RECORDS FALL IN SPEEDWAY RACES

Twenty-Four New American 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 twenty-four 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 whirlwind 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 struggle made it necessary to negotiate the turn that runs into the stretch and consequently held the speed of the

PILOT ESCA

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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, shattered the American speedway marks for stock cars in that class at twenty-five, thirty, forty and fifty miles.

Aitken Breaks Ten-Mile Mark.

Johnny Aitken again smashed the mark for the ten-mile distance open to stock chassis cars in the 301-450 cubic inches piston displacement class. Aitken sent the National "forty" to a new mark in this class on Friday beating a mark set by a Duesenberg at Atlanta last fall. On Saturday Johnny lowered his own mark of Friday and yesterday the Dean of the National pilots again bettered his own mark by two seconds.

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7:2.6, and with Kerscher shoving the square-jawed Darracq to the front on the back stretches in a see-saw match, the crowd was held spellbound until Bragg roared past the finish line a winner by a safe margin, but not approaching the time made by Robertson in a Simplex at Los Angeles for the same distance.

Marmons Get Records.

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 festivities. 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 Kincade. The yellow cars also took two American free-for-all records and six new records in the 231-300 cubic inch class, a total of fifteen new marks during the meet.

The National "forty" under the expert management of Kincade, Aitken and Chevrolet rushed records for every new mark, including Aitken [illegible] the 10-mile [illegible] class. The Duesenberg [illegible] three times. The Duesenberg [illegible] were [illegible] enough to [illegible] the [illegible] the [illegible]

[illegible]

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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 clipped 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 compete against the cars of the famed figure in the motor racing world.

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[illegible]

Warmups Set Records.

Ray Harroun's second breathing spells in the Wheeler-Schebler 300-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 festivities. 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 Kincade. The yellow cars also took two American free-for-all records and six new records in the 231-300 cubic inch class, a total of fifteen new marks during the meet.

The National "forty," under the expert management of Kincade, Aitken and Greiner, rushed onward to seven new marks, although Aitken broke the ten-mile 301-450 stock class distance three times. The Buicks took down two new marks, which were far from enough to repair the losses their Atlanta marks suffered.

Oldfield corralled two new titles with his Benz, beating his own time made at Los Angeles with the same car, and established one mark for five miles in the 451-600 class on Saturday, only to come back Monday and clip an additional slice from his own time.

Oldfield's performances in the big Benz, about which so much had been written, appeased the crowds—sent them away satisfied. After all Barney is an idol of the [illegible] of speed. And why not? He [illegible] automobile road racing and has kept it alive when few would lend their support. And when that great [illegible] from Washington, Georgia, swept across the [illegible] [illegible] compared with the [illegible] made by many cars of [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

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While not adding to the records produced 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 car wheezing along at a terrific rate a few yards behind. Bragg's time was [illegible]

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Oldfield's performances in the big Benz, about which so much had been written, appeased the crowds—sent them away satisfied. After all Barney is an idol of the 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 the finish line—almost silently compared with the noise created by many cars of lesser achievement—the mighty throng gasped, then applauded and Oldfield's face

WRECK OF THE MARMON WASP.

Going through a cement wall, after careening madly about a brick course in a motor car which is beyond control, and stopping in a trice while traveling at the rate of ninety miles an hour, is not exactly the same as riding to church behind Old Dobbin in the shay, but Ray Harroun, the Motor Speedway Arab who drives the big Marmon "Wasp," didn't seem to mind it, and when he took a check for $1,000 from the hands of F. H. Wheeler of the Wheeler-Schebler Company yesterday afternoon his nerves were steady and his smile was broad. Ray took the aeroplane shoot in his "Wasp"

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

Moreover the shattering of the kilometer 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. Motor car 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 were started in the three days of high speeding on the Motor Speedway. The National "forty" was never beaten except by special cars or machines costing twice as much as the Indianapolis-made blue speedsters.

The consistent running of the trio of National "forties" 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. [illegible]

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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 "forty."

A LONG STRETCH.

Newark (N. J.) Star

"I suppose it takes a vivid imagination to write."

"Yes and that fellow has it. Why, he [illegible]

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"I suppose it takes a vivid imagination to write?"

"Yes, and that fellow has it. Why, he imagines he's a poet."