

Ray Harroun, driver of the Marmon who won the Wheeler-Schebler trophy, was Monday presented with the trophy and a check for \$1,000, which went with the winning. The valued trophy is seen on top of his car.

Oldfield in Big Benz Puts Up New American Speedway Record for Mile

New records were set for the national championships in stock-car chassis at the Motor Speedway Monday.

Barney Oldfield, with his big Benz, broke the American Speedway record for the mile and the kilometer, and Ray Harroun, driving a Marmon, topped the time for 50 miles for cars of 231 to 300 cubic inches displacement.

A crowd of 55,000 people cheered the drivers on to desperate feats of speed, and the companies of militia were pressed hard in controlling the eager spectators, who overflowed the grandstands onto the field, straining for a near view of the heroes of the motors.

Oldfield cut the mile speed record down from 0:36 flat to 0:35.8 and the kilometer record from 0:23.7 to 0:21.45. He had made the former records on the Los Angeles track.

In a wonderfully sustained dash throughout the 50-mile race Harroun easily led his rivals, and was ahead of the record at 30 and 40 miles and the finish. His time was 42.41. The former record, which was

More Records Go Tumbling Before Great Throng at Local Speedway Memorial Day.

HARROUN WON LONG RACE

44:48. Harroun himself had set at Atlanta. Caleb Bragg, the Cincinnati amateur, with his Fiat, was the third star of the day's triumphs. He won two ten-mile and one five-mile free-for-all races, and had to put up a hard fight for each of them with Kirscher, in a Darracq.

For the national championships the drivers battled with all their skill, forcing their engines to the limit of their power. The leaders were always busched in the home stretch, and the contests were not decided until the front wheels of the victors had crossed the wire of the timing machine.

The entries had been cut down by the strict decisions of the technical committee of the American Automobile association, which insisted that every car that did not absolutely comply with the specifications as to weight and cylinder measurements in the various classes should be barred. But the races were none the less sensational because of the smaller fields of contestants.

L. Chevrolet, in a Buick, winning the 161-to-230 championship for 10 miles, set the record down to 9:08 from 9:46, and Dawson (Marmon), wresting from Harroun the victory in the 231-to-300 class for five miles, put a new mark at 4:41, seven seconds better than the old time.

Oldfield, with a Knox, won both the five and ten-mile championships in the 451-to-600 class, which includes the highest powered cars recognized under the stock-car racing rules. Leading all the way Oldfield cut down the record for five miles from 4:03 to 4:01.

The honor of setting for next year's aspirants the championship record for 10 miles in the 301-to-450 class went to Aitken (National), who pulled down the time from 8:08 to 7:52.

Only two accidents marred the day's sport, and in neither of them was any one injured, and in neither of them was any one injured, though Harroun had the narrowest escape from death that he had experienced in all his days of racing.

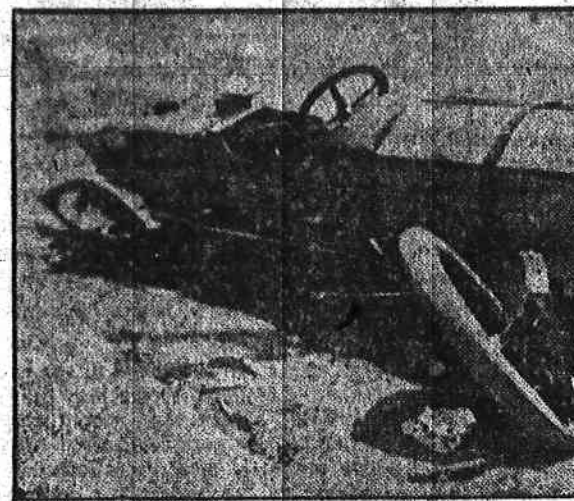
His Marmon Wasp, the rakish marvel

with which he so brilliantly won the 200-mile race of last Saturday, burst a tire and hurled itself on the cement wall that guards the upper margin of the track.

