

# SURPRISES RIFE IN SPEEDWAY TRIALS

**Exciting Finishes and Clever Driving Add Interest to Day's Program.**

## LONG RACE DAY'S FEATURE

**Marmon Cars Forced to Stop for Repairs After Making Remarkable Run.**

*By P. P. Willis.*

Surprises were not lacking yesterday at the Speedway races and added their share of excitement to the continuous stream of whizzing cars guided by brave pilots.

Fuller in his Pope-Hartford caused the first thrill to go through the eager crowds, when, just before the signal of the time trials, he started his car with the brakes applied and caused it to make a complete and sudden turn on the track. No damage was done. This little act whetted the racing appetite of the

sion 4, 301 to 450 cubic inch piston displacement and minimum weight of 2,000 pounds. Won by Kincade in National in time of 4:5:76.

Six cars started. Three were Nationals lined up next to the pole. They made a pretty picture. The feature was the spurt of Kincade just as he passed the repair pits on the home stretch as he exchanged places with Dawson in Marmon and won. He broke the world's record by forty seconds.

The cars finished the first lap as follows:

Dawson, in Marmon; Kincade, in National; Harroun, in Marmon; Aitken, in National; Merz, in National, and Lynch, in Jackson. They held the same order in the second and last lap with the exception of shifting of positions of Kincade and Dawson. Dawson made time of 4:5:96. This could well be called the rainbow race, as the striking colors of the cars, not yet covered with dirt and oil, showed well against the white track. Yellow, blue, brown and white, mixed in a picturesque manner to the fascination of the spectators.

Hupmobile (Geinaw), 2:00; Empire (Motsinger), 1:40; Warren Detroit (Miller), 1:00; Cole (Endicott), :55; Marion (Tinkler), :50; National (Tousey), :35; Marlon (Anderson), :35; Jackson (Lynch), :30; National (Greiner), :30; Pope-Hartford (Fox), :25; National (Herr), :20; American (Lytle), :20; National (Aitken), :15.

### Sixth Race.

Because Barney Oldfield had broken a steering knuckle in his Knox it left but three National entries for this ten-mile event. It proved these pilots true sportsmen for, contrary to the exception of many rail birds, the race was not framed up. It was frankly admitted that Aitken and Kincade were more experienced than Wilcox and many thought these two would "get together" and let Wilcox win. Not so. Wilcox put up a plucky sample of piloting in this his first attempt at professionalism.

Aitken got the lead at start with Kincade far in rear. Aitken won in time of 8:25:94. He was ahead in the second and fourth lap and Kincade was ahead in the second and third lap. Wilcox finished every lap third.

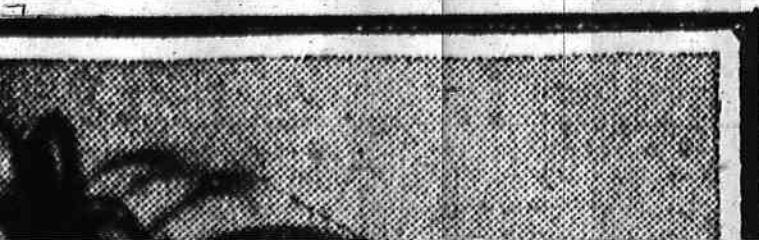
### Seventh Race.

This was a handicap race with fourteen starters. Greiner in a National, who showed clever work in nosing his way out of the thick field of rivals, won in time of 5:44:90 for the five miles.

Following is the handicap slate:

Harry Stütz, manager of the Marion team, was disappointed with the handicap given his car. It was later admitted by the technical committee that this little car with only 255 cubic inches piston displacement, had not been given a square deal. They said it was due to a mis-

**Helmet in Auto Race.**



crowd and interest was never once lost during the entire afternoon.

### Time Trials.

The time trials came first. They were not spectacular. Lytle, in an American, made a mile in :46.54 Kincaid, in a National, in :46.50; Aitken, in a National, in :54; Bragg, in a Flat, in :39.50; Harroun, in a Marmon, in :41.5, and Kirschner, in a Darracq, in :43.38. The second race was not run because it was lacking in entries.

