# THOUSANDS WONDER AS MEN DEFY TIME

Cars, as Well as Pilots, Amaze Spectators by Seemingly Impossible Feats.

SKILL IS MASTER OF POWER

Climbing "Board Mountains"

Seems as Easy as Skimming

Over Speedway.

## By P. P. Willis.

When night gathered around the famous Speedway yesterday and the long file of automobiles nosed their way out through thousands of persons on foot, there was one verdict on the lips of all—wonderful.

The day's performance of both men and machines was filled with wonder for the spectators. It is doubted if history records any sporting event that asks so much of its votaries and is paid so cheerfully. It is also questioned whether men ever endured more and performed so skillfully for a double purpose as those fearless knights of the motor who yesterday both thrilled the anxious multitude and at the same time furnished the manufacturers their best object lesson.

From start to finish of the program it was one continual enjoyment and excitement with lessons taught at every performance. The program was initiated by a hazard race of Overland test cars. These drivers, called motor rough riders, showed the thousands in the grand stands not only their skill at handling machines in the most conceivable difficult circumstances, but produced the proof of the possibilities of the modern automobile. They were forced to urge their machines up, over and then down the steep incline. This same trick had to be performed twice by every driver.

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formed twice by every driver.

Two inclines were in front of the main grand stand and two in front of the bleachers. After they had mounted the last "board mountain" they turned their cars loose at full speed and raced around the track back to the judges' Myers won, time 3:28; McGee came second, time 3:38, and Gregg, third, time | 4:4.30. Starter Wagner expressed the opinion of all the officials when he said:

"In all my experience around races from coast I never witnessed such a perfect exhibition of a car's possibilities. I think it marvelous that the winner was able to take the time required to climb those inclines and then make two and a half miles in a few seconds over three minutes.' The other testers driving were Baird, Ricketts and Shessler. event will not be repeated Monday because the regular program is too long, and it takes too much time to drag the inclines off and on and off the track.

#### Time Trials.

Immediately after the Overland hazard race the time trials were called forth. The results follow, and they were devoid of spectacular color, as every car went its paces alone. It was for one mile, with the following results:

Motsinger in Empire, time 1:07.1. Lytle in American, time :44.4. Altken in National, time: 46.8.

Bragg in Fiat, time :41, getting first

Harroun in Marmon, time :42.3, getting third place.

Kirsch in Darracq, time :41.81, getting

recond place.

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> Louis Strang now holds the Speedway record for the mile, having made it last December in his Flat in the time of :37.10.

#### First Race.

The feature of the first real race between cars was the competition of home machines, National and Marmon. It was nip and tuck all the way. The Marmon would get the lead in the middle of the back straight away and National the would regain it on the last turn.

The race was for ten miles for cars in Class B, Division 4, with 301 to 450 cubicinch piston displacement, minimum weight

being 2,000 pounds.

Aitken in his National won in time of 8:8.9; Harroun in Marmon, second; Merz in National, third; Kincade in National, fourth, and Lynch in Jackson, fifth.

Dawson in Marmon was leading after two and a half miles, but was forced to quit the race in the second lap. Harroun jumped from fourth place in first lap to second in fourth.

Kincade had the lead in the second lap. time of 4:12.15. He then dropped to fourth place in the fourth lap. This shows what shiftings can take place, even in such a roun in his Marr



When Dawsoh's Marmon car the fence yesterday at the Spe injured.

a question as to his being a re was at stake. Chairman Bu A. A. A. contest board said las "Mr. Bragg is an amateur.

he did not drive yesterday w his car had not gone through to of being officially registered."

### Fifth and Last Rac

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Kincade had the lead in the second lap, time of 4:12.15. He then dropped to fourth place in the fourth lap. This shows what shiftings can take place, even in such a short race as ten miles. In the longer events the exchanging of position causes the man who tries to keep perfect tab to become dizzy.

Aitken, in this race, had second place in the first two laps and first in the last two.

#### Second Race.

This event, won by Oldfield in his Knox, after five miles of spirited racing, was the official debut of this veteran of the speed arena at this meet. Barney-received his usual round of cheering from his many admirers, and he, as usual, recognized it by giving one of his characteristic smiles all the while holding on to his cigar. Barney is as famous for carrying a cigar in his mouth in every race as "Uncle Joe" Cannon is for using one in the halls of Congress.

Anyway, cigar or no cigar, Barney is still popular with the fans and those who predict him as a "has beener" may have occasion soon to retract their words. He will try Monday to break the world's track record for one mile in his big Benz.

The rest of this five-mile race was the

same in both laps as follows:

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#### Fifth and Last Race.

This was the sensation of the day. was for 200 miles and was won by Harroun in his Marmon; time, 2:46:31. He hung up a new American Speedway record in this wonderful performance. Both car and man deserved every bit of the lavish praise showered upon them. Happy men clasped Harroun's hand and patted the sides of the long yellow machine with almost loving tenderness.

