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SPEEDWAY COMES UP TO EXPECTATIONS

Two World's Records Smashed
on First Day and Limit
Not Reached.

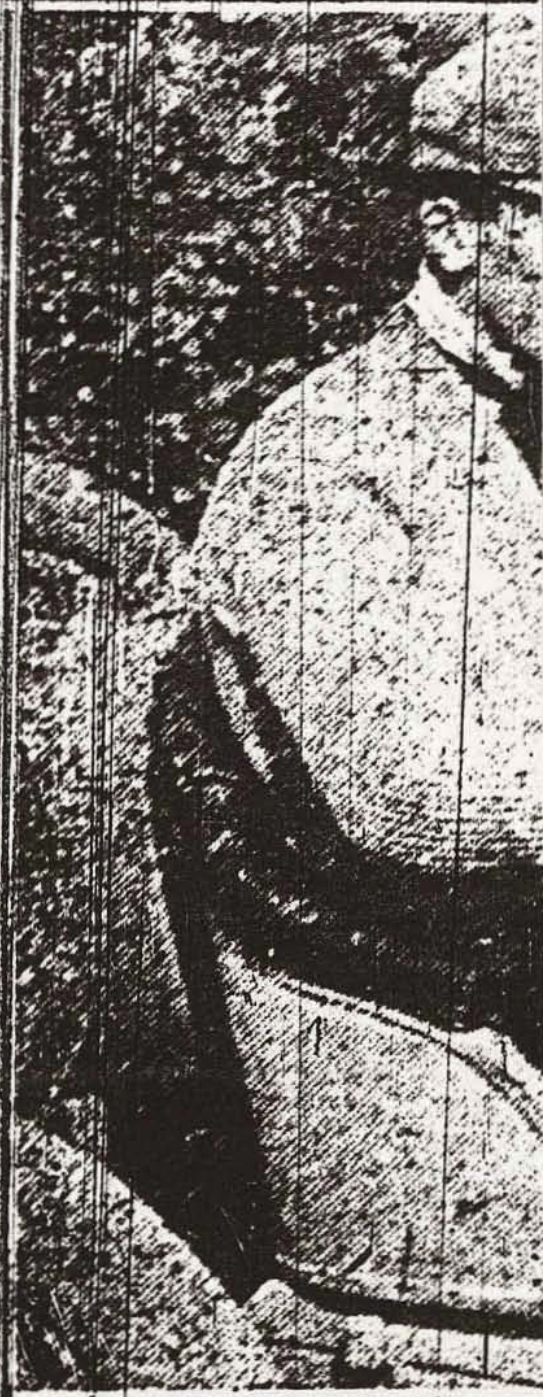
OLDFIELD COMMENDS TRACK

Speedway Officials Congratulated on
Success of Opening Before It Was
Marred by Fatality.

The new Indianapolis motor speedway, of which columns have been printed and published in thousands of newspapers of America and Europe, is no longer an experiment. Declared to be the most remarkable automobile track ever built, it has more than come up to expectations. Two American circular track records were smashed yesterday, and this is regarded as notable considering the fact that the track was far from being at its best. What the racing machines will do in the way of establishing new records when the course has been thoroughly prepared for them is only a conjecture.

While the speedway officials and all others greatly deplore the sad accident that cost the lives of William Borque and Harry Holcomb, driver and mechanic of the Knox racer, there was a general joyous feeling before the accident over the successful and auspicious manner in which the big course had been thrown open and in the liberal patronage of the public. The breaking of records occurred

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BURMAN WINS LONG

AFTER OVERTAKING

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Speedway officials received congratulations from automobile racing authorities from all parts of the country, who had assembled to witness the initial contests on the new course.

Track Not Injured.

The prediction of some race followers that the track would be badly cut up by the wheels of the racing cars was not borne out. On the other hand, it was worn smoother in some places. Two records were shattered yesterday, the first when Chevrolet, in his Buick, won the second race at ten miles in 8:34.4. The previous record for the distance was held by Oldfield at 9:12. Oldfield broke the record for one mile when with his big Benz he lowered Webb Jay's mark of 48.2 to 43.1. Oldfield made the prediction that he would ride a mile much faster than that before the close of the meeting, which indicates that he thinks the track is extremely fast.

