

# MAKE NEW RECORDS IN SPEEDWAY TESTS

Strang, Zengel and Aitken Set  
World's Marks in Second  
Day's Race Events.

## WIFE WATCHES DARING FEAT

Urges Driver to Uphold Reputation and Husband Responds by  
Burning Up Auto Course.

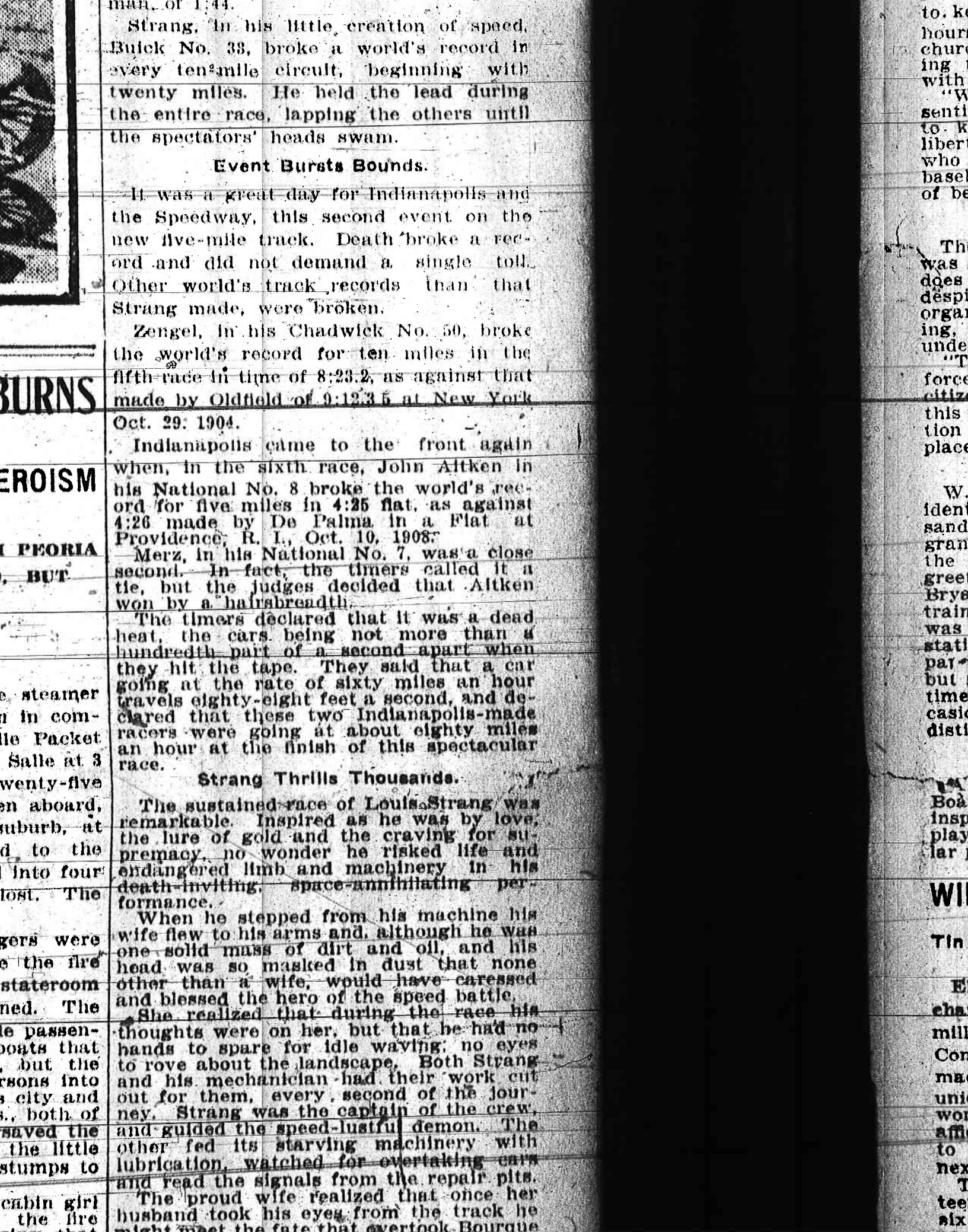
BY P. P. WILLIS.

Love guided Dare Devil Louis Strang yesterday in the 100-mile automobile race, the feature at the Speedway, and sent him splintering world's records galore. When the oil and dirt-begrimed pilot, weary with his effort, relaxed his hold on the wheel, after riding in the broiling hot sun for more than an hour, Strang felt he had earned a day's salary. Not only his salary, and not only the honor of shattering world's record in the greatest race ever held in this country, but above all, the smiles, kisses and admiration of his wife.

When Mrs. Strang arrived this morning her first words to her husband were: "Why did you not win yesterday? Now, show your mettle today."

Strang showed his mettle and won the 100-mile event in time of 1:32:48.5, beating the one held by his Buick rival, Burman, of 1:44.

Strang, in his little creation of speed, Buick No. 33, broke a world's record in every ten-mile circuit, beginning with



man, or 1:44.

