

SPEED EVENTS END WITHOUT ACCIDENT

Championships in Various Classes
Won by Victors in Motor
Speedway Races.

MEETING WORLD'S GREATEST

Fred J. Wagner, Starter, Says
Performances of Drivers and
Cars Set Records.

By P. P. Willis.

When the cheers of tens of thousands mixed with the roar and din of his crashing, speed-lustful car it told Ray Harfoun in his Marmon that he was victor at the Speedway yesterday in the fifty-mile race, the last of the three-day meet. Many thousand persons fought their way out of the grounds until long after the racing had ceased, so large was the throng. Although every one was tired, yet all agreed that the day had been well spent in watching the motor car history in the making as former records fell behind in the dust of the whirling machines.

Fred J. Wagner, famed wherever autos are entered in speed battles, who has started every race of consequence since the sport was born, could not half express himself yesterday in praise of the meet just closed. He has seen auto races at New York, Chicago, Atlanta, Los Angeles and elsewhere, but he was loud in declaring that the races here yesterday lured the largest crowd in the history

Cars Shattering Reco



JOHNNY AITKEN IN NATIONAL



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He also declared the performances of both cars and drivers excelled any former meet. The absence of serious accidents and the record speeds obtained place Indianapolis at the top notch of the motor race cities of the entire world.

With the exception of a postponed race, the Remy Bassard race, the free-for-all events and a handicap, the races yesterday gave the victor the championship in the various classes of cars competing. The winners will hold the championship for a year, regardless of any other races that may be held this year.

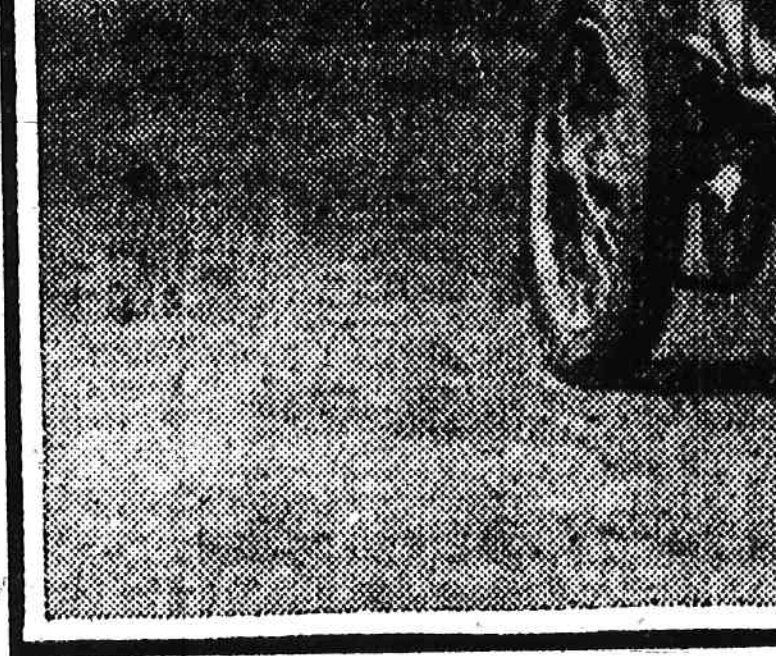
First Race.

The first event on the track yesterday was the postponed race of Saturday, a free-for-all ten-mile event. Five started. Bragg in his Fiat won in 7:21.93. Kirscher in his Darracq was the last to get away at the start, but he gained steadily and many believe he would have won had he not blown a tire in the third lap, when he was leading. Bragg had the lead the first two laps, dropped to second place in the third lap, and then forged forward at the finish. Kincade came second at the finish. He was four in the first lap and held this place until the last lap. Greiner came last, time of 8:26.87. He drove a National, as did Aitken. The latter quit the race in the third lap. Bragg made the first lap in the remarkable time of 1:54.89 from a standing start.

The second event was for the John A. Wilson trophy, to be given the driver winning the mile time trial in a touring car with five passengers. Oldfield, in a Knox, made two attempts. Wilcox, in a National, also tried, but met with trouble and did not finish. Oldfield did not go faster than a mile a minute, so was not awarded the prize, which was according to the donation rules. Oldfield made his miles in the following times, 1:13.60 and 1:10.45.

Third Race.