No Delays In Program.

The racing program was carried out without delays of any kind and nothing was left undone to add to the comfort and convenience of the spectators. The scores of the drivers were posted on the big score board opposite the grand stand, and it was easy for the spectators to follow the racers from start to finish. Announcers with megaphones were kept busy giving the crowd additional information.

The program today included eight races, the final being a contest at 100 miles. Six races are on the card tomorrow, the Wheeler & Schaefer trophy, at 300 miles being the last and biggest event of the meeting.

SALESMAN IN AN AUTO.



BILLY BORQ

BURMAN WINS LONG RACE AFTER GRUELLING GRIND

ONLY FIVE FINISH CONTEST
MARKED BY FATALITY

MANY DRIVERS FORCED OUT

Will Bob Burman, in his Buick, No. 15, won the 250-mile Prest-O-Lite trophy race that was marked by the death of George and Holcomb on the new motor speedway, yesterday afternoon, after one of the most gruelling grinds ever seen in a speed contest. Only five of the nine cars that started finished and Burman won after seeing both his teammates, Chevrolet and Strang, fall by the wayside. The Knox car, wrecked on the fifty-eighth lap, when Borque and Holcomb were killed, was one of the first to be put out and Chevrolet, who got lost and out in his eyes and was almost blinded, was compelled to withdraw for that reason in the sixtieth lap. Chevrolet is a powerful man, weighing two hundred pounds, but he was hysterical when taken to the emergency hospital. Chevrolet was in the lead until the fifty-second lap, with the exception of the fifteenth and sixteenth laps. Burman took the lead in the fifty-second lap and held it until the eighty-third lap, when Ellis, in his Jackson, went to the front. Ellis led until the ninetieth lap, when he was compelled to stop for repairs and Burman again forged to the front. The Jackson car was particularly unfortunate as it was not started again after the ninety-ninth lap. Ellis, the driver, collapsed and was carried to the hospital and the car was not repaired.

Clemens Finishes Second.

Jap Clemens, the well-known Indianapolis race driver and chauffeur, furnished

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ence of the spectators. The drivers were posted on the card opposite the grand stand, easy for the spectators to follow from start to finish. Anti-megaphones were kept the crowd additional information today included eight races and a contest at 100 miles. Six on the card tomorrow, the Schieber trophy, at 200 miles, and biggest event of the

SMAN IN AN AUTO.

rental Trip to Show Ma-e's Commercial Use.

Lampke, of New York city, on a trip from New York city to Chicago to demonstrate the feasibility of automobile for traveling arrived in the city yesterday.

man for the make of automobile he is riding, for the tires on the car is equipped and for concern. At the same time he is studying of road and hotel conditions, he says, he has found a cheap, if not cheaper, automobile than on railroads. Accompanying him is his wife, a son, and a baby girl, seventeen, and also a mechanic. He left New York city four weeks ago to reach San Francisco or 15, going by the southern route, returning by the northern route. He has met with two accidents, catching fire near Cleveland, taking a spring near Miami.

UNFAIR TO CLUB.

Base. Claim Team Gets Treatment on Road.

August 20.—Quite a row has arisen from the fact because, as they claim, the Association umpires did not give the team a square deal on the whole matter started when they protested the second game of the double-header with Minneapolis, won by Minneapolis 4 to 0, on the ground that the umpires violated a rule of baseball by sending two runners back on alleged interference. The team yet failed to call Dunlop.

FOR 250 MILES.

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Clemens Finishes Second.

Jap Clemens, the well-known Indianapolis race driver and chauffeur, furnished the big surprise of the race by finishing second with a Stoddard-Dayton. Clemens drove a remarkable race and stopped only twice, each time for oil. Merz, in a National, was third, ahead of Kincaid, in a National, who lost his gasoline tank on the last lap, thereby being deprived of third place. Miller, in a Stoddard-Dayton, was the fifth driver to remain in the race until the finish. Strang, in a Buick, encountered serious trouble on the first round, when his car caught on fire, and he was delayed several minutes. He was later put out of the race completely. Following is a summary of the race:

Order of cars at the end of fifty miles: 37, Buick (Chevrolet), time 46:34; 36, Buick (Burman), time 47:05; 30, Buick (Strang), time 48:03.