Sliding along the top of the wall, the car tore a furrow in the cement for 50 feet and then toppled over, flinging Harroun from his seat. He picked himself up unhurt, but his Wasp was a snarl of steel. It was only partial consolation for his loss when R. H. Wheeler, vice president of the Speedway Company, leading him before the thronged grand stand, presented him with the \$10,000 silver trophy and a check for \$1,000, which he won in the 200-mile race.

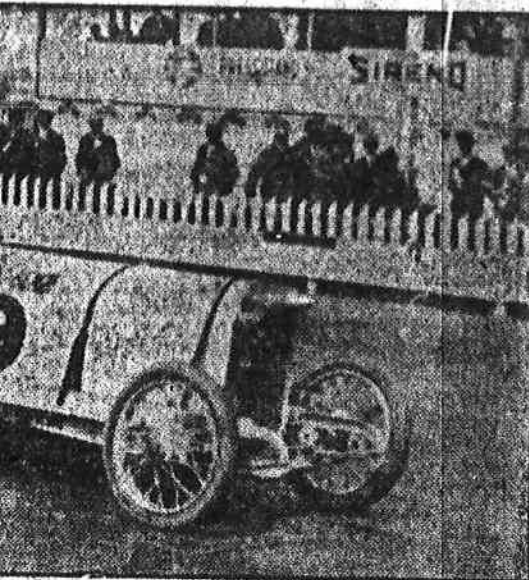
The second accident of the day occurred in the five-mile free-for-all, when Kirscher's Darracq cast high in the air one of its front tires. Summoning all his strength the driver held his careening, flying car true to the track and finally turned it off to the inner field and stopped it safely in the sand.

HARROUN'S WRECKED M



Harroun had a narrow escape Monday, at the Speedway, as he rode the retaining wall on the north curve and slid more than 100 feet. The car miraculously jumped back onto the track and he brought it to a stop without injury to himself. The car was used in winning the Wheeler-Schebler trophy after the race.

RECORD-BREAKING BENZ



at the Speedway Oldfield establishes a new record for the mile, doing the distance in 23.45, lower than the record at Los Angeles. Oldfield also lowered the mile record for himself in his Benz at Los Angeles, to 35.6 seconds.

CROWD HOOTS WHEN REFEREE ROBS PACKY

than the Briton could attend to. McFarland kept driving the Englishman all around the ring, pumping a left jab into the face and crossing the right to the head and wind.

TRIBE FINALLY WINS ONE GAME FROM MUD HENS

Winning Streak of Toledo Broken

The Q...
the Indi...
day, the...
game an...
the after...
poorly i...
hit Heta...
started...
Dooley l...
ing rou...
did not...
Queen C...
Atkins...
Batter...
Kiefel; 2...
Second...
Queen C...
Atkins...
Batter...
man and...
and Osb...
MEMPH...
fresh fr...
the doct...
Minor...
Hock B...
weight...
in three...
M...
LOS A...
crowd of...
tennis c...
Hazel H...
States, I...

Carthy...
Land's t...
a roller

CHURCH...
BL...

In a b...

New records were set for the national championships in stock-car chassis at the Motor Speedway Monday.

Barney Oldfield, with his big Benz, broke the American Speedway record for the mile and the kilometer, and Ray Harroun, driving a Marmon, topped the time for 50 miles for cars of 231 to 300 cubic inches displacement.

A crowd of 55,000 people cheered the drivers on to desperate feats of speed, and the companies of militia were pressed hard in controlling the eager spectators, who overflowed the grandstands onto the field, straining for a near view of the heroes of the motors.

Oldfield cut the mile speed record down from 0:26 flat to 0:35.8 and the kilometer record from 0:23.7 to 0:21.45. He had made the former records on the Los Angeles track.

In a wonderfully sustained dash throughout the 50-mile race Harroun easily led his rivals, and was ahead of the record at 30 and 40 miles and the finish. His time was 42.41. The former record, which was

More Records Go Tumbling Before Great Throng at Local Speedway Memorial Day.

