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THROUGH SEES NECKS AND MARKS BROKEN

Thirty Thousand People Witness
Closing Day's Events at
Motor Speedway.

OLDFIELD GETS NEW MARK

Drives Car a Kilometer at Rate
of 85 1-2 Miles an Hour—
Big Race Called Off.

BY P. P. WILLIS.

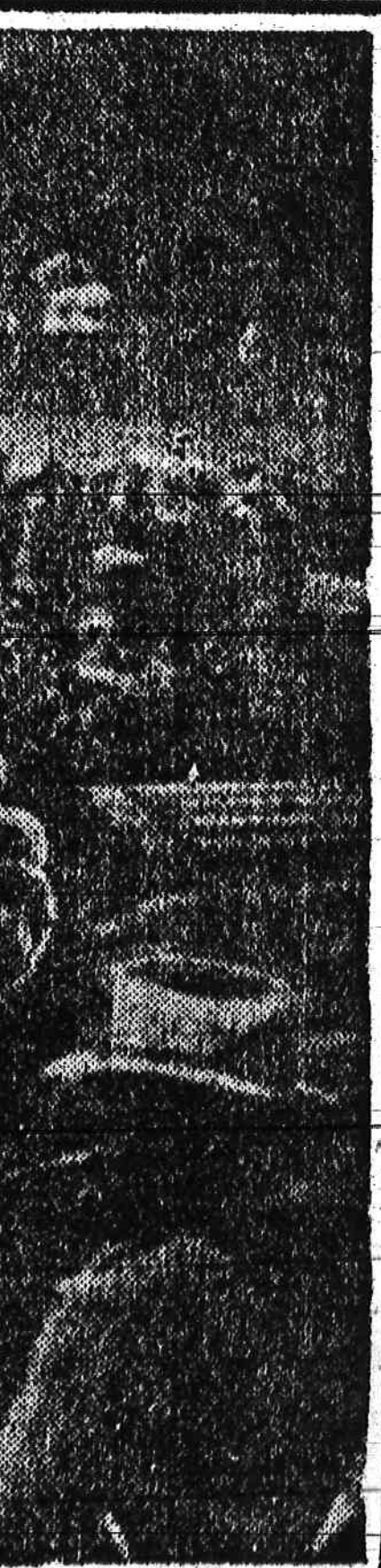
More than 30,000 people saw the races at the Speedway yesterday in which necks and records were broken at a dizzying pace. Greater skill and endurance of brave men have never been exhibited on a race track in this or any other land, this side of Mars.

It was the climax of the three-days racing meet—the first to dedicate the new Motor Speedway. The ends of the motor world were gathered together at the grounds and watched history in the making.

Lives were laid on the altar of speed, narrow escapes by the score put the thousands on the verge of panic, while the most glorious speed records of the age were hung high.

The prizes were paid for such hazardous sport and the rewards reaped. The track is now baptized with the blood of the heroes who fearlessly faced the speed conflict—the world is given cause to open its eyes wider at what steel creations can accomplish when brave men urge them to the limit of their power and manufac-





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The Cost in Dollars.

A million dollars has been expended to build and promote the three days' races which are ended, forced to stop by death itself, and while the moans of the dying still linger in the ears and the bloody sight of the mangled still remain before the vision, yet the promoters of the Speedway declare the meet a success from a racing standpoint.

Grief weighs heavily on all concerned, but that is the risk run in all such events. The track time far surpassed all dreams. Long before time for the gates to open, letting the eager influx of spectators from the direction of the four winds enter, every driver had inspected his car and was nerved for the crisis.

There was, however, a semi-superstitious atmosphere of something dreadful in store hovering over every racing headquarters. The drivers had had their nerves badly unstrung by the death-dealing accidents of Thursday, when Bourque and Holcomb were crushed in a twinkling of an eye in the 250-mile race.

When the starter gave the signal for the first race, every man was on the job, alive with interest and awake to his manifold and risky duties.

Oldfield Makes Record.

The first race was a good head-liner, for in it a new world's record was hung up. This event was for big cars to race against time. Barney Oldfield in his Benz burned up the track for one kilometer in :26.2.

This was going at the rate of 85½ miles an hour. Oldfield won the Remy Brassard, which carries with it a prize \$75 a week until the record is beaten. Walter Christie, in his own creation, the long slender steel car, made the same distance in :28.7 Zengel in his big powerful Chadwick, drove the same distance next in :29.9.

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The next event was the fifteen-mile race, free-for-all handicap. Four cars entered out of a field of thirty. It was a good race because of local color. Kincaid in National 6 won this event in 13:28.5. The Buick No. 80 led the first two

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Hearne Wins Championship.

The amateur championship of America went to Hearne in his big Fiat No. 24, the next race of the day. Four drivers nosed their purring iron-clad animals to the tape and started down the smooth course after this cherished honor.

It was a race of four laps, ten miles. The time of the victor was 9:44.8. Greiner, in Thomas No. 29; Ryall, in Buick No. 47, and Cameron, in Stearns No. 67, chased the winner around the live wire course of speed. Ryal came second and Cameron dropped out in the first lap.

Five New World's Records.

After the speed trials had been going on for just one hour five world's records were smashed.

Barney Oldfield broke them all and did it, too, with an injured arm, bound with bandages, sending sharp shooting pains through the man, who showed not a sign of weakening during the entire wild chase of panting machines. He held with an iron grip to the wheels and won the famous Reiny Grand Brassard when he finished first in the twenty-mile free-for-all open.

During this race he made four world's records slip by the wayside and figuratively hide with shame in the dust his flying car rolled out behind.

His time for the entire twenty-five miles was 21:27.7, breaking the record of De Palma, made in a Fiat of 23:35 at Boston June 17, 1909.

De Palma in his Fiat cyclone came second, and Zengel in his Chadwick third.

When the first five miles of the rapidly flying ribbon-like track had been reeled off beneath Barney's car, he had hung up the time of 4:11.3, beating the record of Aitken in a National of 4:25 flat, established Friday on the Speedway.

In ten miles Barney sent to splinters the record of 8:23.45 held by Zengel in a Chadwick, made Friday on the Speedway, by beating it with 8:15.9.

For twenty miles he made the time of 16:58.8, beating the record made by Strang in a Buick Friday on the Speed-