At the end of 100 miles: 37, Buick (Chevrolet), time 1:32:18.9; 36, Buick (Burman), time 1:37:31.5; 7, National (Merz), time 1:40:11.7.

At the end of 150 miles: 36, Buick (Burman), time 2:27:32.8; 8, National (Kincaid), time 2:34:30.3; 53, Jackson (House), time 2:37:52.1.

At the end of 200 miles: 36, Buick (Burman), time 3:24:13.4; 53, Jackson (House), time 3:28:47.9; 61, Stoddard-Dayton (Clemens), time 3:52:04.7.

At the end of 225 miles: 36, Buick (Burman), time 4:10:27.2; 61, Stoddard-Dayton (Clemens), time 4:19:00.5; 6, National (Kincaid), time 4:23:16.

At the end of 250 miles: Burman, time 4:35:57.6; Clemens, time 4:46:1.8; Merz, time 4:52:2.7.

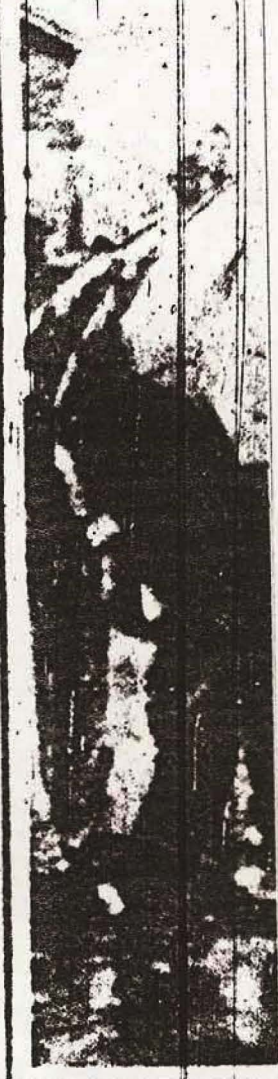
Kincaid, in National No. 1, lost his gasoline tank in his last lap, thus keeping him from getting third place.

SCANDAL AT PEORIA RACES.

Motorboat Designer Accused of Unfair Practice.

PEORIA, Ill., August 20.—R. H. Truitt, millionaire boat designer and banker, of Chillicothe, O., may be expelled from the Illinois Valley Yacht Club, and every other active boating organization, as a result of a letter written by him to Mr. Copeland, of the Scripps Motor Company, of Detroit, the alleged contents of which

KNOX



AT THE LEFT

Summary Yes

First Race—Schwitzer chassis cars in Class A piston displacement: Stoddard-Dayton (19), time 48:18; second, De Soto (18), time 48:44. Second Race—Chevrolet chassis cars in Class A piston displacement: Stoddard-Dayton (19), time 48:18; second, De Soto (18), time 48:44. Third Race—Stoddard-Dayton (19), time 48:18; second, De Soto (18), time 48:44.

Vet Death

FATALITIES MAR SPEEDWAY OPENING

Death of Borque and Holcomb Puts Damper on Enthusiasm of Big Crowd.

ACCIDENT NEAR GRAND STAND

Knox Car Leaves Track and Driver and Mechanician Are Killed Almost Instantaneously.

"We're gone" were the last words uttered by race driver William (Billy) Borque, of Knox car, No. 3, in the 25-mile Prest-O-Lite trophy race at the opening of the Indianapolis motor speedway yesterday afternoon. An instant later Borque and Harry Holcomb, his mechanic, were dashed to almost instant death 20 yards above the crowded grand stand, but within view of only a small part of the spectators. Neither uttered a word after the fatal crash.

Private Frank H. Brandon, one of the soldiers patrolling the race course, was the closest spectator to the accident and he was forced to dodge and run at full speed into the middle of the track to escape being hit by the flying wreck.