Strang, in his little creation of speed, Buick No. 33, broke a world's record in every ten-mile circuit, beginning with twenty miles. He held the lead during the entire race, lapping the others until the spectators' heads swam.

#### Event Bursts Bounds.

It was a great day for Indianapolis and the Speedway, this second event on the new five-mile track. Death broke a record and did not demand a single toll. Other world's track records than that Strang made, were broken.

Zengel, in his Chadwick No. 50, broke the world's record for ten miles in the fifth race in time of 8:23.2, as against that made by Oldfield of 9:12.35 at New York Oct. 29, 1904.

Indianapolis came to the front again when, in the sixth race, John Aitken in his National No. 8 broke the world's record for five miles in 4:25 flat, as against 4:26 made by De Palma in a Flat at Providence, R. I., Oct. 10, 1908.

Merz, in his National No. 7, was a close second. In fact, the timers called it a tie, but the judges decided that Aitken won by a hairbreadth.

The timers declared that it was a dead heat, the cars being not more than a hundredth part of a second apart when they hit the tape. They said that a car going at the rate of sixty miles an hour travels eighty-eight feet a second, and declared that these two Indianapolis-made racers were going at about eighty miles an hour at the finish of this spectacular race.

#### Strang Thrills Thousands.

The sustained race of Louis Strang was remarkable. Inspired as he was by love, the lure of gold and the craving for supremacy, no wonder he risked life and endangered limb and machinery in his death-inviting, space-annihilating performance.

When he stepped from his machine his wife flew to his arms and, although he was one solid mass of dirt and oil, and his head was so masked in dust that none other than a wife, would have caressed and blessed the hero of the speed battle.

She realized that during the race his thoughts were on her, but that he had no hands to spare for idle waving, no eyes to rove about the landscape. Both Strang and his mechanic had their work cut out for them, every second of the journey. Strang was the captain of the crew, and guided the speed-lustful demon. The other fed its starving machinery with lubrication, watched for overtaking cars and read the signals from the repair pits.

The proud wife realized that once her husband took his eyes from the track he might meet the fate that overtook Bourque

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It was a great day for Indianapolis and the Speedway, this second event on the new five-mile track. Death broke a record and did not demand a single toll. Other world's track records than that Strang made, were broken.

Zengel, in his Chadwick No. 30, broke the world's record for ten miles in the fifth race in time of 8:23.2, as against that made by Oldfield of 9:12.3 1/2 at New York Oct. 29, 1904.

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The proud wife realized that once her husband took his eyes from the track he might meet the fate that overtook Bourque on the previous day. She knew full well that once he were to release his hold with even one hand on the steering wheel

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Summary of Auto

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# Make New Records in Speedway Tests

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in a second two lives would be tossed into eternity and a noble racer turned into junk.

In appearance Strang is a strapping, handsome youngster with a deep chest and limbs like a Hercules. His skin is clear and ruddy (except after a race), his hair light brown, tinted with gray, wavy and close cropped; his eyes frank, blue, boyish. Energy and good nature hang about him like an aura. His smile is wonderfully engaging and reveals a row of strong white teeth that any girl might covet.

Strang keeps his car as spick and span as his person, and although there were twenty or more men ready to help him adjust the racer before the event, he did all the work himself. When he took the blackened and oily car back to the camp after the race he tenderly patted its hot sides, examined it all over and even washed it off before he cleared the grime from his own face and hands.

## First Race Disappoints.

Owing to the good condition of the track, after having been worked upon all night by the laborers and oiled the entire length, it was decided by the officials to put on the one-mile races against time in the first place.

Oldfield in his Benz equaled his new world's record of :43.1 made Thursday, but did not seem to be able to get his car to go faster. He led his rival by a wide breadth of daylight, however.

Zeingal, in his Chadwick, made the mile in :49.3, while De Palma, in his Fiat, passed him to time of :46.6.

These contestants went around the track one at a time, being allowed one entire circuit in which to limber up the machines before the timers "spotted" them.

Out of reverence for the unfortunate victims of Thursday's fatal accident which cost the lives of Bourque and Holcomb, the Knox Company will not enter any more cars in the Speedway races.

Burman, the "Wild," who made such a spectacular race yesterday, winning the 250-mile event, was suffering so much yesterday from the strain of that grueling ride that he did not enter a single event. He will be in tiptop shape to join the ranks today, however.

The races started forty-five minutes

in store. It is the long race, which wears out men and machines, that is filled with dangerous possibilities. But such was not in store. Nothing, in fact, marred the grand success of yesterday's races.

In this fifty-mile race five starters were entered.

It was won by Wright in his Stoddard-Dayton No. 18. His team pal, Schwitzer, won second in his Stoddard-Dayton No. 19. The race was for these two men alone, after the seventeenth lap all others having dropped out for one cause or another.

The winner started in the lead, kept ahead in four laps, and then fell down to third place in the fourth lap. From this position he crawled up to first in the eighth lap, and retained this lead then until the end. From the fourth lap until the eighth the second-place man, Schwitzer, led the race. He fell to last place in the ninth lap, and remained in the cellar until all those between him and the leader had dropped out, leaving him next to the "head of his class."