The five-mile race for cars in Class B, 160 cubic inch piston displacement, was not run because of lack of entries. The event for ten miles for cars in Class B, Division 2, 161 to 239 cubic inch piston displacement, came next and L. Chevrolet in Buick won, time 9:3.60. This



BARNEY OLDFIELD IN HIS 200-HORSE



HARROUN IN MARMON WINNING

a Marmon fourth and Biehe in a Cutting



HARROUN IN MARMON WINNING PENN

a Marion, fourth, and Blsbe. in a Cutting. dry
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The seventh race, a five-mile event, was won by Barney Oldfield, in a Knox. Oldfield made a new record with his fast time of 4:01.36. Barney had it rather easy and seemed lonesome far in the lead. Aitken, in National, came second; Kincade, in National, third, and Merz, in National, fourth. This race was swift, but not as interesting as some others, save for the new record of the victor.

Eighth Race.

Johnny Aitken, in his National, was off like a streak of blue lightning at the start of the five-mile race, the eighth event on the card, and won in time of 4:06.7, making a new record for his class. He was second, however, in the first lap, as Kincade, in his National, had crawled to the front. Merz, in National, finished third; Dawson, in Marmon, fourth, and Ellis in Jackson, last.

Ninth Race.

There were fifteen starters in the ninth race, the free-for-all handicap event for five miles. Motsinger in his Empire was the first to start and the last to finish. Jack Reed in his Stoddard-Dayton won this event. Time, 4:55.65. Jack is connected with the Fisher Automobile Company of this city, and is a newcomer in the racing game. The car he drove is the personal property of James A. Allison, secretary of the Speedway.

This event was a pretty race and at the end of the first two and a half miles there were machines strung almost around the entire course. They were all "beating it" at terrific speed, big and little, and all made all the noise possible and spit forth their ugly smoke and fire. The women in the crowd did not stand back on ceremony, and were as willing as the men to demonstrate their interest in the race and cheered loudly.

Miller in his Warren-Detroit, who was leading at the end of the first lap, finished in the eleventh place. Another extreme shift in position was that of Aitken in his National from fourteenth place in the first lap to third in the last. Touzey, in National, came third.

YOUNG MAN.

This ten-mile race was for cars in Class Division 1, 201 to 240 cubic inch gas engine displacement. Harroch, in a Marmon, won the race in 9:24.11. He was second in the lap, third in the overall lap and fourth in the race. The Little Marmon

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Miler in his Warren-Durand, who was leading at the end of the first lap, ordered by the officials to stop. Another extreme case in position was that of Aitken in his National. From fourth place in the first lap he slid to the last. Dawson, in Marmon, came third.

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Eleventh Race.

Before the eleventh event the announcers called forth that Miss Blanche Scott, who is driving from New York to San Francisco in an Overland car, was on the grounds and at request would drive out on the track and say "howdy" to the throng of Hoosiers. The plucky young woman pilot did so in her pure white Overland machine and was greeted by a thunderous burst of applause. The race that followed this introduction of the only woman who has ever attempted to cross the continent alone in an automobile without any assistance from men mechanics was a ten-mile race, won by Aitken in his National; time, 7:57.1. He led in the first, third and last laps. Merz led in the second lap and finished third. Kincade was second in the first lap, third in the second lap, third in the third lap and second in the last lap. Dawson, in a Marmon, came fourth, and Ellis, in a Jackson, last.

Twelfth Race.

The twelfth race was another ten-mile event and was won by Bragg in his Fiat in time of 7:20.6. This was another instance where the cars remained in the same position throughout the entire race. They finished as follows: Kirschner in Darracq second, Aitken in National-third, and Greiner in National last.

Thirteenth Race.

Before the last event on the program Oldfield was given another chance to drive his Benz for a new American track mile record, and he succeeded by making the distance in time of 1:13.3. He won a warm spot in the hearts of every devotee of the Speedway when he added this record to its already long list.

Nine started in the fifty-mile race for the Army grand brassard, the last event on the card. Harroun, in a Marmon, won, time of 1:11.11. Dawson, in Marmon, came second, and Fox, in Pope-Marchand, third. Following is the order of the cars according to their number at every ten miles:

1 Pope-Marchand, Fox	10 11 12 13 14
2 Jackson, Greiner	15 16 17 18 19
3 Darracq, Kirschner	20 21 22 23 24
4 Marmon, Dawson	25 26 27 28 29
5 National, Aitken	30 31 32 33 34
6 Darracq, Kirschner	35 36 37 38 39
7 Marmon, Dawson	40 41 42 43 44
8 National, Aitken	45 46 47 48 49
9 Darracq, Kirschner	50 51 52 53 54

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Miller in his Warren-Detroit, who was leading at the end of the first lap, finished in the eleventh place. Another extreme shift in position was that of Aitken in his National from fourteenth place in the first lap to third in the last. Tousey, in National, came third.