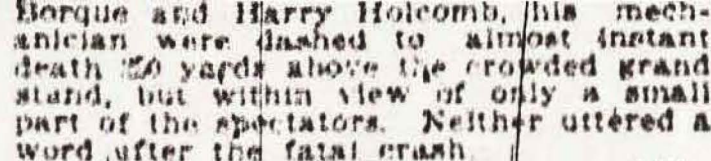
Another car came thundering down the course faster than a mile a minute as Brandon dodged the wrecked Knox and the soldier a second time barely escaped being run over. The driver swerved far to one side to prevent hitting Brandon and

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Another car came thundering down the course faster than a mile a minute as Brandon dodged the wrecked Knox and the soldier a second time barely escaped being run over. The driver swerved far to one side to prevent hitting Brandon and in the dust and confusion it was thought that he had also left the track. However, he straightened his machine and sped past the stands and on around the course with little loss of time. The Knox car was converted into a mass of scrap iron. The wheels were torn loose and the frame work was bent and shattered.

Death Probably Painless.

The injuries to Borque and Holcomb indicate that they knew nothing after the crash. Holcomb was dead when placed on a stretcher and Borque's life ebbed in the ambulance en route to the speedway emergency hospital. Borque was taken from beneath the wreck, while the body of Holcomb lay twenty feet away. The latter's head struck a fencepost, his skull was completely crushed and both arms were broken. Both of Borque's arms were broken and his skull was fractured. The Knox car was traveling faster than a mile a minute when it left the track. It was running in second place, and was completing its fifty-eighth lap, equivalent to 145 miles. It was thought to have a good chance to win, as little trouble had been experienced up to that time.

In the same car Borque had previously won the closest and most hotly contested event of the day, the third race, at five miles. In that event he and Burman, in a Buick, led the field throughout both laps. Burman had a slight lead after the

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ACER AFTER WRECK IN WHICH 2 WERE K

AT THE LEFT OF THE PICTURE THE PHYSICIANS ARE SEEN BENDING OVER AND IN THE REAR BORQUE IS BEING TAKEN TO AN AMBULANCE

Summary Yesterday's Races

First Race—Schultz won five-mile stripped chassis cars in Class 4, 181 to 230 cubic inches piston displacement; time of 5:13.4; he drove Stoddard-Dayton (19). Wright, Stoddard-Dayton (18), second. De Witt, Buick (20), third.

Second Race—Chevrolet, in Buick (24), won the ten miles for stripped chassis cars in Class 3, 231 to 300 cubic inches piston displacement; time, 8:36.4. Strang, in Buick (12), second. Burman, in Buick (32), third.

Third Race—Borque, in Knox (3), won the five miles for stripped chassis cars in Class 2, 301 to 450 piston displacement; time, 4:45.2. Burman, in Buick (35), won second, and Chevrolet, in Buick (37), third.

Fourth Race—Harrington, in Marmen (65), won the ten-mile free-for-all in time of 8:22.4. Lynch, in Jackson (51), second, and Aitken, in National (3), third.

Exhibition by Barney Oldfield, in which the world's circular track record for one mile was broken. Oldfield's time in his Buick was 43.1. Webb Jay formerly held the record at 44.2.

Fifth Race—Burman, in Buick (35) won the 250-mile race for cars of 301 to 450 cubic inches piston displacement, in time of 4:33:57.4. Clemens, in Stoddard-Dayton (41), second, and Mera, in National (7), third.

Bales at Bluffton.

[Special to The Indianapolis News]

BLUFFTON, Ind., August 20—Curt Bales, of Carmel, has reported here and will take the place of pitcher Mullinix, now in the hospital at Toledo with incipient appendicitis.

Indianapolis Driver Second



first round, but Borque passed him and had a winning margin of two lengths at the finish.

Borque was twenty-six and Holcomb was twenty-two years old. Both were unmarried and lived in Springfield, Mass., where the Knox factory is located. The bodies were sent to that city today in care of George Crane, of the Knox company. The entries of all the Knox cars have been canceled, and it is stated that the company will withdraw from the racing game altogether.

Death Only Unwelcome Visitor.