The time for the race was 59:23.1. As the victor came in in the last lap, away ahead of his one remaining rival, the crowds cheered in unison, and he slowed his trembling machine and recognized the salutation and responded by a wave of his blackened hand and a nod of his dirty, but smiling face.

## World's Record Broken.

The next race had a world's record smashing field entered. This field kept its trust, too. It was a ten-mile free-for-all. Zengel in his Chadwick No. 50 won in time of 8:23.2, beating Oldfield's record of 9:12.3-5, made at New York, Oct. 29, 1904. He was second at the end of the first lap, but then nosed to the front and stayed there in the remaining three laps. Oldfield in his Benz led in the first lap, but dropped to last place and then went out after he was injured.

The accident occurred in the second lap, and Oldfield's arm was so weak from previous race injuries that he was unable to control the wheel of the powerful German machine. Second place was won by Aitken in his National No. 8. Heina won third in his Lozier No. 5.

## Fastest Race on Record.

This was the fastest ten-mile race ever run on a circular course and the fact that Zengel did so with a "green" mechanic adds to the glory of the driver. This helper was added at the last moment as the other member of the Chadwick crew and was inexperienced as to the duties he was to perform. William Adams, he was called before he started, but Hall the Conqueror, he was called after the race.

As he donned the rubber suit, mask and goggles, there was a look of doubt about him. He was like a pensive soldier of the Light Brigade, buttoning on his uniform in the face of Balaklava and won-

single event. He was like a pensive soldier of the Light Brigade, buttoning on his uniform, in the face of Balaklava and wondering if he hadn't got himself into rather a nasty hole by enlisting in the army.

The races started forty-five minutes late.

The second event, which was to have been first, but for the shifting in of the speed tests against one mile, was the five-mile event for cars of 231 to 300 cubic inches piston displacement.

Four cars started. It was won by Strang in Buick No. 33. Time, 4:48. Chevrolet was the only driver to take a mechanician.

In the first lap Strang and Chevrolet were away ahead of the other two. In the final lap Strang had everything coming his way, with enough room between him and the others to build a ball park the size of Washington.

Monson, in Marion No. 12, dragged in at a snail's pace, away behind, having trouble with his motor.

### Local Drivers Finish First.

The next race brought cheers from all Indianapolis spectators as well as others, because it was a red letter event for local talent. It was the ten-mile race for cars of 301 to 450 cubic inches piston displacement. It was won by Merz in his National No. 7, time of 9:16.3.

Strang started to enter this event, but had trouble with his machine and withdrew. Kincaid, in his National No. 6, was too late in getting to the tape to enter. None of the drivers took mechanicians, but faced the battle alone.

Jackson No. 52, driven by Lynch, was late getting away at the signal and forsook the race at once.

When the first sound of the approaching cars was heard coming around the far curve the thousands in the grand stand rose as one man and sent a wild cheer to the heavens when it was discovered that Merz in his National was leading, and at a far faster gait than his followers. He whizzed past like a streak of lightning, sending a cloud of smoke down the track in his trail, while the noise of his machine was deafening. He was in dead earnest and bent far over the wheel. He was getting every ounce of power out of the steel structure that was parrying him at the death-inviting pace.

Clemens stopped in the first lap with his Stoddard-Dayton No. 61. Merz led the second lap. He retained the lead in the third, and when he rounded the bend in the fourth victory placed the laurel on his brow, for he had won by a big margin.

### Aitken Wins His Race.

The next race added increased pride in the local talent of motor soldiers. This was the ten-mile race. Eight cars entered. Eight was the lucky number, too, for Aitken, in his National No. 8, came eighth in the first lap and crawled up to first in the last, winning in 9:26.6. He got the poorest start of the field, too. Hearne, in his Fiat No. 24, led the first lap, followed closely by the entire field. It was

him. He was like a pensive soldier of the Light Brigade, buttoning on his uniform, in the face of Balaklava and wondering if he hadn't got himself into rather a nasty hole by enlisting in the army.

Before mounting the oil-smeared seat, he was instructed briefly in his duties. He was to pump a certain pump, keep a certain dial hand at a certain figure, turn

## Summary of Speed

### EVENT NO. 1.

(Race against time for one-mile record): 26, Oldfield in Benz; time, :43.1 (equals his own world's record made Thursday); 50, Zengel in Chadwick; time, :49.3; 54, De Palma in Fiat; time, :46.6.

### EVENT NO. 2.

(Five-mile race for cars of 231 to 300 cubic inches piston displacement.) Won by Strang in Buick No. 33; time, 4:48.

### —Race by Laps.—

First lap—33, Strang (Buick); 34, Chevrolet (Buick); 12, Monson (Marion); 14, Stutz (Marion). Second lap—33, Strang; 34, Chevrolet; 14, Stutz; 12, Monson.

### EVENT NO. 3.

(Ten-mile race, for cars of 301 to 450 cubic inches piston displacement). Won by Merz in National No. 7; time, 9:16.3.

