RECORDS FALL IN SPEEDWAY RACES

Twe**hty-Four New Ame**rican Stock Car Marks Hung Up at Meeting.

OLDFIELD MAKES HIGH SPEED

Breaks American Mile Record— Buick, National, Marmon and Knox Machines Win.

By H. G. Deupree.

Barney Oldfield, king of the speed demons, brought forth the lightning Benz and wrecked the records for the kilometer and mile sprints on the fast Indianapolis Motor Speedway yesterday afternoon as a fitting climax to a three-day speed carnival, which produced a total of twentyfour new American stock car and four free-for-all marks. The great German craft, under the skillful pioltage of the veteran driver, hurtled past the grand stand like a streak of lightning, establishing a mark of 21:45 seconds for the kilometer and reeling off the mile, also with a flying start, in 25.06 seconds.

These whiriwind performances of the mighty special speedster in its first appearance on the Indianapolis track awed the vast throngs of people who stood on tiptoe, breathless, while the long, powerful white car with the pointed snout, slid past the checkered flag at the uncanny speed of 105 miles per hour in the kilometer and average 101.1 miles per hour in the longer event of a mile. The mile struggie made it necessary to negotiate the turn that runs into the stretch and consequently held the speed of the

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Oldfield's performances in the Benz. which outdid his marks made on the Los Angeles one-mile board track and the four-mile speedway at Cheyenne, Wyo., brought the total number of new records for the final day's program up to ten. Ray Harroun in his fast flight for the Remy Grand Brassard, a fifty-mile event open to cars in the 231-300 class," shattored the American speedway marks for stock cars in that class at twenty-five. thirty, forty and fifty miles.

Altken Breaks Ten-Mile Mark,

Johnny Altken again smashed the mark for the ten-mile distance open to stock chasts cars in the 101-630 cubic inches miston displacement class. Althen sent the National "forty' to a new mark in this class on Futhay beating a mark set by a blair and Atlanta last fail On Betwriter falling how ered has not marth of Price pand pressents the dynam of the Mar. Shalood principa agains hereared the work manna 2 2 4 8 8 9 3 1 4 1

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Ray Harroun's record-breaking flights in the Wheeler-Schebler 200-mile event and the Remy Grand Brassard fifty-mile contest gave the yellow Marmons the greater share of the new Speedway records created during the three-day fes-tivities. Harroun also figured to a big extent in the 100-mile competition for the Prest-O-Lite Trophy on Friday and collected seven new marks in the 301-450 class before he was passed and defeated by the National "forty" driven by Kin- or ade. The yellow cars also took two American free-for-all records and six new, revenue in the 231-200 cubic birth class, a weat of filters sew marks durting the 10.0.0

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Oldfield and his big Knox furnished the other new mark of Monday's magnificent races, when Barney unleashed the "six-sixty" and elipped a couple of seconds off the mark he established on Saturday with the same craft for the five-mile event, open to stock /chassis cars of/from 450 to 600 cubic inches piston displacement. Oldfield averaged 74.26 miles per hour in this event and was forced all the way by the National "forties." The speedy four-cylinder Indianapolis-made cars really belong to the 301-450 class and were going out of their class to comin the motor racing world

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in the motor racing world. While not adding to the records pro-duced Caleb Bragg, in his great Fiat car, nosed out the speedy old 1905 model Darracq in what proved to be one of the most spectacular races ever witnessed on a track. Bragg opened the throttle and burned the track to the tune of 85.5 miles per hour with the battle-scarred French par wheesing along at a terrific rate a yards behind. Bragg's time, was

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was wreathed in the famous smile which curved around the more famous cigar.

Moreover the shattering of the kllometer and mile tracks proved that the Indianapolis track is as fast as the next one in the country. Stock car, free-for-all, special events produced records galore. Motoricar history was made both in speed. in number of entries and number of people present.

And the meeting of May 27, 28 and 30 will live in the annals of motor racing until the speed carnival on the Indianapolis Motor Speedway July 1; 2 and 4.

Records of the National.

Nine firsts, eleven seconds and twelve thirds was the harvest reaped by the blue National "forty" cars, which swept majestically down the stretch in a bunch so-consistently in every event in which they Just were started in the three days of high speeding on the Motor Speedway. The National "forty" was never beaten exof t cept by special cars or machines costing. twice as much as the Indianapolis-made stra blue speedsters

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The consistent running of the trio of National "fortles" was one of the more noticeable features of the races. Time and again the flying squadron of Nationals came down the stretch together. But little daylight was apparent between the cars of Aitken, Kincade and Merz. Whether the National won first or not the other entries of the same make were never far behind.

Arthur Greiner, the Chicago amateur, who drove his own stock National "forty," made a most creditable showing. He won first in the five-mile free-for-all handicap on Friday, first in the five-mile amateur race, setting a new American mark for the distance and class, and Monday he won third place in the five-mile free-for-all event, which was carried over from Saturday, losing to Bragg and Kincade in another National Torty.

A LONG STRETCH.

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Anter the best state and there there there with the Basing basatleng bis over theps measure at five 629-1 Attentes with the extent of and even be Helped one mark for five miles in the sit. 600 class on Saturday, only to come back Monday amicilp an additional sifes from his own time.

Oldfield's performances in the big Benz, about which so much had been written, appeased the crowds-sent them away sat-After all Barney is an idol of the isfied. worshipers of speed. And why not? He invented automobile track racing and has kept it alive when few would lend their support. And when that speed monster from Mannheim, Germany, swept across and niles the finish line-almost sliently compared with the noise created by many cars of write?" lesser achievement—the mighty throng "Yes, and that fellow has it. Why, he imenchi te a l was | gasped, then applauded and Oldfield's face | agines he's a poet."

and the second s at a second as hap despe percent of the data the mer thereichings Stars and the sugar spotters and and and the spaces and any angeness and random to a second range which any warpers and this depletion of the country

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and a second of a state was and a second of the antigammente famotoria el tale care de l'iman 414 a an angenera daabeen daan as-sarahada aageneraan baar 1444 teritar tarentingeler werde grappeneren han wennen inser reneral and all soldware, all heavies firm a real momente officient antitution of libra apartment des analysis 5 8 naveau fair impirised.

Auch Marian Canpler Caner Bird () feren alle a mark barret * * * ษ%แก่ สีขายกา⊛ ได้มี∎ กาษาฮะ เ∎กิสมานั้น ให้เ∎าไรยมนุณมี 8 18 92 forty. maile a moved receiptable elsewing W 1. He won first in the first mile free for all ● 1 m handleap on Friday first in the five-mile the is amateur race, setting a new American mark for the distance and class, and Monday he won third place in the five-mile free-for-all event, which was car-ried over from Saturday, losing to Bragg and Kincade in another National "forty.

A LONG STRETCH.

Newark (N. J.) Star.

"I suppose it takes a vivid imagination to the

A had ten pla Mri car bro Ma told

Mr

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