### Third Race.

When Fred J. Wagner, a character needed whenever a genuine race meet is held anywhere in this country, because he is the peer of all starters, lined the roaring craft up for the third event, the crowd had seen enough to put it on edge for what followed.

This event, for five miles, was for cars in class B, division 2, with a cubic inch piston displacement of 161 to 230. The minimum weight was 1,400 pounds. Six cars started. Buicks came first and last. The crowd cheered when the Frenchman Chevrolet rode to the tape. He won and his camp comrade Burman came last. Endicott, in a Cole and Chevrolet got the start by a broad stretch of daylight.

The first lap, two and one-half miles, showed the following order and time: Chevrolet, in Buick, time 2:21.24; Endicott in Cole, time, 2:35.7; Miller in Warren-Detroit, time, 2:40.3; Frayer in Firestone-Columbus, time 2:48.75; Burman in Buicks time, 2:58.72; and Edmunds in Cole, time, 3:03.5.

The second and last lap showed the cars as follows: Chevrolet, time 4:11.77, and he waved to the grandstand as he crossed the mark well in the lead. The rest of the cars kept the same position as in the first lap except Edmunds in his Cole, who passed Burman in his Buick.

### Fourth Race.

The fourth race, won by Harroun in a Marmon, was for ten miles. It was for cars in class B, division 2, those of 161 to 230 cubic inch piston displacement. Minimum weight was 1,400 pounds.

Seven cars started. Harroun in Marmon and Miller in a Darracq got off on the same and the others followed in a bunch, although in dense clouds of smoke.

The first lap ended as follows: Harroun in Marmon, time 1:45.7; Miller in Darracq, time 1:50.3; Frayer in Firestone-Columbus, time 1:55.8; Burman in Buicks, time 2:00.3; and Edmunds in Cole, time 2:05.8.

Second lap, time 3:30.8; Harroun in Marmon, time 3:35.3; Miller in Darracq, time 3:40.8; Frayer in Firestone-Columbus, time 3:45.3; Burman in Buicks, time 3:50.8; and Edmunds in Cole, time 3:55.3.

Third lap, time 5:00.8; Harroun in Marmon, time 5:05.3; Miller in Darracq, time 5:10.8; Frayer in Firestone-Columbus, time 5:15.3; Burman in Buicks, time 5:20.8; and Edmunds in Cole, time 5:25.3.



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### Fourth Race.

The fourth race, won by Harroun in a Marmon, was for ten miles. It was for cars in class B, division 3, those of 231 to 300 cubic inch piston displacement. Minimum weight was 1,700 pounds.

Seven cars started. Harroun in Marmon and Schlier in Jackson got off on the jump, and the others followed in a bunch enveloped in dense clouds of smoke.

The first lap ended as follows: Harroun in Marmon, Dawson in Marmon, Fox in Pop, Hartford, Schlier in Jackson, Clark in Cutting, Anderson in Marmon and Tinkler in Marmon.

Second Lap—Harroun, time for five miles was 4:16. In Dawson, Fox and Clark changed places with Schlier, Anderson and Tinkler.

Third Lap—Dawson exchanges places with Harroun, Schlier again taking



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Second Lap—Harroun, time for five miles was 4:14.47; Dawson, Fox and Clark changed places with Schifler, Anderson and Tinkler.

Third Lap—Dawson exchanges places with Harroun, Schifler again taking third, with Clark back in fourth and the remainder in same order.

Fourth Lap—Harroun again jumped in the lead, with time for ten miles of 8:16. Dawson in Marmon second, with a difference of about 14 of a minute between them. The others trailed in the race. The race was a close one, but Harroun stayed ahead in a race of that sort. He stayed ahead in a race of that sort. He stayed ahead in a race of that sort. He stayed ahead in a race of that sort.

