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 lurged the largest crowd in the history

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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 yester-day 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 Bragg had the lead the was leading. 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 Kaox, 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



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Fourth Race.

Five started in this five-mile race for cars in Class B, Division 3, with 281 to 300 cubic inch piston displacement. Dawson, in his Marmon, won, time 4:41.34.

When the cars lined up before the start there were two yellow sweaters worn by Marmon pilots and three red ones worn by Cutting and Marion drivers. Anderson in his Marion, Indianapolis-made carsiles, was leading at the end of the first two and a half miles, with time of 2:30.85. He finished third. Harroun in a Marmon finished second. The Cutting cars took the last two positions. This event was lacking in spectacular features.

Fifth Race.

Oldfield made record trials in his Benz machine before the fifth race started. The first circuit was not timed because of some mistake of the electrical operators. The second time they caught "Barney" or one mile with 37.01 and for the lometer, :21.45. The latter is a new erican track record. Oldfield was led by prolonged cheers by the crowd. The latter is a new ther in his Fiat took the fifth race. with mill free-for-all open. His time with 3:34.7. He developed the habit of ng the far side of the track near lement railing, and this caused comthe as most of the drivers sought the de. This race was also one of those thich the cars did not shift positions the entire distance. They finished Collows: Kerscher in Darracq, sec-2 Aitken, in National, third; Kincade, National, fourth, Greiner, in National, h. Burman started in his Buick, but to forced to retire almost instantly bethe of damage done his machine when broke his gear. It fell to please and pped on the track and was picked up men in the repair pits

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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 terriffic 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 sheered loudly.

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Sixth Race.

This ten-mile race was for cars in Class Division, 8, 231 to 300 cubic-inch piston displacement. Harroun, in a Marmon, won; time, 9:25.31. He was second in the first lap, third in the second lap and victor at the finish. The little Marion car piloted by Gill Anderson led the race in a beautiful style until the last lap, when he dropped to fourth place. His time for the first five miles was 4.47 1. wson, in a Marmon, was second; second, L. Kincade in National, third, and lake, in a Cutting, third; Anderson, in Aitken in National, fourth. The National

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Eleventh Race.

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every ten miles:

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Thirteenth Maice

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 inaking the distance in time of \$5.63 He won a warm spot in the hearts of every devotes of the Speedway when he added this record to its already long list

Nine started in the fifty-mile race for the Remy grand brazzard, 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 60 mi mi mi mi mi 3 Pope-Hartford; Fox....33 38 83 83 15 Jackson, Scheifier..... 3 Marion, Anderson 34 34 34 26 Warren-Detroit, Miller..25 29 Great Western, Kincade.29 15 15 29 29 23 Marmon, Harroun..... 26 25 25 20 84 Marmon, Dawson. 15 26 20 26 ... 20 Cutting, Clarke. 20 20 ... 3 ... 21 Cutting, Bizbe. 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