

OLD RECORDS FALL IN SPEED BATTLES

Fourteen New American Marks for Stock Cars on Special Courses Are Established.

MARMON AND NATIONAL STAR

Harroun and Dawson Set Great Pace in Century and Kincade Finishes in Blaze of Glory.

By H. G. Deupree.

Tom Kincade's blue National "forty," hurtling past the checkered flag in the 100-mile race yesterday afternoon at an average mad speed of 71.64 miles per hour, established an American Speedway record for high-powered stock cars and brought the day's harvest of new marks up to a total of fourteen—truly a series of remarkable achievements. Kincade's time was 83 minutes and 43.12 seconds, which clipped a fraction over 25 seconds from the previous record for cars in the 301-450 cubic-inch piston displacement class, made by Chevrolet in a Buick at Atlanta last October.

The spectacular century run for the magnificent Prest-o-Lite trophy was a battle between Nationals and Marmons, and the sturdy cars left ten new American Speedway records trailing in the gasoline-aden dust before the Marmons were vanquished. At that the yellow jackets, with Harroun and Dawson at the wheels, carried away the record-breaking honors for the day.

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Auto Pilots Set Marks in Safety

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within ten seconds after Starter Wagner had given the word. The drive was spectacular, for the light car made the entire course in leaps and bounds and showed plainly how the busy motor was pulling at every ounce of power vested in it. The throng cheered wildly as the steel steed shot across the tape an easy victor.

A finish which brought the spectators to their feet was that of Harroun and Dawson in Marmon cars in the stock chassis race of 231 to 300 cubic inches piston displacement. These two yellow jackets shot around the four-lap distance hood and hood the entire ten miles, leaving all other contenders far in the rear. Harroun outdrove the younger pilot in the stretch of the last lap and finished a half length ahead. The two cars presented a scene of hot motor strife as they came down the stretch fighting inch by inch and the race was not decided until they shot across the timing wire at the finish. The ten miles was made in 47 seconds better than the world's record for cars of the class, the timing device showing 8:16.8.

Technical Rule Disturbs.

The ruling of the contest board of the American Automobile Association in declaring certain cars ineligible for the stock-car events in which they were entered because of the fact that the makers had not manufactured the required percentage of cars of the model was the cause of a sharp wrangle yesterday. The contest board, the Speedway management and the team managers for the Buick and Jackson Companies were principals in the tilt.

The team managers protested against the ruling of the board, while the board maintained the stand it had taken that the meeting should be conducted under

Wins Speedway Helm

for the day.

Dawson smashed the marks established by Chevrolet in the Bulck at Atlanta for the forty, fifty, sixty, seventy and eighty-mile distances before he was stopped in his consistent, high-speed endeavor in the eighty-fifth mile. Harroun had sent his Marmon to the front early in the race and set a new mark for the first twenty miles, and followed this up with another record for the initial thirty miles before he was delayed.

Harroun Creates Three Records.

These phenomenal trips around the polished Speedway surface gave the Marmons the enviable number of seven new American stock-car records to their credit, and Harroun plucked another laurel wreath when he grabbed the ten-mile event for cars in the 231-300 cubic-inch class in the jig time of 8:16:8, wiping the name of Chevrolet and his Bulck from the list, as the Frenchman held the previous mark of 9:3:18, which he established at Atlanta in 1909.

Johnny Aitken, dean of the National drivers, gave the blue cars and the 100-mile race an auspicious start when he thundered past the grand stand for the first ten miles in the record-breaking time of 8 minutes 8.36 seconds, which took another honor away from the Chevrolet-driven Bulck that starred at the Southern Speedway in October, 1909. After tire trouble had caused the National to lose the lead to the yellow-jacketed Marmons the big blue cars began to hurry the craft driven by Harroun and Dawson, forcing them into records.

Later in the fray when the Marmons were held up Kincade flashed into the lead and created a new record for the ninety-mile stretch as an introduction to his memorable performance in the 100.

Kincade picked up another American speedway record when he hurled his National 40 to victory in the five-mile event for cars in the 301-450 cubic inch class in the fast time of 4 minutes 5.76 seconds, which shattered the high water mark for the distance and class established by the luckless Bourque in a Knox at the August meeting on the local Speedway.

Chevrolet in Bulck Wins.

Chevrolet piloted the sturdy little Bulck 10 to a fast triumph in the small car 161-230 class, winning handily in 4 minutes 41.77 seconds, which beat the time created by Schweitzer in a little Stoddard-Dayton on the Indianapolis course in 1909. The Bulck was the only car to annex a new mark yesterday besides the Marmon and Nationals.

