a Peerless, two Buicks, two Vultees,
three Jacksons and a Stearns.

The first section of the
document was the title page,
which contained the title
of the document, the date
it was signed, and the names
of the signatories. The
title page was followed by
the body of the document,
which contained the text of
the agreement. The text
was written in a clear and
legible hand, and it was
signed by all the parties
involved. The document
was then sealed with a
large red wax seal, which
was placed at the bottom
right corner of the page.
The seal was made of
red wax and had a circular
shape. It contained the
names of the signatories
and the date of the signing.
The entire document was
then placed in a folder
and stored in a safe place.

10. The *Journal of Clinical Endocrinology* is the official journal of the International Society of Endocrinology.

Illustration **Sample**
Afternoon Tea
Thursdays, 3pm-5pm
Catering

WEATHER WATCH

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1000 1000 1000

- Created by [Kathy Miller](#)
The following will show how
each of these files is used.

on by Stillman and Marmon, and two Buicks, driven by Burman, and Chevrolet. The field was from a standing start.

Buicks the Winners.

The Buicks finished 1, 2 and 3 in the second race, with Chevrolet, Strang and Purman in the order named. The Marmon, driven by Stillman, was a close fourth. The three Buicks led from start to finish. Chevrolet's winning margin being more than a mile. The Marmon driven by Steltz was fifth and the Marmon driven by Marmon at the wheel sixth. The Marmons driven by Tinkler and Monroe were put out of the race on the first lap. The time was 8:56. This is a new American track record.

Nine entries started in the third race, a five-mile event for cars in Class No. 1, up to 100 cubic inches piston displacement. Included was a Knox, driven by Purman; three Stoddard-Daytona, driven by Miller, Clement, Miller and Clemens; three Jacksons driven by Purman, Strang and Lynch, and two Jacksons with Lynch and Miller as pilots.

Most Exciting Race.

This race was the most exciting of the day, being won by Borges in his big Knox, after the most spirited kind of contest over the entire route with Burman in his Buick. The Buick led by half a length at the finish of the first round, but daylight barely separated the two leading cars at the finish of the race. Chevrolet, in a Buick, was third, and Miller in a Stoddard-Daytona was fourth. Strang in a Buick was fifth. Lynch in a Jackson and Ellis in a Jackson and De Garmo in a Stoddard-Daytona finished as sixth. Clemens in a Stoddard-Daytona was put out of the race on the first lap. Time, 4:48 5-10. The American record for the distance is 4:28.

Biggest Field of the Day.

Twenty-two starters, comprising the biggest field of the afternoon, lined up for the fourth race, a ten-mile free-for-all handicap.

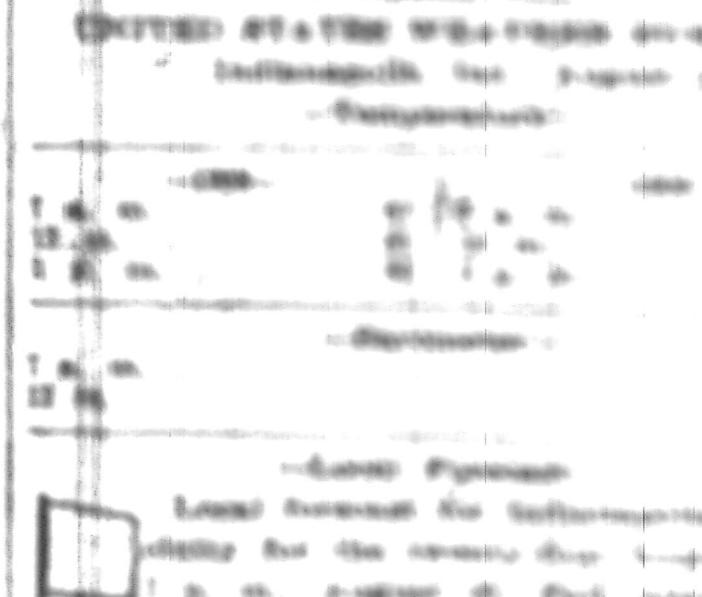
The starters included an Apperson, two Knoxs, a Losier, a National, three Marmons, three Marmons, two Stoddard-Daytonas, a Peerless, two Buicks, two Vultees, three Jacksons and a Stearns.

The front wheel of the Marmon and the front of the car was wrenched toward the center, while the rear wheel was wrenched by hitting against the curb on the yard. The engine hit the wall after hitting the curb, causing the rear end to wrench the connecting rod under the front wheel. One of the machine's axles was completely broken and taken out in another accident and working on the connecting rod steering mechanism would have helped before it could be held in the course of the accident.

Mr. Van Camp called in one minute after the accident and said Captain Ryland was a wise and safe driver of the racing auto property.

Steaming Autocars.
MULTI-CAVITY ENGINE
TODAY. THE TWO IN CHARGE

WEATHER INDICATION



Local forecast for Indianapolis
Valid for the next 24 hours
1 p.m. Aug. 6 Partly cloudy
Temperature expected over 80°
Rainfall for Indianapolis: Fair
Wind: Moderate
Gusts for Indianapolis: Light
Wind direction: NE
Clouds for Indianapolis: Partly cloudy
- Weather in other cities
The following table shows the
weather in other cities on 12 m.