Howard and Walter Marmon, Clarence Stanley, H. H. Rice and others, who had watched this car from the Marmon pit, were the first to congratulate Harroun, and this plucky driver smiled at them with lips that bled because of being blistered and cracked. His face was black with oil and dirt, but when asked how he felt he said: "Oh, I feel fittin'." He was the hero of the day.

The race started with nineteen cars in competition for the \$10,000 Wheeler-Schebler trophy. The Jackson car that was leading last year in the chase for this prize put up a brave fight for it this time. Lynch in his Jackson came second, Aitken in his National third and A. Chevrolet in his Buick fourth. The race was stopped after four had made the required distance.

Following is the order of the cars as registered in running order at every ten |

			Miles							
Starters						70				
-Fuller, Pope Hartin	ord.	1 1 2	32	3 2	32	32	132			
-Altken, National	83.53	41	44	1.5	44	16	16			
- Kincade, National	20.00	7	3	44	16	7	7			
- Mers - National		44	4.5		4 7	-44	44			
- (Temena Wescott		10	16	7	. 1	. 3				
-Links Arrest										
- Kille, Jackson.		11	•	4.6	11	47	-			
- Cutting		9.9	21	4 7	4 1	4.6				
Phallies Cattley			4.5			1313	100			
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#### Third Race.

This race called forth a big field of starters. It was for ten miles, being a free-for-all handicap. Nineteen cars lined up at the tape. Wilcox in National Won, time of 10:55.33. He jumped from thirteenth place in the first lap to tenth in second, to fifth in third and first in last. The little Hupmobile, driven by Gelnaw was off first and made a complete circuit before Greiner in National, Aitken in National, Lytle in American and Oldfield in Knox had started.

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THE RESIDENCE OF THE PARTY.		Miles,								
Starters.		20								
8-Fuller, Pope-Hartford	. 82	182	32	132	32	32				
7-Altken, National	. 41	44	16	44	16	16				
10-Kincade, National	. 7	3	44	16	7	7				
11-Merz, National						44				
12-Clemens, Wescott	. 80	16	3	3	3					
16-Lynch, Jackson	. 47	18	8	46	10	22				
18—Ellis, Jackson	. 31	7	46	18	47					
22—Clarke, Cutting	. 12	21	47	47	46	. 1				
20-Bisbee, Cutting	. 3	41	11	22	22					
21-Gelnaw, Cutting	48	12	41	11	11					
30-Dawson, Marmon	41	464	21	20						
31-Keene, Marmon	142	22	20	41	11					
Harroun, Marmon	16	11	17		!					
11 Burman, Buick	118	201	31							
12L. Chevrolet, Bülck	117	47	1							
44 -A Chevrolet, Buick	10	171	!							
id-Oldfield, Knox	111	31								
C Fousey, National	21	1	4/54							

From these figures it can be seen that Harroun worked hard for his honor and led throughout. The Jackson, Lynch driving did good work in jumping from intreenth place at ten miles to fifth at twenty, to second at thirty and staying there until staty miles when i.e dropped have to taked, but forged about to sec-

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10-Kincade, National	7	3	44	16	7	7			
11-Merz, National	44	42	7	7	44	44			
11—Merz, National	80	16	3	3	3				
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This race in fact was a "dandy" when it came to being all mixed up, and in changing positions with lightning speed. Big cars rushed past little ones in an angry fashion, as though they would run over them. Byte met with his accident in this event. He had traveled about ten miles, when he skidded and left the track. His left leg was broken, but his partner, William Clifton, escaped with a sprained This was a reversal of the usual shoulder. order of race accidents, as it is more often that the driver escapes serious injury and cruel fate falls on the mechanician.

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'mixed it" in a confusing fashion.

#### Call Off Two Races.

The race for amateurs and the race for cars in Class D free-for-all, both for ten miles, were called off, The latter will be run Monday. Luck of entries stopped the first, and the cars not being ready caused the second to be postponed.

Brags will, drive in the amateur events fonday. It was announced yesterday that | race.

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Merz, in his National, did some good crawling. From seventeenth place at ten miles Merz climbed to tenth place at seventy miles. Fuller, in his Pope-Hart-ford, also showed how he could crawl up, and came from ninth place at ten miles to fifth place at the end of the race. Fuller drove a remarkably consistent

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#### Call Off Two Races.

The race for amateurs and the race for cars in Class D free-for-all, both for ten miles, were called off. The latter will be run Monday. Luck of entries stopped the first, and the cars not being ready caused the second to be postponed.

Bragg will drive in the amateur events Monday. It was announced yesterday that I race.

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Mers, in his National, did some good frawling. From seventeenth place at ten, pu inites Merz climbed to tenth place at loc seventy miles. Fuller, in his Pope-Hart-th ford, also showed how he could crawl up, frand came from ninth place at ten miles er to fifth place at the end of the race. his Fuller draws as the end of the race. Fuller drove a remarkably consistent

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