First lap—7, Merz (National); 37, Chevrolet (Buick); 20, De Hymel (Stoddard-Dayton); 61, Clemens (Stoddard-Dayton).

Second lap—7, 37, 20.

Third lap—7, 37, 20.

Fourth lap—7, 37, 20.

\*Dropped out in first lap.

### EVENT NO. 4.

(Ten-mile race). Won by Aitken in National No. 8; time, 9:26.6.

First lap—24, Hearne (Fiat); 62, De Hymel (Stoddard-Dayton); 22, Clemens (Stoddard-Dayton); 1, Lytle (Apperson); 5, Mulford (Lozier); 6, Kincaid (National); 8, Aitken (National).

Second lap—62, 22, 1, 5, 8, 6, 24.

Third lap—22, 8, 62, 1, 5, 6.

Fourth lap—8, 1, 5, 6.

### EVENT NO. 5.

Fifty-mile race for cars of 161 to 280 cubic inches piston displacement. Won by Wright in Stoddard-Dayton, No. 18; time, 59:23.1.

First Lap—18, Wright (Stoddard-Dayton); 19, Schwitzer (Stoddard-Dayton); 30, De Witt (Buick); 49, Merritt (Velle); 31, Ryall (Buick).

Second Lap—19, 30, 18, 49.

Third Lap—30, 19, 18, 49, 31 (second lap).

Fourth Lap—19, 30, 18, 31 (third lap), 49.

Time, 10 miles, 11:33.8.

Fifth Lap—19, 30, 18, 41 (fourth lap), 49.

Sixth Lap—19, 18, 30, 31 (fifth lap), 49.

Seventh Lap—19, 18, 30, 3, 49 (out).

Eighth Lap—18, 19, 30, 31 (sixth lap).

Time, 20 miles, 22:32.7.

## Local Drivers Finish First.

The next race brought cheers from all Indianapolis spectators as well as others, because it was a red letter event for local talent. It was the ten-mile race for cars of 301 to 450 cubic inches piston displacement. It was won by Merz in his National No. 7, time of 9:16.3.

Strang started to enter this event, but had trouble with his machine and withdrew. Kincaid, in his National No. 4, was too late in getting to the tape to enter. None of the drivers took mechanics, but faced the battle alone.

Jackson No. 52, driven by Lynch, was late getting away at the signal and forsook the race at once.

When the first sound of the approaching cars was heard coming around the far curve the thousands in the grand stand rose as one man and sent a wild cheer to the heavens when it was discovered that Merz in his National was leading, and at a far faster gait than his followers. He whizzed past like a streak of lightning, sending a cloud of smoke down the track in his trail, while the noise of his machine was deafening. He was in dead earnest and bent far over the wheel. He was getting every ounce of power out of the steel structure that was carrying him at the death-inviting pace.

Clemens stopped in the first lap with his Stoddard-Dayton No. 61. Merz led the second lap. He retained the lead in the third, and when he rounded the bend in the fourth victory placed the laurel on his brow, for he had won by a big margin.

## Altken Wins His Race.

The next race added increased pride in the local talent of motor soldiers. This was the ten-mile race. Eight cars entered. Eight was the lucky number, too, for Altken, in his National No. 8, came eighth in the first lap and crawled up to first in the last, winning in 9:26.6. He got the poorest start of the field, too. Hearne, in his Flat No. 24, led the first lap, followed closely by the entire field. It was the closest and most exciting race thus far of the two days' meet.

It was the occasion for the initial appearance of Barney Oldfield in his much-talked-of Old Glory National car. Barney met with an accident, however, in this race, which may bar him for several days.

The technical committee had all drivers put reflectors on their bonnets, and this forced the fire from the exhausts up into Barney's car's carburetor, setting the machine afire. The straps which held the hood burned in two and it flew back and struck Barney on his right arm, inflicting injuries that required a physician's attention.

There was another woman other than Mrs. Strang who had interests weighing heavily on her heart, and this was Mrs. Oldfield. When the news came by telephone that he had met with an accident,

26. Oldfield in News time, 50.0 (equal to his own world's record made Thursday); 50. Zengel in Chadwick time, 49.3. 54. De Palma in Fiat; time, 46.6.

## EVENT NO. 1.

(Five-mile race for cars of 231 to 300 cubic inches piston displacement.) Won by Strang in Buick No. 33; time, 4:43.

## —Race by Laps—

First lap—33, Strang (Buick); 34, Chevrolet (Buick); 12, Monson (Marion); 14, Stuts (Marion). Second lap—33, Strang; 34, Chevrolet; 14, Stuts; 12, Monson.

## EVENT NO. 3.

(Ten-mile race, for cars of 301 to 450 cubic inches piston displacement.) Won by Merz in National No. 7; time, 9:16.3.

First lap—7, Merz (National); 37, Chevrolet (Buick); 20, De Hymel (Stoddard-Dayton); 61, Clemens (Stoddard-Dayton).

Second lap—7, 37, 20.

Third lap—7, 37, 20.