BIGGEST RECORDS SMASHED IN AUTO RACES

**Chevrolet Goes Ten
in Phenomenal Time
at 8.00 4-10.**

WORLD'S GREAT FEAT

The high-powered Machine on
which this is 43 1-2-Speed
by Louis Fender Hopes.

(From the Indianapolis News)

INDIANAPOLIS MOTOR SPEEDWAY.
In three thousand wildly explosive moments the new Indianapolis motor speedway opened this morning with the shattering of world's records. No records were made to upstage established in the first on the new track.

No time is the way of new records. The track is improved and no one can be conjectured. Barlow, in his big Benz, smashed the American circular

to continue in the race after a long wrangle. He was seven laps behind the leader when he started for the second time.

Soldiers Guarded Course.

Fifty-nine officers and men of the First battalion, Second regiment, Indiana National Guard, under Captain Carpenter paraded the track throughout the afternoon. The men were picked from companies A, C, D and H. The track in front of the main grand stand was sprinkled with oil this morning, laying the dust. It was sizzling hot. Clouds that darkened the sky and threatened rain during the early morning hours passed before noon and the sun beat down with relentless intensity.

The rule requiring the automobiles of spectators to cross the track and enter the parking space prior to 12 o'clock resulted in the early formation of a long line of cars opposite the main grand stand and back of the judges and press stands. Cars were also scattered at various points around the course.

Workmen Busy on Track.

Scores of workmen were busy on the track until the last minute, quitting their task just prior to time to call the first race. Only a few drivers practiced on the track during the morning hours. The track was opened from 4 to 8:30 o'clock for that purpose, but apparently a big majority of them were satisfied with final tests yesterday afternoon.

An army of drivers and mechanics was busy all morning equipping the two scores of repair pits directly opposite the main grandstand, which were to be points of strenuous activity during the afternoon's races. These pits were stocked with extra tires and all the available interchangeable parts of the racing machines. They were veritable miniature machine shops. They set back from the track ten feet and it is in front of them that the racing cars stop for repairs. In these pits are some of the most expert and swiftest automobile mechanics in the world. Speed in making repairs is as essential in automobile racing as swiftness on the track, and many races are in reality won in the repair pits.

RECORDS SMASHED IN AUTO RACES

Chevrolet Goes Ten
in Phenomenal Time
of 8:56 4-10.

WORLD'S GREAT FEAT

The High-Powered Machine ran
a Mile in 43 1-5—Speed-
ily Meets Fondest Hopes.

[From the Indianapolis News]

INDIANAPOLIS MOTOR SPEEDWAY.—Twelve thousand wildly excited spectators saw the new Indianapolis motorway auspiciously opened this morning with the shattering of world's old records were made to appear by those established in the first race on the new track.

More will be done in the way of new records when the track is improved and it can only be conjectured. Barthold, in his big Benz, smashed circular

to continue in the race after a long wrangle. He was seven laps behind the leader when he started for the second time.

Soldiers Guarded Course.

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The men were picked from companies A, C, D and H. The track in front of the main grand stand was sprinkled with oil this morning, laying the dust. It was sizzling hot. Clouds darkened the sky and threatened rain during the early morning hours passed before noon and the sun beat down with relentless intensity.

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Workmen Busy on Track.

Scores of workmen were busy on the track until the last minute, quitting their task just prior to time to call the first race. Only a few drivers practiced on the track during the morning hours. The track was opened from 8 to 10 o'clock for that purpose, but apparently a big majority of them were satisfied with practice made yesterday afternoon.

An army of drivers and mechanics was busy all morning equipping the two scores of repair pits directly opposite the main grandstand, which were to be scenes of strenuous activity during the afternoon's races. These pits were stocked with extra tires and all the available interchangeable parts of the racing machines. They were veritable miniature machine shops. They set back from the track 10 feet, and it is in front of them that the racing cars stop for repairs. In these pits are some of the most expert and swiftest automobile mechanics in the world. Speed in making repairs is as essential in automobile racing as swiftness on the track, and many races are in reality won in the repair pits.

ENDS SMASHED ■ AUTO RACES

Chemical Goes Ten
in Phenomenal Time
at \$100 410.

GREAT FEAT

The High-Powered Machine on
the Line in 45 1/2—Speed
by Super-Pendine Motors.

to continue in the race after a long wrangle. He was seven laps behind the leader when he started for the second time.

Soldiers Guarded Course.

Fifty-nine officers and men of the First Battalion, Second regiment, Indiana National Guard, under Captain Carpenter, patrolled the track throughout the afternoon. The men were picked from companies A, C, D and H. The track in front of the main grand stand was sprinkled with oil this morning, laying the dust. It was sizzling hot. Clouds that darkened the sky and threatened rain during the early morning hours cleared before noon and the sun beat down with relentless intensity.

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Workmen Busy on Track.

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An army of drivers and mechanics was busy all morning equipping the two score of repair pits directly opposite the main grandstand, which were to be points of strenuous activity during the afternoon's races. These pits were stocked with extra tires and all the available changeable parts of the racing machines. They were veritable miniature machine shops. They set back from the track ten feet, and it is in front of them that the racing cars stop for repairs. In these pits are some of the most expert and swiftest automobile mechanics in the world. Speed in making repairs is as essential in automobile racing as swiftness on the track, and many races are in reality won in the repair pits.