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MANY RECORDS FALL IN SPEEDWAY RACES

Daring Louis Strang Covers Himself with Glory in 100- Mile Event

HE SETS MANY NEW MARKS

New World's Records for Ten and Five Miles Also Are Made—Great Crowd Sees Races.

Yesterday was wholesale record-break-
ing day at the new Indianapolis motor
speedway. A great crowd, estimated at
22,000, saw the fastest previous time for
almost every distance up to one hundred
miles reduced during the afternoon. Eight
events were on the card and all held the
undivided attention of the crowd from
start to finish. Aitken, in a National,
smashed the five-mile record to smithere-
ens; Zeingal, in a Chadwick, set a new
mark for ten miles, and Strang, in a
Buick, established new records for all dis-
tances from twenty to one hundred miles.
The performance of Strang was the
most spectacular of the two days of rac-
ing. He was unusually fast.

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They are well
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most famous drivers in
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Begin Tonight.

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...mark for ten miles, and Strang, in a
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tances from twenty to one hundred miles.
The performance of Strang was the
most spectacular of the two days of rac-
ing. He was unusually fortunate in not
being forced to stop for repairs and he
led from start to finish. He had a lead
of three laps at the finish over De Witt,
in another Buick that finished second, and
Stillman and Harroun, in Marmons, were
four laps behind the leader. Strang's
time was 1:32.435-10, while the old record
was 1:44. It was held by Burman in Buick
and was made at Columbus, O., last July
3. Zeingal's time was 8:23.2. The previous
ten-mile record was 8:56.4, and was made
by Chevrolet in a Buick on Friday. Prior
to that time the record was 9:12, held by
Oldfield. Aitken's time for five miles was
4:25 flat. Merz, in a National, almost tied
Aitken and his time was announced at
4:25 1-5. It was impossible for the specta-
tors to tell which of the two cars was in
the lead at the finish.

A. A. A. Inspects Track.

The eight events on the card were car-
ried out without a hitch of a serious na-
ture, and the major portion of the crowd
remained until after the finish of the last
event, the one-hundred-mile race. The pro-
gram was carried out as arranged. Prior
to the race it was announced that the one-
hundred-mile race for the G & J trophy,
valued at \$1,000, would be reduced to fifty
instead of one hundred miles, for the rea-
son that many of the drivers entered
were also entered in the three-hundred-
mile Wheeler & Schebler \$10,000 race today
and wished to avoid the strain of such a
long contest yesterday. The Marmon and
Marion managers protested, however, be-
cause the G & J trophy for the winner
of the event was donated for a race of
one hundred miles, and it was feared
complications would follow a reduction
of the distance. It was then decided to
race the distance originally scheduled.

The fifth race, at fifty miles, was
taken by Wright in a Stoddard-Dayton.
Only two cars, both Stoddard-Daytons,
finished that event. Five, including
two Buicks and a Velle, started.
The sixth race was the ten-mile free-for-
all, in which Zeingal broke the record in
his Chadwick. The seventh race was the
five-mile free-for-all handicap, in which
Aitken broke the record. The eighth and
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The crowd showed marked partiality
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Both are young men who have developed with the automobile industry in this city until they rank among the most daring and competent drivers in the country. They are well known to all Indianapolis race followers.

Barney Oldfield, who has held more world's records than any other driver, made his appearance in competition for the first time in the third race, when he was at the wheel of his National Old Glory. There were eight starters, including Lytle, in an Apperson, and De Palma, in a Fiat. Oldfield had trouble with his car and did not complete the first lap. He also injured his arm, and for a time was of the opinion that he would be unable to appear in later events. Aitken, in his National, drove a remarkable race in that event. He was last at the finish of the first lap, but gradually cut down the lead of the others, and forged to the front at the finish. Clemens, in a Stoddard-Dayton, led at the finish of the third lap, but was passed early in the fourth round and did not finish.

Wife First to Congratulate.

While thousands of spectators were aroused to a high state of enthusiasm as the cars in the 100-mile race yesterday settled down to their gruelling pace, none perhaps was affected more by the thrill of victory than Mrs. Louis Strang, wife of the winning driver. From her position of vantage on the inside of the course she kept watch on the race. While her eyes were only for car No. 33 and the driver it contained, she was able to tell the exact standing of every contestant. It was not enough for her to know that her husband held the lead. She must know how great was his margin.

Thousands of spectators shouted words of cheer to Louis Strang as he crossed the finish line winner of the greatest race of the day, but the daring pilot had ears for none. Driving his car off the course he passed into the inclosure to the north of the judge's stand and there was enacted a fitting climax to a thrilling race. It was a wife's greeting and a wife's kiss.

The hotels were alive with automobile visitors and enthusiasts last night, and at the Denison a banquet was spread for 150 Stoddard-Dayton officials and employes. The event was extremely enjoyable and the hosts and guests made mer-

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ROADS FALL WAY RACES

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