Fourth lap—7, 37, 20.

\*Dropped out in first lap.

## EVENT NO. 4.

(Ten-mile race), Won by Aitken in National No. 8; time, 9:26.6.

First lap—24, Hearne (Flat); 62, De Hymel (Stoddard-Dayton); 22, Clemens (Stoddard-Dayton); 1, Lytle (Apperson); 5, Mulford (Lozler); 6, Kincaid (National); 8, Aitken (National).

Second lap—62, 22, 1, 5, 8, 6, 24.

Third lap—22, 8, 62, 1, 5, 6.

Fourth lap—8, 1, 5, 6.

## EVENT NO. 5.

Fifty-mile race for cars of 161 to 280 cubic inches piston displacement. Won by Wright in Stoddard-Dayton, No. 18; time, 59:23.1.

First Lap—18, Wright (Stoddard-Dayton); 19, Schwitzer (Stoddard-Dayton); 30, De Witt (Buick); 49, Merritt (Vellie); 31, Ryall (Buick).

Second Lap—19, 30, 18, 49.

Third Lap—30, 19, 18, 49, 31 (second lap).

Fourth Lap—19, 30, 18, 31 (third lap), 49. Time, 10 miles, 11:33.8.

Fifth Lap—19, 30, 18, 41 (fourth lap), 49.

Sixth Lap—19, 18, 30, 31 (fifth lap), 49.

Seventh Lap—19, 18, 30, 3, 49 (out).

Eighth Lap—18, 19, 30, 31 (sixth lap). Time, 20 miles, 23:33.7.

Ninth Lap—18, 30, 31 (seventh lap), 19.

Tenth Lap—18, 30, 31 (eighth lap), 19. Time, half way done, 25 miles, 29:02.2.

Eleventh Lap—18, 31 (ninth lap), 30, 19.

Twelfth Lap—18, 31 (tenth lap), 30, 19. Time, 30 miles, 34:42.3.

Thirteenth Lap—18, 31 (eleventh lap), 30, 19.

Fourteenth Lap—18, 31 (twelfth lap), 30, 19.

Fifteenth Lap—18, 31 (thirteenth lap), 30, 19.

Sixteenth Lap—18, 31 (fourteenth lap), 30, 19. Time, 40 miles, 46:24.1.

Seventeenth Lap—18, 30 (out), 31 (fifteenth lap; out), 19.

Eighteenth Lap—18, 19.

Nineteenth Lap—18, 19.

Twentieth Lap—18, 19. Time, 50 miles, 59:23.1.

## EVENT NO. 6.

Ten-mile free-for-all—Won by Zengel in Chadwick No. 10; time 8:32.2, a new world's record.

Clemens stopped in the first lap with his Standard-Dayton No. 41. Moss led the second lap. He retained the lead in the third, and when he rounded the bend in the fourth victory placed the laurel on his brow, for he had won by a big margin.

## Altken Wine Ho-Rag.

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There was another woman other than Mrs. Strang who had interests weighing heavily on her heart, and this was Mrs. Oldfield. When the news came by telephone that he had met with an accident, but not fatal, she remained as rooted to her seat, white with fear.

The racing driver's wife has something in common with the soldier's wife, and something more, for she not only sees her husband go to battle, but she sees him as he fights his way along.

One man remarked as he watched the tense features of the anxious wife waiting for definite news: "If I were a woman I should choose a sedentary grocery clerk to love, honor, obey and expect home every evening."

Mr. McDonald's death occurred through no fault of his own. He is known as a Jack-of-all, but he usually comes through unscathed in victory. For the last year of a man, who is usually a cheerful life.

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 The Government has been able to provide  
 the most satisfactory service to the public.

Second lap—1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840,

## EVENT NO. 1

Fifty-mile race for cars of 101 to 200 cubic inches piston displacement. Won by Wright in Stoddard-Dayton, No. 41; time, 59:21.1.

First Lap—12, Wright (Stoddard-Dayton); 19, Schwitzer (Stoddard-Dayton); 30, De Witt (Buick); 42, Merritt (Velle); 31, Ryall (Buick).

Second Lap—19, 30, 18, 49.  
Third Lap—30, 19, 18, 49, 31—(second lap).  
Fourth Lap—19, 30, 18, 31—(third lap), 49.  
Time, 10 miles, 11:33.8.

Fifth Lap—19, 30, 18, 41 (fourth lap), 49.  
Sixth Lap—19, 18, 30, 31 (fifth lap), 49.  
Seventh Lap—19, 19, 30, 3, 49 (out).  
Eighth Lap—18, 19, 30, 31 (sixth lap).

Time, 20 miles, 28:33.7.  
Ninth Lap—18, 30, 31 (seventh lap), 19.  
Tenth Lap—18, 30, 31 (eighth lap), 19.  
Time, half way done, 25 miles, 29:02.2.  
Eleventh Lap—18, 31 (ninth lap), 30, 19.