HARROUN WON LONG RACE

44:48. Harroun himself had set at Atlanta.

Caleb Bragg, the Cincinnati amateur, with his Fiat, was the third star of the day's triumphs. He won two ten-mile and one five-mile free-for-all races, and had to put up a hard fight for each of them with Kirscher, in a Darracq.

For the national championships the drivers battled with all their skill, forcing their engines to the limit of their power. The leaders were always bunched in the home stretch, and the contests were not decided until the front wheels of the victors had crossed the wire of the timing machine.

The entries had been cut down by the strict decisions of the technical committee of the American Automobile association, which insisted that every car that did not absolutely comply with the specifications as to weight and cylinder measurements in the various classes should be barred. But the races were none the less sensational because of the smaller fields of contestants.

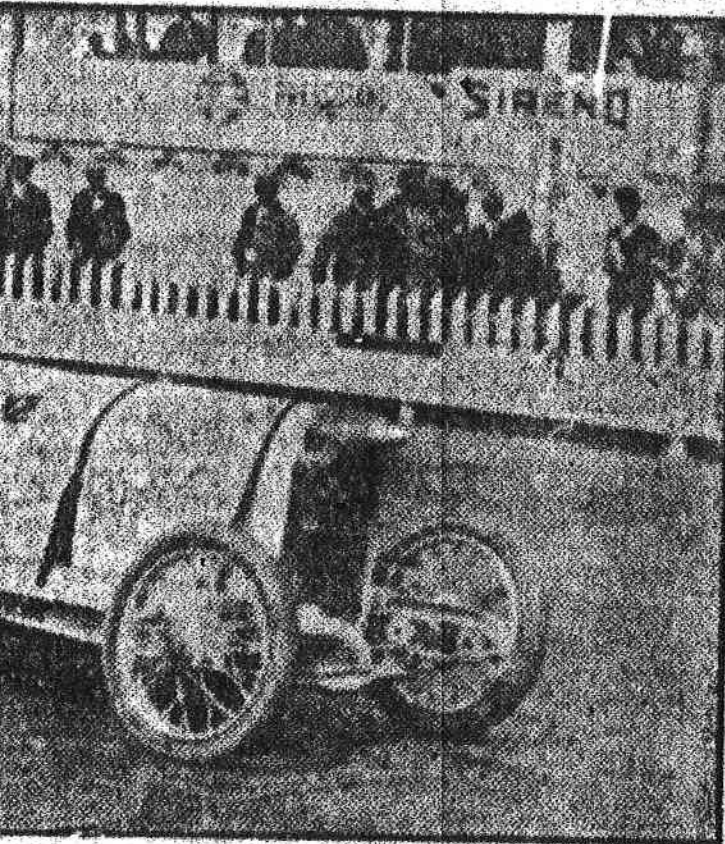
L. Chevrolet, in a Buick, winning the 161-to-230 championship for 10 miles, set the record down to 9:03 from 9:46, and Dawson (Marmon), wresting from Harroun the victory in the 231-to-230 class for five miles, put a new mark at 4:41, seven seconds better than the old time.

Oldfield, with a Knox, won both the five and ten-mile championships in the 451-to-600 class, which includes the highest powered cars recognized under the stock-car racing rules. Leading all the way Oldfield cut down the record for five miles from 4:03 to 4:01.

The honor of setting for next year's aspirants the championship record for 10 miles in the 301-to-450 class went to Aitken (National), who pulled down the time from 8:08 to 7:52.

Only two accidents marred the day's sport, and in neither of them was any one injured, and in neither of them was any

CORD-BREAKING BENZ



the Speedway Oldfield establishes a new kilometer, doing the distance in :23.45, lower-

with wh
mile rac
and hur
that gas
track.

Sliding
tore a fu
then top
his seat
but his v
only part
F. H. W
Speedway
the thron
with the
for \$1,000
race.

The sec
in the sv
er's Darr
front tire
the drive
true to th
to the in
the sand.

Harroun
astride th
than 100
brought in
he used in