The fourth American record that came the way of the National was created by Arthur Greiner, the wealthy young amateur sportsman from Chicago, who won the five-mile amateur match race from Tousey in another National "forty" in 4:09.3. Caleb Bragg, who had also entered in this event, was barred from



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The ten new records established in the century run for the Prest-o-Lite trophy and the Marmon victory in the 231-300 class in each instance shattered the marks created by Chevrolet at Atlanta last October, when the intrepid Frenchman whaled the existing list of marks at that time in his wonderful 200-mile race.

"Bob" Burman showed the fastest five miles of the day when he roared around the course in the Buick Special at an average rate of 82.75 miles per hour. His time, 3:37.4, however, did not lower the mark established by De Palma at Los Angeles recently.

Caleb Bragg got the big Flat up to an average rate of 91.14 miles per hour, when he shot the demon Italian machine across the line in the time trials for a mile in :39.5.

It is seldom indeed that the followers of the motor racing game are treated to such a series of record-breaking achievements as yesterday's program produced. The performances established beyond all question the superiority of the brick surface and the superiority of the Indianapolis Motor Speedway over every other special automobile course in America.

Following is a summary of records broken:

Marmon "Thirty-Two."

—301-450 Cubic Inches Class.—

Twenty Miles—Harroun; time, 15:57.63, lowering previous mark of 16:24.17 made by Chevrolet in Buick at Atlanta, by :26.54.

Thirty Miles—Harroun; time, 24:18.15, lowering previous mark of 24:31.73 made by Chevrolet in Buick at Atlanta, by :15.58.

Forty Miles—Dawson; time, 32:30.37, lowering previous mark of 32:31.82 made by Chevrolet in Buick at Atlanta, by :1.45.

Fifty Miles—Dawson; time, 40:28.1, lowering previous mark of 40:32.03 made by Chevrolet in Buick at Atlanta, by :4.93.

Sixty Miles—Dawson; time, 48:21.74, lowering previous mark of 49:1.6 made by Chevrolet in Buick at Atlanta, by :9.86.

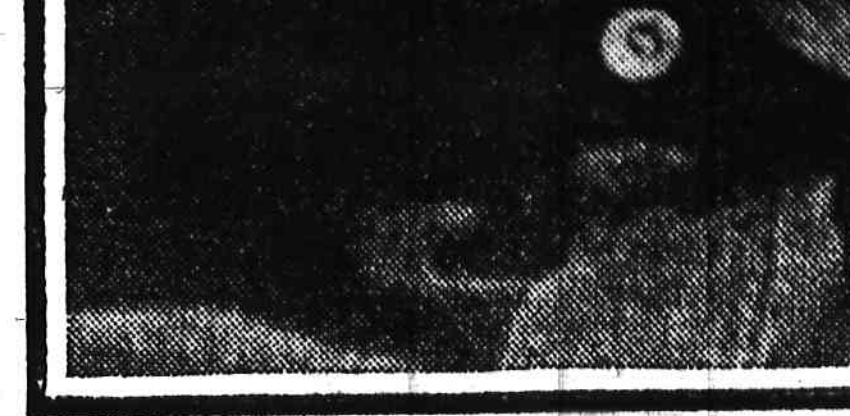
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"WILD BOB" BUR

the rules to the absolute letter. The Speedway officials declared they must adhere to the rulings of the board and the Buick and Jackson managers retalliated by threatening to withdraw their cars from all events. This would have precipitated another difficulty with the contest board, so the action was reconsidered and the cars were raced in the events to which they were eligible.

The technical point involved in the wrangle is the pivot of the political machinery in the automobile world, and this meet was chosen as the place where it should be tested out. Some manufacturers have contended that others are not racing stock cars and that they would not enter the game until the requirements were made absolute. The Buick and Jackson people say they are making cars of the models raced, but that they have not made enough to qualify under the percentage rule.

The American, an Indianapolis product, also was declared ineligible.

The feeling of the crowd could be gauged by the cheers which greeted Chevrolet and Burman when they appeared in their little racers for the five-mile go for small cars; by the welcome which Burman received when he drew up to the line in the big Buick roadster for the five-mile free-for-all, and by the applause which followed Buick victory in both these races.

"Aside from whatever effect the decision of the referee will have on us," said Manager R. H. Losey of the local Buick branch last night, "it is obvious that Mr. Pardington took no thought of its probable effect on the Speedway races now and hereafter."

"Our cars were permitted to enter only two of the races. The showing they made in these proved that if they had been permitted to participate as proposed they would at the very least have added interest to the other contests."

Dr. Wadsworth Warren, manager of the Buick racing team, said last night that the building of Buick roadsters is proceeding; that stock has been ordered and that the parts are being turned out as fast as possible. These are of the model which was based upon the

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—231-300 Cubic-Inch Class—

Ten Miles—Harroun; time, 8:16.8, lowering previous mark of 9:3.18, made by Chevrolet in Buick at Atlanta.