Eleventh Lap—18, 31 (ninth lap), 30, 19.  
Twelfth Lap—18, 31 (tenth lap), 30, 19.  
Time, 30 miles, 34:42.3.  
Thirteenth Lap—18, 31 (eleventh lap), 30,  
19.

Fourteenth Lap—18, 31 (twelfth lap), 30, 19.  
Fifteenth Lap—18, 31 (thirteenth lap), 30, 19.  
Sixteenth Lap—18, 31 (fourteenth lap), 30,  
19 Time 40 miles. 46:24.1.

Seventeenth Lap—18, 30 (out), 31 (fifteenth lap; out); 19.  
Eighteenth Lap—18, 19.  
Nineteenth Lap—18, 19.

Twentieth Lap—18, 19. Time, 50 miles,  
59:23.1.

~~EVENT NO. 6~~

Ten-mile free-for-all—Won by Zengel in Chadwick No. 50; time 8:23.2, a new world's record.

First Lap—27, Oldfield (Benz); 50, Zengel (Chadwick); 8, Aitken (National); 5, Helinä (Lozier); 66, Ford (Stearns); 24, De Palma (Flat) (out).

Second Lap—50. 8, 5, 66. 27 (out).  
Third Lap—50. 8, 5 (out), 66.  
Fourth Lap—50. 8, 66.

## EVENT, NO. 7:

Five-mile free-for-all handicap--Won by  
Athen in National No. 2, time 4:26 flat,  
a new world's record. Merg almost tied  
Athen.

First Lap—T. Miller (Stoddard-Dayton);  
 2. Lynch (Jackson); 3. Herz (National);  
 4. Jones (National); 5. Kincaid (National);  
 6. Little (Aspen); 7. Allen (National).

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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14-00000

## Alfred Wins the Race

The race began with increased gusto in the last mile of the contest. The favorite, Alfred, was in the lead, and he was not to be beaten. He crossed the finish line first, and he was the winner. The race was a close one, and it was a great contest. The spectators were all cheering, and the race was a great success. Alfred was the winner, and he was the favorite. He was the best driver, and he was the best man. He was the winner, and he was the favorite. He was the best driver, and he was the best man. He was the winner, and he was the favorite. He was the best driver, and he was the best man.

It was the intention of the United States of America to have a race in the city of New York. The race was a great success, and it was a great contest. The spectators were all cheering, and the race was a great success. Alfred was the winner, and he was the favorite. He was the best driver, and he was the best man. He was the winner, and he was the favorite. He was the best driver, and he was the best man.

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There was another woman other than Mrs. Strang who had interests weighing heavily on her heart, and this was Mrs. Oldfield. When the news came by telephone that he had met with an accident, but not fatal, she remained as rooted to her seat, white with fear.

The racing driver's wife has something in common with the soldier's wife, and something more, for she not only sees her husband go to battle, but she sees him as he fights his way along.

One man remarked as he watched the tense features of the anxious wife waiting for definite news: "If I were a woman I should choose a sedentary grocery clerk to love, honor, obey and expect home every evening."

But Oldfield's accident occurred through no fault of his own. He is known as a dare-devil, but he usually comes through unscathed to victory. He is the sort of a man who in medieval times would have been said to bear a charmed life.

Driving, he gives one the impression that he is a madman crowding his car to the maximum of capacity. Nevertheless he has a head and uses it. His reputation as a "dangerous" driver is one of double benefit to him, for it makes him a popular favorite with the spectators, be-

Top mile free-for-all—Won by Zengel in Chadwick No. 10; time 1:22.1, a new world's record.  
First Lap—27, Oldfield (Benz); 20, Zengel (Chadwick); 8, Aitken (National); 5, Helma (Lozier); 66, Ford (Stearns); 24, De Palma (Flat) (out).  
Second Lap—50, 8, 5, 66, 27 (out).  
Third Lap—50, 8, 5 (out), 66.  
Fourth Lap—50, 8, 66.

## EVENT NO. 6

Five-mile free-for-all handicap—Won by Aitken in National No. 8; time 4:25 flat, a new world's record. Merz almost tied Aitken.  
First Lap—22, Miller (Stoddard-Dayton); 52, Lynch (Jackson); 7, Merz (National); 53, Bisbee (Jackson); 6, Kincaid (National); 1, Lytle (Apperson); 8, Aitken (National); 16, Stillman (Marmon); 15, Keene (Marmon); 2, McCulla (Apperson); 14, Stutz (Marmon); 20, De Hymel (Stoddard-Dayton).  
Second Lap—8, 7, 22, 52, 53, 1, 2, 6, 76, 15, 14, 20.

## EVENT NO. 7

Five-mile free-for-all handicap—Won by Aitken in National No. 8; time 4:25 flat, a new world's record. Merz almost tied Aitken.  
First Lap—22, Miller (Stoddard-Dayton); 52, Lynch (Jackson); 7, Merz (National); 53, Bisbee (Jackson); 6, Kincaid (National); 1, Lytle (Apperson); 8, Aitken (National); 16, Stillman (Marmon); 15, Keene (Marmon); 2, McCulla (Apperson); 14, Stutz (Marmon); 20, De Hymel (Stoddard-Dayton).  
Second Lap—8, 7, 22, 52, 53, 1, 2, 6, 76, 15, 14, 20.