Five miles and in class B 0-4-1

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The first lap, two and one-half miles,  
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Five miles and for cars in Class B (21-1)

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The first race was won by Harroun in a Marmon, was for ten miles. It was for cars in class B, division 2, those of 131 to 200 cubic inch piston displacement. Minimum weight was 1,700 pounds. Seven cars started. Harroun in Marmon and Schifler in Jackson got off on the jump, and the others followed in a bunch enveloped in dense clouds of smoke. The first lap ended as follows: Harroun in Marmon, Dawson in Marmon, Fox in Pope-Hartford, Schifler in Jackson, Clark in Cutting, Anderson in Marion and Tinkler in Marlon. Second Lap—Harroun, time for five miles was 4:14.47; Dawson, Fox and Clark changed places with Schifler, Anderson and Tinkler. Third Lap—Dawson exchanges places with Harroun, Schifler again taking third, with Clark back in fourth and the remainder in same order. Fourth Lap—Harroun again jumped in the lead, with time for ten miles of 8:16.8; Dawson in Marmon second, with a difference of about .04 of a minute between them. The others finished in same rotation as in previous lap. This really was a race of Marmons, as they stayed ahead in a class of their own. Harroun held the lead for three of the four laps, falling behind only in the third.

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Six cars started. Three were Nationals lined up next to the pole. They made a pretty picture. The feature was the spurt of Kincade just as he passed the repair pits on the home stretch as he exchanged places with Dawson in Marmon and won. He broke the world's record by forty seconds.

The cars finished the first lap as follows:

Dawson, in Marmon; Kincade, in National; Harroun, in Marmon; Aitken, in National; Merz, in National, and Lynch, in Jackson. They held the same order in the second and last lap with the exception of shifting of positions of Kincade and Dawson. Dawson made time of 4:5:96. This could well be called the rainbow race, as the striking colors of the cars, not yet covered with dirt and oil, showed well against the white track. Yellow, blue, brown and white, mixed in a picturesque manner to the fascination of the spectators.

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#### Sixth Race.

Because Barney Oldfield had broken a steering knuckle in his Knox it left but three National entries for this ten-mile event. It proved these pilots true sportsmen, for, contrary to the exception of many rail birds, the race was not framed up. It was frankly admitted that Aitken and Kincade were more experienced than Wilcox and many thought these two would "get together" and let Wilcox win. Not so. Wilcox put up a plucky sample of piloting in this his first attempt at professionalism.

Aitken got the lead at start with Kincade far in rear. Aitken won in time of 8:25:94. He was ahead in the second and fourth lap and Kincade was ahead in the second and third lap. Wilcox finished every lap third.

#### Seventh Race.

This was a handicap race with fourteen starters. Greiner in a National, who showed clever work in nosing his way out of the thick field of rivals, won in time of 5:44:90 for the five miles.

Following is the handicap slate:

Harry Stutz, manager of the Marlon team, was disappointed with the handicap given his car. It was later admitted by the technical committee that this little car with only 255 cubic inches piston displacement, had not been given a square

when Bragg appeared upon the track, as he defeated Oldfield recently at Los Angeles.

A feature to this event was that the two cars were off about one thirty-nine hundredths of a minute before the pistol shot was sounded. The drivers started as Wagner raised his hand to fire, and were gone before the shot was sounded. Lytle in his American made a mistake and thought this another race and lined up, only to have to retreat to his garage. Greiner had the lead in both laps.

#### Ninth Race.

This free-for-all open race was a big attraction of the card. It was for five miles and went to Burman in his Buick. Time for winner, 3:37:24. His defeat of Bragg in the Flat was one of the big surprises of the day.

Seven cars started. Burman, in Buick, and Aitken, in National, were the only drivers to carry mechanics. Aitken was off at the start well in the lead, with Burman close and Kincade, in National, near both. The others got away in a bunch.

At the end of the first lap the cars stood as follows: Bragg, in Flat; Burman, in Buick; Aitken, in National; Lytle, in American; Harroun, in Marmon; Kincade, in National.

