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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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' stand. 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 to 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. This 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.

Aitken in National, time :46.8.

Bragg in Fiat, time :41, getting first place.

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

Kirsch in Darracq, time :41.81, getting second place.

Louis Strang now holds the Speedway record for the mile, having made it last December in his Fiat 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 the National would regain it on the last turn.

The race was for ten miles for cars in Class B, Division 4, with 301 to 450 cubic-inch 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

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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:

Aitken in National, second, and Herr in National, third. Time Aitken at end, 4:4.02, and time for Herr at end, 4:4.54. Aitken lost no time in resting from the victory of the previous race before he entered this one.

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:[illegible]. He jumped from thirteenth place in the first lap to tenth in second, to fifth in third and five in last. The little Stegmaier driven by Gedney was off first and made a magnificent struggle before Gedney in National, Aitken in National, Lytle in Jackson and Oldfield in Knox had started.

Lytle in Jackson, [illegible] [illegible] place in the first lap to the second lap, to four in the third lap and dropped back to [illegible] place in the last lap.

[illegible]

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Fifth and Last Race.

This was the sensation of the day. It 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 raec 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	Miles. 10	20	50	60	70	80
1—Fuller, Pope-Hartford	32	32	32	32	32	32
7—Aitken, National	41	44	16	44	16	16
10—Kincade, National	7	3	44	16	7	7
11—Herr, National	44	42	5	3	44	44
12—Clemons, Wescott	16	16	3	3	3	
18—Lynch, Jackson	47	14	2	46	18	22
19—Ellis, Jackson	31	7	44	13	47	
13—Charles, Cutting	12	11	47	47	46	
24—Burton, Cutting	2	43	11	21	22	
31—Duncan, Cutting	43	12	41	11	13	
30—Lawson, Marmon	41	44	21	13		
1—Harroun, Marmon	42	21	21	41	11	
13—Marmon, Marmon	44	41	17			
4—Burman, Stutz	11	10	31			
41—[illegible], Stutz	17	47				
44—[illegible], Stutz	10	1				
44—Stafford, Knox	11	41				
47—Stevens, Westman	21					

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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:

Aitken in National, second, and Herr in National, third. Time Aitken at end, 4:4.02, and time for Herr at end, 4:4.54. Aitken lost no time in resting from the victory of the previous race before he entered this one.

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.

Lynch, in Jackson, came second. He leaped from ninth place in the first lap to third in the second lap, to first in the third lap and dropped back to second place in the last lap.

Clarke, in Cutting, did some "cutting up" in his attempt to shift his position in the winning order. From tenth place in the first lap he climbed to fourth in the second, then forged to second place in the third lap, to drop back to third place in the last lap.

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Starters.	Miles. 10	20	50	60	70	80
8—Fuller, Pope-Hartford...	82	32	32	32	32	32
7—Aitken, National........	41	44	16	44	16	16
10—Kincade, National	7	3	44	16	7	7
11—Merz, National.........	44	42	7	7	44	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	..
20—Bisbee, Cutting........	3	41	11	22	22	..
21—Gelnaw, Cutting........	46	12	41	11	11	..
30—Dawson, Marmon........	41	46	21	20	..	..
31—Keene, Marmon	42	22	20	41	11	..
32—Harroun, Marmon.......	16	11	17	..	..	..
41—Burman, Buick..........	18	20	31	..	..	..
42—L. Chevrolet, Buick.....	17	47	..	..	..	..
44—A. Chevrolet, Buick....	10	17	..	..	..	..
46—Oldfield, Knox..........	11	31	..	..	..	..
47—Fousey, National	21	..	..	..	..	..

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 thirteenth place at ten miles to fifth at twenty, to second at thirty and staying there until sixty miles when he dropped back to third, but forged ahead to second in seventy miles and finished second.

A. Chevrolet in Buick, who was in fourth place at the end of ten miles and at the end of the race too, did some [illegible] between the [illegible]. At twenty miles he was second, at thirty he was [illegible]

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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. Lytle 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 shoulder. This was a repeated of the same order of race accidents, as it is more often that the drivers escape serious injury and come fairly safe on the mechanicians.

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Starters.	Miles. 10	20	30	40	50	60
8—Fuller, Pope-Hartford	32	32	32	32	32	32
7—Aitken, National	41	44	16	44	16	16
10—Kincade, National	7	3	44	16	7	7
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31—Keene, Marmon	42	22	20	41	11	..
32—Harroun, Marmon	16	11	17	..	..	..
41—Burman, Buick	18	20	31	..	..	..
42—L. Chevrolet, Buick	17	47	..	..	..	..
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46—Oldfield, Knox	11	31	..	..	..	..
47—Tousey, National	21	..	..	..	..	..

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Aitken, in his National, ran a pretty race with his car which was out of the [illegible]. He would third at ten miles, [illegible] at twenty miles, [illegible] at thirty miles, second at forty miles, fourth at fifty miles, fourth at sixty miles, third at seventy miles and third at finish. He [illegible] a [illegible] in favor of the [illegible] prize by the fourth mile and was forced to drive slowly at several times [illegible] in order to get back in front of the [illegible] prize. [illegible] the [illegible] for victory. [illegible] of these [illegible] stopped [illegible] up to the [illegible].

[illegible]

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Roberts in his little red, white and blue Hereshoff dropped from second place in the first two laps to sixth in the third and ninth in the last. Another big shift in position was that of Edmunds in his Cole, from fifth in the first lap to fourteenth in the last. The remainder of the cars [illegible] it be a [illegible]

Cut Off Two Laps.

[illegible]

[illegible]

3	Fisher, From Maryland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible], National	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible], National	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Wilcox, National	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible], Wilcox	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible], Jackson	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible], Jackson	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible], Cutting	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible], Cutting	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
38—Dawson, Marmon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
39—Keane, Marmon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
40—Harroun, Marmon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
41—Burman, Buick	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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46—Oldfield, Knox	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
47—Tousey, National	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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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. Lack 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 [illegible]

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