## EVENT NO. 8

(100 miles race.)  
Won by Strang in Buick No. 23; time, 1:32:48.5, a new world's record.  
Entrants and Numbers—33, Strang (Buick);

### Oldfield Wins the Race

They were very quiet in the grandstands as the race started at 12:30. The crowd was very large and the excitement was very high. The race was very close and the finish was very dramatic. Oldfield won the race by a narrow margin.

It was the second time for the British car to win the race. The British car was very fast and the driver was very skilled. The race was very exciting and the crowd was very large.

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There was another woman who was very interested in the race. She was very young and very beautiful. She was very interested in the race and she was very happy to see Oldfield win.

The racing driver's wife has something in common with the soldier's wife, and something more, for she not only sees her husband go to battle, but she sees him as he fights his way along.

One man remarked as he watched the tense features of the anxious wife waiting for definite news: "If I were a woman I should choose a sedentary grocery clerk to love, honor, obey and expect home every evening."

But Oldfield's accident occurred through no fault of his own. He is known as a dare-devil, but he usually comes through unscathed to victory. He is the sort of a man who in medieval times would have been said to bear a charmed life.

Driving, he gives one the impression that he is a madman crowding his car to the maximum of capacity. Nevertheless he has a head and uses it. His reputation as a "dangerous" driver is one of double benefit to him, for it makes him a popular favorite with the spectators, be-

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### EVENT NO. 1.

Topville Free-for-all—Won by Strang in Chevrolet No. 10. Time 1:22.5, a new world's record.

First Lap—17, Oldfield (Bentley); 16, Zengel (Chadwick); 4, Aitken (National); 3, Helms (Lozier); 11, Ford (Stearns); 24, De Palma (Flat) (out).

Second Lap—10, 2, 3, 66, 27 (out).

Third Lap—10, 2, 3 (out), 66.

Fourth Lap—10, 2, 66.

### EVENT NO. 7.

Five-mile free-for-all handicap—Won by Aitken in National No. 8; time 4:25 flat, a new world's record. Merz almost tied Aitken.

First Lap—22, Miller (Stoddard-Dayton); 52, Lynch (Jackson); 7, Merz (National); 13, Bisbee (Jackson); 6, Kincaid (National); 14, Lytle (Apperson); 8, Aitken (National); 16, Stillman (Marmon); 15, Keene (Marmon); 2, McCulla (Apperson); 14, Stutz (Marmon); 20, De Hymel (Stoddard-Dayton).

Second Lap—8, 7, 22, 52, 53, 1, 2, 6, 76, 15, 14, 20.

### EVENT NO. 8.

(100 miles race.)

Won by Strang in Buick No. 33; time, 1:32:48.5, a new world's record.

Entrants and Numbers—33, Strang (Buick);

The Indianapolis Military Band will give the free band concert at the International Interdenominational County Fair tonight. The fair, on College avenue, between Thirteenth and Fourteenth streets, is given for the benefit of The Star Summer Mission Fund. It closes tonight.

## Make New Records in Speedway Tests

CONCLUDED FROM PAGE ONE.

in a second two lives would be tossed into eternity and a noble racer turned into junk.

In appearance Strang is a strapping, handsome youngster with a deep chest and limbs like a Hercules. His skin is clear and ruddy (except after a race), his hair light brown, tinted with gray, wavy and close cropped; his eyes frank, blue, boyish. Energy and good nature hang about him like an aura. His smile is wonderfully engaging and reveals a row of strong white teeth that any girl might covet.

Strang keeps his car as spick and span as his person, and although there were twenty or more men ready to help him adjust the racer before the event, he did all the work himself. When he took the blackened and oily car back to the camp after the race he tenderly patted its hot sides, examined it all over and even washed it off before he cleared the grime from his own face and hands.

### First Race Disappoints.

Owing to the good condition of the track, after having been worked upon all night by the laborers and oiled the entire length, it was decided by the officials to put on the one-mile races against time in the first place.

Oldfield in his Benz equalled his new world's record of :43.1 made Thursday, but did not seem to be able to get his car to go faster. He led his rival by a wide breadth of daylight, however.

Zeigal, in his Chadwick, made the mile in :49.3, while De Palma, in his Fiat, passed him to time of :46.6.

These contestants went around the track one at a time, being allowed one entire circuit in which to limber up the machines before the timers "spotted" them.

Out of reverence for the unfortunate victims of Thursday's fatal accident which cost the lives of Bourque and Holcomb, the Knox Company will not enter any more cars in the Speedway races.

sides making the less experienced and timid drivers fear him. He is one to be looked out for—and turned out for.

The crowds had waited for some dreadful accident all during the afternoon, and when the fifty-mile race was announced it felt sure that something was in store. It is the long race, which wears out men and machines, that is filled with dangerous possibilities. But such was not in store. Nothing, in fact, marred the grand success of yesterday's races.

In this fifty-mile race five starters were entered.