At the end of the second and last lap they crossed the tape in the following order: Burman, in Buick; Bragg, in Flat; Harroun, in Marmon; Lytle, in American; Aitken, in National, and Kincade, in National. In the second lap Harroun made the sensational rush forward, jumping from fifth place to third, and Burman from second to first.

#### Tenth Race.

This was the 100-mile race, the feature of the day, won by Kincade in National, in the time of 1:23:43.12; Merz, in National, came second, time of 1:25:44.16, and Lynch, in Jackson, third, time of 1:28:31.7.

Dawson, in Marmon, led in the first lap. Aitken, in National, led in the next four laps, with time of 8:08:36 for ten miles.

Harroun, in Marmon, jumped to top in sixth lap and stayed there until the thirteenth lap. His time for twenty miles was 15:57.63, and for thirty miles, 24:18.15.

Dawson, in Marmon, who was third when Harroun took the lead, jumped to the front in the fourteenth lap. His time for forty miles was 32:30.37. For fifty miles his time was 40:28.05. For sixty miles his time was 48:21.74. He stayed in the lead until the thirty-fifth lap. Time for eighty miles was 1:04:18.7. Dawson had to stop because of valve trouble in the thirty-fifth lap. At the end of ninety miles the cars stood thus: Kincade in National, time, 1:15:51.3 (Kincade had last position at end of thirty miles), Merz in National and Dawson in Marmon. At end of race the cars stood in the following order: Kin-

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The little Hupmobile was off first and a big national was the last to get away. The National off last was driven by Aitken. The cars were strung all along the entire track. The victor jumped from fifth place in the first lap to first in the second. The other two big shifts in positions were those of Fox in a Pope-Hartford from eleventh place in the first lap to sixth in the second, and the drop of Miller in a Warren Detroit from sixth place in the first lap to last in the second.

### Eighth Race.

This was called the millionaire race. It was run by private owners of cars. Bragg of Cincinnati with his Fiat was put out because it was alleged he is connected with the Fiat company, and that his car was shipped here at the company's expense, which would, if true, disqualify him from the amateur class. This was for five miles, and was won by Greiner in his National. He is from Chicago. The other contestant, Tousey of Syracuse, rode in his National. The victor made time of 4:09.30. His rival scored time of 4:22.34. Much interest was manifested

der: Burman, in Buick; Bragg, in Fiat; Harroun, in Marmon; Lytle, in American; Aitken, in National, and Kincade, in National. In the second lap Harroun made the sensational rush forward, jumping from fifth place to third, and Burman from second to first.

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Five Miles (161 to 230 cubic inches)—Buick (Chevrolet) won, Cole (Endicott) second, Firestone-Columbus (Frayer) third; time 4:41.77.

Ten Miles (Class B, Division 3, 231 to 300 cubic inches)—Marmon (Marroun) won, Marmon (Dawson) second, Pope-Hartford (Fox) third; time 8:16.8.

Five Miles (Class B, Division 4, 301 to 450)—National (Kincade) won, Marmon (Dawson) second, Marmon (Harroun) third; time, 4:05.76.

Ten Miles (Class B, Division 5, 451 to 600 cubic inches)—National (Aitken) won, National (Kincade) second, National (Wilcox) third; time, 8:25.94.

Five Miles (free-for-all handicap, Class D)—National (Greiner) won, National (Tousey) second, Stoddard-Dayton (Reed) third; time (actual), 5:44.9; time (handicap), 3:44.9.

Five Miles (amateur)—National (Greiner) won, National (Tousey) second; time, 4:09.3.

Five Miles (free-for-all open race)—Buick (Burman) won, Fiat (Bragg) second, Marmon (Harroun) third; time, 3:37.24.

One Hundred Miles (Class B, Division 4, 301 to 450 cubic inches)—National (Kincade) won, National (Merz) second, Jackson (Lynch) third; time, 1:23:43.12.

