

# 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.

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## 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.

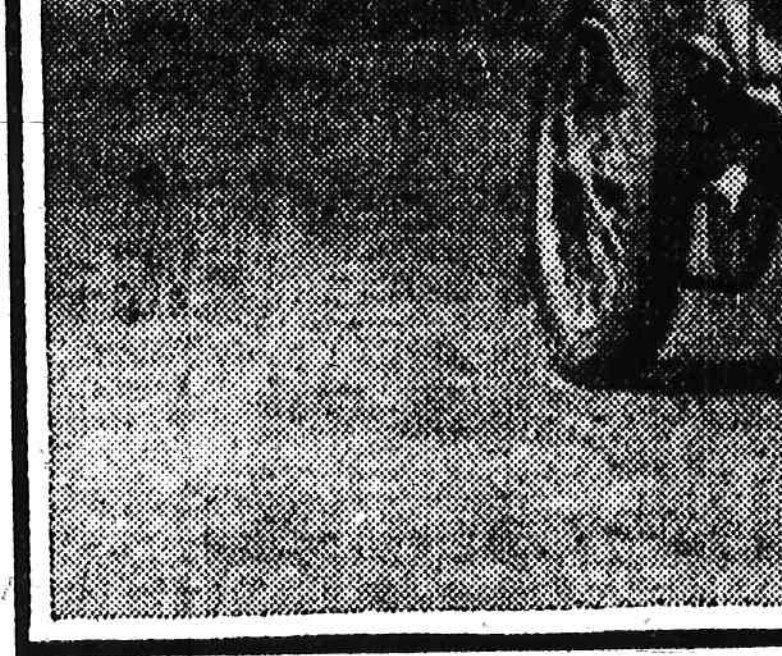
#### First Race.

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



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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 4:41.84.

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 car also, 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" for one mile with :37.01 and for the kilometer, :21.45. The latter is a new American track record. Oldfield was cheered by prolonged cheers by the crowd. Dugg in his Flat took the fifth race, any-way mill free-for-all open. His time was 3:34.7. He developed the habit of driving the far side of the track near pavement railing, and this caused competition, as most of the drivers sought the inside. This race was also one of those in which the cars did not shift positions during the entire distance. They finished as follows: Kercher, in Darracq, second; Aitken, in National, third; Kincade, in National, fourth; Greiner, in National, fifth. Burman started in his Buick, but was forced to retire almost instantly because of damage done his machine when he broke his gear. It fell to pieces and dropped on the track and was picked up by the men in the repair pits.

### Sixth Race.

This ten-mile race was for cars in Class B, Division 1, 221 to 240 cubic inch piston displacement. Harroun in a Marmon won, time 9:25.11. He was second in the first lap, third in the second lap and fourth at the close. The little Marmon



HARROUN IN MARMON WINNING

a Marmon, fourth, and Blisbe, in a Cutting, last.

### Seventh Race.

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.

### Tenth Race.

The tenth race was a ten-mile event for cars in class B, Division 1, with piston displacement of 411 to 440 cubic

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