It was won by Wright in his Stoddard-Dayton No. 18. His team pal, Schwitzer, won second in his Stoddard-Dayton No. 19. The race was for these two men alone, after the seventeenth lap all others having dropped out for one cause or another.

The winner started in the lead, kept ahead in four laps, and then fell down to third place in the fourth lap. From this position he crawled up to first in the eighth lap, and retained this lead then until the end. From the fourth lap until the eighth the second-place man, Schwitzer, led the race. He fell to last place in the ninth lap, and remained in the cellar until all those between him and the leader had dropped out, leaving him next to the "head of his class."

The time for the race was 59:23.1. As the victor came in in the last lap, away ahead of his one remaining rival, the crowds cheered in unison, and he slowed his trembling machine and recognized the salutation and responded by a wave of his blackened hand and a nod of his dirty, but smiling face.

### World's Record Broken.

The next race had a world's record smashing field entered. This field kept its trust, too. It was a ten-mile free-for-all. Zengel in his Chadwick No. 50 won in time of 8:23.2, beating Oldfield's record of 8:12 3-5, made at New York, Oct. 23, 1904. He was second at the end of the first lap, but then nosed to the front and stayed there in the remaining three laps. Oldfield in his Benz led in the first lap, but dropped to last place and then went out after he was injured.

The accident occurred in the second lap, and Oldfield's arm was so weak from previous race injuries that he was unable to control the wheel of the powerful German machine. Second place was won by Aitken in his National No. 8. Heina won third in his Lozier No. 5.

### Fastest Race on Record.

This was the fastest ten-mile race ever run on a circular course and the fact that Zengel did so with a "green" mechanic adds to the glory of the driver. This helper was added at the last moment as the other member of the Chadwick crew had been injured as to the duties he

having dropped out for one cause or another.

The winner started in the lead, kept ahead in four laps, and then fell down to third place in the fourth lap. From this position he crawled up to first in the eighth lap, and retained this lead then until the end. From the fourth lap until the eighth the second-place man, Schwitzer, led the race. He fell to last place in the ninth lap, and remained in the cellar until all those between him and the leader had dropped out, leaving him next to the "head of his class."

The time for the race was 59:23.1. As the victor came in in the last lap, away ahead of his one remaining rival, the crowds cheered in unison, and he slowed his trembling machine and recognized the salutation and responded by a wave of his blackened hand and a nod of his dirty, but smiling face.

#### World's Record Broken.

The next race had a world's record smashing field entered. This field kept its trust, too. It was a ten-mile free-for-all. Zengel in his Chadwick No. 50 won in time of 8:23.2, beating Oldfield's record of 8:12.8-5, made at New York, Oct. 29, 1904. He was second at the end of the first lap, but then nosed to the front and stayed there in the remaining three laps. Oldfield in his Benz led in the first lap, but dropped to last place and then went out after he was injured.

The accident occurred in the second lap, and Oldfield's arm was so weak from previous race injuries that he was unable to control the wheel of the powerful German machine. Second place was won by Aitken in his National No. 8. Heina won third in his Lozier No. 5.

#### Fastest Race on Record.

This was the fastest ten-mile race ever run on a circular course and the fact that Zengel did so with a "green" mechanic adds to the glory of the driver. This helper was added at the last moment as the other member of the Chadwick crew and was inexperienced as to the duties he was to perform. William Adams, he was called before he started, but Hail the Conqueror, he was called after the race.

As he donned the rubber suit, mask and goggles, there was a look of doubt about him. He was like a pensive soldier of the Light Brigade, buttoning on his uniform, in the face of Balaklava and wondering if he hadn't got himself into rather a nasty hole by enlisting in the army.

Before mounting the oil-smeared seat, he was instructed briefly in his duties. He was to pump a certain pump, keep a certain dial hand at a certain figure, turn

2d. Buick.....

3d. Stoddard-Dayton.....

1st. Buick.....

2d. Buick.....

3d. Marion.....

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a brass knob every now and then and press other brass things with his feet—that's all. He was also to turn and look for overtaking cars. He got in.

His not to reason why,  
His but to do and die.

#### Novice Makes Good.

But he did not die. He did die many deaths in his mind, however. He died on the curves, when the machine spun on two wheels; he died on the straightaways, he died against every fence post and in every ditch, under the machine, above it and hurling through the air. But worst of all was what a pit attendant said to him when he alighted, entirely together, and said: "Why, we hardly missed you." Such are the apprentice days of a dare-devil.

Twelve starters faced the tape in the next event. It was the five-mile race, free-for-all handicap. It was won by Aitken in the time of 4:25 flat, breaking a world's record. It beat the mark of De Palma of 4:26, made in a Flat at Providence, R. I., on Oct. 10, 1908.

It was a beautiful race, calling forth every inch of space to decide the victor; in fact there is quite a dispute whether he won or whether his "side kick" in the National camp, Merz in his National No. 7, won. The timers say it was a dead tie, while the judges gave Aitken about one-hundredth of an inch ahead of Merz.

### Summary of Speedway Races