Death was the only unwelcome visitor at the opening of the new speedway. Although at the time of the accident it was instantly known that something serious had happened it was a long time before the crowd generally realized that two men had been killed. A majority of the spectators remained for the completion of the program, but a gay and enthusiastic throng lost some of its gaiety. The double fatality that claimed the life of one of the best known and most popular race drivers in the country and his mechanic was the only feature that marred the opening of the big automobile course.

While many saw the ill-fated Knox car swerve from the course, none was able to tell the cause of the accident. That secret belongs to the victims of the catastrophe. Soldiers along the course near the point of the accident say that both men looked behind them at the same instant and that the car swerved from the course at that time. It is believed the collapse of both rear wheels caused the driver and mechanic to turn and that the car left the track when Borque took his eyes from the route ahead.

Ditch at Side of Track.

On the west side of the track, where the accident occurred, is a shallow ditch, recently dug, and beside it was a long string of small tile. The track at that point was rough and other drivers were seen to skid and swerve there. Burman and Chevrolet had noted the poor condition of the track at that point and had used extreme care there, driving as close to the inside as possible. Beyond the ditch is a high wire fence.

The Knox car did not go through this fence. Witnesses say that it grazed that structure until finally brought to a stand-

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The Knox car did not go through this fence. Witnesses say that it grazed that structure until finally brought to a standstill, when it turned a double somersault. Broken remnants of the car were piled in a heap against the fence.

The accident occurred at almost the same point at which Jake Dellosier, champion motorcycle rider, almost lost his life in the motorcycle races last Saturday. As a result of the two accidents drivers will in the future be extremely careful when entering the stretch above the stands.

Fellow-Driver's Grief.

Of the many thousands of spectators at the speedway yesterday who heard of the accident which cost the life of William A. Borque and that of his mechanic, Harry Holcomb, none perhaps was more affected than Al Dennison, a lifelong friend of Borque and a companion driver of Knox cars. Both entered the Knox factory at Springfield, Mass., many years ago and worked their way up from the bottom of the ladder. The two men

National League.			
	Won.	Lost.	Pct.
Pittsburgh	77	29	.726
Chicago	70	35	.697
New York	64	39	.621
Cincinnati	53	52	.506
Philadelphia	49	55	.464
St. Louis	43	61	.413
Brooklyn	37	67	.354
Boston	29	79	.267

American League.

	Won.	Lost.	Pct.
Philadelphia	64	42	.618
Detroit	64	43	.606
Boston	61	45	.592
Cleveland	61	55	.509
Chicago	52	55	.486
New York	51	54	.468
St. Louis	46	62	.427
Washington	22	77	.294

Central League.

	Won.	Lost.	Pct.
Wheeling	63	29	.618
Zanesville	61	49	.554
Fl. Wayne	57	44	.542
Grand Rapids	52	49	.516
South Bend	55	52	.514
Terre Haute	47	59	.443
Evansville	47	53	.436
Dayton	38	63	.376

when at their home in Springfield are said to have lived like brothers and, unlike many other drivers of the same cars, there was no feeling of enmity between them. "We taught each other all we knew about autos and race driving," declared Dennison between sobs last night.

William A. Borque was one of the most popular drivers of motorcars before the public. A man pleasant in manner and of a retiring disposition, he readily won friends. He was known at every motor racing course in the country, on many of which he had piloted his Knox machine to victory and fame. He entered the Knox factory as an apprentice, and as he began to prove his worth he was put on the road as a tester of cars. Thus he gained his experience in driving. He was soon recognized as an expert and was sent out to take part in the most grueling contests that were offered. His most recent victory, aside from his work at the speedway, was on the Crown Point-Lowell course last June when he finished second in the famous race for the Cobe trophy.

Blues Buy Two Macomb Men.

MACOMB, ILL., August 20.—Jap Wagoner, scout for the Kansas City club of the American Association, has purchased Orville G. Wolfe, manager-catcher, and Richard Moore, third baseman, from the Macomb club of the Illinois-Missouri League, the consideration being \$1,500. They will report to the Kansas City club at the beginning of next season.