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Following is the handicap slate:

Harry Stutz, manager of the Marlon team, was disappointed with the handicap given his car. It was later admitted by the technical committee that this little car with only 255 cubic inches piston displacement, had not been given a square deal. They said it was due to a mistake in getting the time of the car in previous action.

The little Hupmobile was off first and a big national was the last to get away. The National off last was driven by Aitken. The cars were strung all along the entire track. The victor jumped from fifth place in the first lap to first in the second. The other two big shifts in positions were those of Fox in a Pope-Hartford from eleventh place in the first lap to sixth in the second, and the drop of Miller in a Warren Detroit from sixth place in the first lap to last in the second.

**Eighth Race.**

This was called the millionaire race. It was run by private owners of cars. Bragg of Cincinnati with his Flat was put out because it was alleged he is connected with the Flat company, and that his car was shipped here at the company's expense, which would, if true, disqualify him from the amateur class. This was for five miles, and was won by Greiner in his National. He is from Chicago. The other contestant, Tousey of Syracuse, rode in his National. The victor made time of 4:09.30. His rival scored time of 4:22.34. Much interest was manifested

der: Burman, in Buick; Bragg, in Flat; Harroun, in Marmon; Lytle, in American; Aitken, in National, and Kincade, in National. In the second lap Harroun made the sensational rush forward, jumping from fifth place to third, and Burman from second to first.

**Tenth Race.**

This was the 100-mile race, the feature of the day, won by Kincade in National, in the time of 1:23:43.12; Merz, in National, came second, time of 1:25:44.16, and Lynch, in Jackson, third, time of 1:28:31.7.

Dawson, in Marmon, led in the first lap. Aitken, in National, led in the next four laps, with time of 8:08.36 for ten miles.

Harroun, in Marmon, jumped to top in sixth lap and stayed there until the thirteenth lap. His time for twenty miles was 15:57.63, and for thirty miles, 24:18.15.

Dawson, in Marmon, who was third when Harroun took the lead, jumped to the front in the fourteenth lap. His time for forty miles was 32:30.37. For fifty miles his time was 40:28.05. For sixty miles his time was 48:21.74. He stayed in the lead until the thirty-fifth lap. Time for eighty miles was 1:04:18.7. Dawson had to stop because of valve trouble in the thirty-fifth lap. At the end of ninety miles the cars stood thus: Kincade in National, time, 1:15:51.3 (Kincade had last position at end of thirty miles), Merz in National and Dawson in Marmon. At end of race the cars stood in the following order: Kincade in National, Merz in National, Lynch in Jackson, Dawson in Marmon and Harroun in Marmon, Harroun's defeat was one of the big surprises. Summaries:

Five Miles (161 to 230 cubic inches)—Buick (Chevrolet) won, Cole (Endicott) second, Firestone-Columbus (Frayer) third; time 4:41.77.

Ten Miles (Class B, Division 3, 231 to 300 cubic inches)—Marmon (Marroun) won, Marmon (Dawson) second, Pope-Hartford (Fox) third; time 8:16.8.

Five Miles (Class B, Division 4, 301 to 450)—National (Kincade) won, Marmon (Dawson) second, Marmon (Harroun) third; time, 4:05.76.

Ten Miles (Class B, Division 5, 451 to 600 cubic inches)—National (Aitken) won, National (Kincade) second, National (Wilcox) third; time, 8:25.94.

Five Miles (free-for-all handicap, Class D)—National (Greiner) won, National (Tousey) second, Stoddard-Dayton (Reed) third; time (actual), 5:44.9; time (handicap), 3:44.9.

Five Miles (amateur)—National (Greiner) won, National (Tousey) second; time, 4:09.3.

Five Miles (free-for-all open race)—Buick (Burman) won, Flat (Bragg) second, Marmon (Harroun) third; time, 3:37.24.

One Hundred Miles (Class B, Division 4, 301 to 450 cubic inches)—National (Kincade) won, National (Merz) second, Jackson (Lynch) third; time, 1:23:43.12.

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