Tenth Race.

The tenth race was a ten-mile event for cars in class B, Division 1, with displacement of 40 to 60 cubic inches. This race also was rather uninteresting as far as position of cars was concerned. Oldfield in his Knox won time 7:27.1. Fox in National was second, Kincade in National, third, and Aitken in National, fourth. The National

drivers bunched and fought hard for the lead.

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Thirteenth Race.

Before the last event on the program Oldfield was given another chance to drive his Benz for a new American track mile record, and he succeeded by making the distance in time of :35.63. He won a warm spot in the hearts of every devotee of the Speedway when he added this record to its already long list.

Nine started in the fifty-mile race for the Remy grand brassard, the last event on the card. Harroun, in a Marmon, won, time of 42:31.33. Dawson, in Marmon, came second, and Fox, in Pope-Hartford, third. Following is the order of the cars according to their number at every ten miles:

	10	20	30	40	50
	mi	mi	mi	mi	mi
1 Pope-Hartford, Fox	22	32	32	32	32
15 Jackson, Schelller	1	1	1	34	34
26 Marmon, Anderson	14	14	24	2	2
24 Warren-Detroit, Miller	21	15	15	29	29
19 Great Western, Kincade	23	28	29	25	25
23 Marmon, Harroun	24	24	24	29	29
14 Marmon, Dawson	11	24	24	24	24
18 Cutting, Clark	11	24	24	24	24
21 Cutting, Blabe	11	24	24	24	24

Time 11 miles 11:11.30 miles 22:22.30 miles 33:33.30 miles 44:44.30 miles 55:55.30

That this race was the first of the many races for the grand prize was a great success to the Hoosier crowd.

Eighth Race.

Following a lull in the action, the race of the eighth race of the night was a most exciting one. The race was won by a car driven by a driver named Miller. The race was a close one, with several cars running neck and neck. The race was a most exciting one, and the crowd was very large.

Ninth Race.

There were fifteen starters in the ninth race. The race was a most exciting one, and the crowd was very large. The race was won by a car driven by a driver named Miller. The race was a close one, with several cars running neck and neck. The race was a most exciting one, and the crowd was very large.

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Tenth Race.

The tenth race was a ten-mile event for Cars in class B, Division 5, with piston displacement of 451 to 600 cubic inches. This race also was uniform throughout so far as position of cars was concerned. Oldfield, in his Knox, won; time, 7:50.75. Wilcox in National was second, L. Kincade in National, third, and Aitken in National, fourth. The National

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Thirteenth Race

Before the last event on the program Oldfield was given another chance to drive his Benz for a new American track mile record, and he succeeded by making the distance in time of 25.63. He won a warm spot in the hearts of every devotee of the Speedway when he added this record to its already long list.

Nine started in the fifty-mile race for the Remy grand brazard, the last event on the card. Harroun, in a Marmon, won, time of 42:31.33. Dawson, in Marmon, came second, and Fox, in Pope-Hartford, third. Following is the order of the cars according to their number at every ten miles:

	10	20	30	40	50
	mi	mi	mi	mi	mi
3 Pope-Hartford; Fox.....	33	33	33	33	33
15 Jackson, Scheiffer.....	3	3	3	34	34
25 Marlon, Anderson.....	34	34	34	8	3
26 Warren-Detroit, Miller..	25	15	15	29	29
29 Great Western, Kincade..	29	29	29	25	25
23 Marmon, Harroun.....	26	25	25	20	..
84 Marmon, Dawson.....	15	26	20	26	..
20 Cutting, Clarke.....	20	20	..	3	..
21 Cutting, Blzbe.....
Time—10 miles, 8:55.76; 20 miles, 17:30.9					
30 miles, 26:6.11; 40 miles, 34:25.47; 50 miles, 42:31.33.					

That this race meet, the first of the many posted for this season, was a grand success is the universal verdict of all concerned, from spectators, drivers and officials.



NEW FAITH CONFESSION OF NEW HAVEN CHURCH