SURPRISES RIFE IN SPERIMAYTRAS

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

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Marmon Cars Forced to Stop for Repairs After Making Re-

markable Run.

Bv P. P. Willis.

Surprises were not lacking yesterday at

share of excitement to the continuous

added their

This little

enstream of whizzing cars guided by brave ers pilots. er-Fuller in his Pope-Hartford caused the the Che first thrill to go through the eager ent growds, when, just before the signal of und the time trials, he started his car with the the brakes applied and caused it to make nst a complete and sudden turn on the ard

No damage was done.

act whetted the racing appetite of

the Speedway races and

Helmet in Auto Race.

sion 4, 301 to 450 cubic inch piston dis-placement and minimum weight of 2,000 pounds. Won by Kincade in National in time of 4:5:78.

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 forty

The cars finished the first lap as fol-

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 (Gelnaw), 2:00; Empire (Mot-singer), 1:40; Warren Detroit (Miller), 1:00; Cole (Endicott), :55; Marion (Tinkler), :50; National (Tousey), :35; Marion (Anderson), :35; Jackson (Lynch), :80; National (Grei-

ner), (30; Pope-Hartford (Fox), 25; National (Herr), :20; American (Lytle), :20; National (Aitken), :15.

Sixth Race.

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

Because Barney Oldfield had broken a

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. Altken got the lead at start with Kin-

cade far in rear. Altken 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-

finished every lap third.

Seventh Race.

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Following is the handicap slate: Harry Stutz, 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-

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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 Fiat, 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 this 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, fined 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 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.

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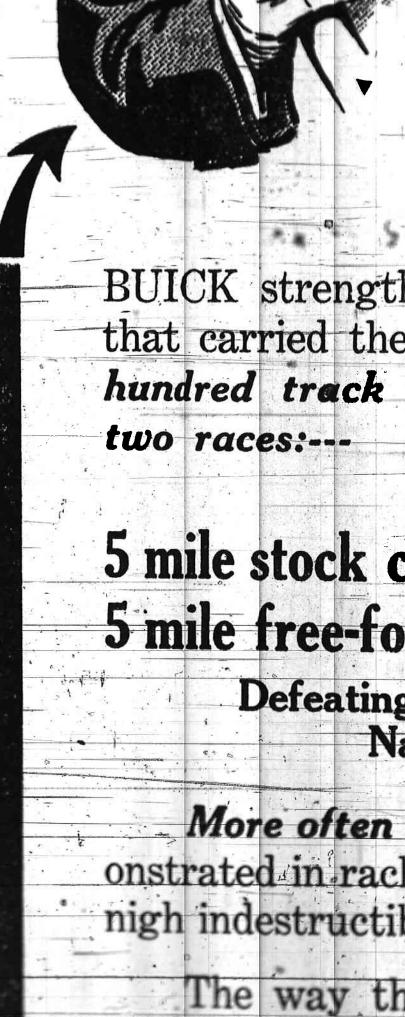
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Third Lap-Dawson exchanges places

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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 It was frankly admitted that Aitken Kincade were more experienced er 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.

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Seventh Race.

This was a handleap race with fourteen Greiner in a National, who showed clever work in nosing his way outof 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 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 when Bragg appeared upon the track, as he defeated Oldfield recently at Los Ange-

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 Fiat 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 mechanicians. was off at the start well in the lead, with Burman close and Kincaid, in National,

bunch. At the end of the first lay the cars stood as follows: Bragg, in Fiat, Bur-man, in Buick; Aitken, in National; Lytle, in American; Harroup, in Marmon; Kincaid, in National.

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At the end of the second and last lap they crossed the tape in the following order: Burman, in Buick; Brags, 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 32:80.37. For fifty miles his time was 40:28.05. For sixty 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 thiry-fifth At the end of ninety miles the cars thus: Kincade in National, time, stood thus: 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: Kintional (Aitken), :15.

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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 Flat 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 ex-pense, 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 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 (Lynch) third; time, 1:23:43.12.

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

Ten Miles (Class B, Division 8, 231 to 300 inches)—Marmon (Marroun) cubic 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,

Ten Miles (Class B. Division 5, 451 to 600 inches)-National (Aitken) cubic 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

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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.

Althen 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 handleap race with fourteen 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 handleap slate:

Harry Stutz, 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-take 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. was Much interest

ney crossed the tape in the londwing 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. Altken, 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 miles was 1:04:18.7. Dawson had to stop because of valve trouble in the thiry-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:

Buick (Chevrolet) won, Cole (Endicott) sec-Firestone-Columbus (Frayer) tinie 4:41.77.

Ten Miles (Class B. Division 8, 231 to 300 cubic inches)—Marmon (Marroun) Marmon (Dawson) second, Pope-Haftford (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, 4:05.7**6**.

Ten Miles (Class B. Division 5, 451 to 600 inches)--National (Aitken) 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 (handlcap), 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 manifested (Lynch) third; time, 1:23:43.12.

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