National "Forty."

—301-450 Cubic-Inch Class—

Five Miles—Kincade; time, 4:05.76, lowering previous mark of 4:45.5, made by Bourque in Knox at Indianapolis by :40.

Ten Miles—Attkin; time, 8:8.36, lowering previous mark of 8:17.52, made by Chevrolet in Buick at Atlanta, by 9:16.

Ninety Miles—Kincade; time, 75:51.1, lowering previous mark of 78:51.1 made by Chevrolet in Buick at Atlanta by :7.

One Hundred Miles—Kincade; time, 83:42.12, lowering previous record of 84:1.7 made by Chevrolet in Buick at Atlanta by :32.62.

Ten Miles (Amateur)—Greiner; time 4:9.1.

Buick "Ten."

—151-221 Cubic Inch—

Five Miles—Harroun; time, 4:17.77, lowering previous mark of 4:45.5 made by Bourque in Knox at Indianapolis by :40.

PLAY DOUBLE HEADS

The race program will start at 10:30 a.m. with the Buick "Ten" and the Marmon "Thirty-Two" races. The American and the Southern League races will start at 1:30 p.m. The National "Forty" race will start at 2:30 p.m. and the Buick "Ten" race will start at 3:30 p.m.

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Both the Buick and the American companies say the whole question will be submitted to the contest board for early decision. Meanwhile the cars ruled against yesterday may not race during the remainder of the Indianapolis meet, save in the free-for-all events, where no classification is made.

The Buick and Jackson cars will race in all events at the meeting to which they are eligible and later protest the ruling of the board. The only events which they will not appear in are the stock car events of the larger class.

SOUTHERN LEAGUE

MEMPHIS, Tenn., July 11.—The Southern League will meet at Memphis today. The league will play a double header with the American League at 1:30 p.m. and the National League at 3:30 p.m. The league will play a double header with the American League at 1:30 p.m. and the National League at 3:30 p.m.

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Marion "Thirty Two."

—401-410 Cubic Inch Class—

Twenty Miles—Harroun; time, 14:57.62, lowering previous mark of 15:24.17 made by Chevrolet in Buick at Atlanta, by 26.14.

Thirty Miles—Harroun; time, 24:12.14, lowering previous mark of 24:21.13 made by Chevrolet in Buick at Atlanta, by 11.11.

Forty Miles—Dawson; time, 32:30.37, lowering previous mark of 32:31.12 made by Chevrolet in Buick at Atlanta, by 1.35.

Fifty Miles—Dawson; time, 40:28.1, lowering previous mark of 40:32.03 made by Chevrolet in Buick at Atlanta, by 3.93.

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Ninety Miles—Kincade; time, 75:51.3, lowering previous mark of 75:58.3 made by Chevrolet in Buick at Atlanta by :7.

One Hundred Miles—Kincade; time, 83:48.12, lowering previous record of 84:8.7 made by Chevrolet in Buick at Atlanta by :35.58.

Ten Miles (Amateur)—Greiner; time 4:9.3.

Buick "Ten."

—161-230 Cubic Inch—

Five Miles—Chevrolet; time, 4:41.77, lowering previous record of, 5:13.4, made by Schweitzer in Stoddard-Dayton at Indianapolis by :31.62.

PLAY DOUBLE-HEADER.

The City League will play a double-header at Atlas South Side today. The Atkins Lumber and Printers' Union will play the first game at 8 o'clock. The second game will be between the Marine Motor Car and the Marine Club. The Worcester and Overland will play their game at Patriots No. 1.

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SOUTHERN LEAGUE.

MEMPHIS, Tenn.—Birmingham, 4, 14, 9; Memphis, 10, 12, 1; Lower, Bauer and Elliott; Fritz and Rementer.

CHATTANOOGA, Tenn.—New Orleans, 1, 6, 2; Chattanooga, 5, 10, 1; Maxwell and Lattie; Hart and Carson.

NASHVILLE, Tenn.—Nashville, 9, 10, 0; Montgomery, 6, 3, 6; Case and Erloff; Thomas and Hart.

ATLANTA, Ga.—Atlanta, 1, 7, 2; Mobile, 6, 11, 1; Fisher and Smith; Chappelle and Durr.

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Automobile Racing News

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—161-200 Cubic Inch Class

Five Miles—Chevrolet; time 4:41.77, lowering previous record of 5:13.4 made by Schweitzer in Stoddard-Dayton at Indianapolis by :31.62.

Bulck "Ten."

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ATLANTA, Ga.—Atlanta, 3, 7, 2; Mobile, 6, 11, 3; Fisher and Smith; Chappelle and Dunn.