

LAST EDITION

SHOWERS.

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GOUX GREAT DRIVER BUT MERZ THE HERO

Crowd's Anguish Changes to
Ecstasy as Merz Finishes
With Car on Fire.

GREATEST SPEEDWAY THRILL

Last Lap of Race in Face of Death
—Other Features of the Great
Contest.

ORDER OF FINISH.

Driver.	Car.	Time.
1 Jules Goux—Peugeot		6:51.42
Average an hour, 75.25 miles.		
2 Spencer Wishart—Mercer		6:56.08

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IN

—Other Features of the Great Contest.

ORDER OF FINISH.

Driver.	Car.	Time.
1 Jules Goux—Peugeot		6:31:43
Average an hour, 76.60 miles.		
2 Spencer Wishart—Mercer		6:45:04
Average an hour, 74.06 miles.		
3 Charles Hays—Stutz		6:50:23
Average an hour, 73.97 miles.		
4 Albert Guyot—Sunbeam		7:03:00
Average an hour, 70.58 miles.		
5 Theo. Pilette—Mercedes-Knight		7:10:20
Average an hour, 68.3 miles.		
6 Howard Wilcox—Gray Fox		7:23:20
Average an hour, 67.62 miles.		
7 Ralph Mulford—Mercedes		7:27:17
Average an hour, 67.06 miles.		
8 Louis Dinsbrow—Cope		7:30:00
Average an hour, 66.53 miles.		
9 G. H. Clark—Julia		7:40:31
Average an hour, 63.91 miles.		
10 W. Haupt—Mason		7:53:31
Average an hour, 62.85 miles.		

The average of miles an hour for the last two racers was not given out officially.

Plenty of thrills attended the winning of the five-hundred-mile international sweepstakes by Jules Goux, in his French racer Peugeot No. 16, at the speedway, yesterday afternoon, in 6:31:43.45, the same event which Joe Dawson, in a National, won last year in 6:31:06, but Goux, by his remarkable performance, furnished only a mediocre share of the excitement. He rolled in with the bands playing, his fellow-countrymen in the pits waving French and American flags and to the shouts of a countless throng that is always eager to congratulate a game victor be he American or foreigner.

Wishart, an American driver in an American car, breezed in second, about four minutes later, and the happy crowd gave him a rousing welcome, but the real thrills for the spectators came when

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Wishart, an American driver, in an American car, breezed in second, about four minutes later, and the happy crowd gave him a rousing welcome, but the real thrills for the spectators came when Charles Merz and his mechanic, Harry Martin, Indianapolis boys, in an Indianapolis-made car, Stutz No. 2, came down the stretch with their car a mass of flames. It was the most spectacular incident ever seen at the speedway, and the many thousands who stood on their feet with craning necks and bated breath, all ready for a roar of welcome or a groan of anguish, dependent on the outcome will never forget that stirring scene.

Did Not Falter.

Merz and Martin rounded the north turn into the stretch on next to their last lap when fire was seen spurting from beneath the car.

"The car's on fire!" shouted an excited spectator, and the word flew from mouth to mouth all along the three-quarters of a mile of grand stands. The spectators sprang to their feet and there was a rush of voices when the flying car was waved down the stretch toward the pits.

Starter Root waved a green flag, indicating another lap, but there was not one of the thousands who did not thank Merz who was at the wheel, would stop at the pits and put out the fire, which was belching out from beneath the car, the intense heat blowing in the faces of the occupants.

As he approached the pits and did not slacken his speed there was a muffled "Oh!" from the crowd that developed into a great roar of applause and encouragement, for Merz and Martin had decided not to take a chance on stopping their car and losing their share of the prize money.

Other Cars Forgotten.

The other cars still in the race were forgotten and the crowd watched the blazing Stutz go on. Thousands of eyes were riveted on it as it swept around the south turn and into the back stretch, finally disappearing from view for a few

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The rumblings from the grand stand ceased until the car again appeared in view rounding the northwest turn to enter the home stretch, when a glad shout went up in unison from thousands of throats. The fire was still blazing from beneath the car, and the death-defying youngsters steering the craft were leaning close together to escape the heat that blew by their faces.

The men in the stands and inside the wired fences, inside the track shouted encouragement, while many women cried for fear that the machine would be wrecked and kill the occupants.

Frenzy of Excitement.

The shouting developed into a frenzy of excitement when the machine approached the wire and received the checkered flag from starter Root, indicating that the burning car had completed the five hundred miles.

Mars began to apply the brakes, and while still running at high speed Martin stood up and, leaning over the red-hot hood, unbuckled the big strap that held it down. As the car slowed down Mars was on his feet, leaning over, holding the steering wheel. Before it came to a full stop both the driver and mechanic jumped out, while the pitmen swarmed around the car with fire extinguishers.

It was only the work of a second to put out the fire, and by that time Mars and Martin were being showered with congratulations. There was no one who did not think the incident was the most sensational ever seen on the track. It proved the gameness of the driver and it also proved the mettle of the car to withstand the strain.

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Gil Anderson's Bad Luck.

Gil Anderson's luck can only be compared with that of Ralph De Palma last year, when the Italian driver lost out after completing 495 miles. Anderson yesterday was running an easy second in his Stutz car No. 2 and had 495 miles to his credit with two more laps to go when he stopped at the pits for a new tire. The car up to that time had been running with clock-like precision and the driver even did not dream that there was anything wrong.

In coming to a stop he killed his engine unexpectedly. When the tire change was completed Frank Agan, the mechanic, attempted to crank the machine, but could not start it. While others from the pits tried their hand at the crank Agan leaped in at the side of Anderson, expecting to start. The car would not budge, and Anderson and Agan, both Indianapolis boys, saw their vision of winning \$10,000 of the prize money fading away.

A hurried examination was made and a broken magneto shaft was found. Then the machine continued on with a flat tire for two laps. It is probable the boys would have won second place. The damage probably was caused when they were coming to a stop.

Move Up a Notch.

Anderson's loss was Spencer Wilhoit's gain, as the driver of the Mercer No. 1 slipped into second place, and the other cars in the race moved up a notch accordingly. Albert Guyot, the driver of the English Sunbeam, tended to his own business all day, and by his consistent running won fourth place in the great event. Theodore Pilette, the Belgian driver of the German car, Mercedes-Knight, was

Continued On Page Three.

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Gil Anderson's Bad Luck.

Gil Anderson's luck can only be compared with that of Ralph De Palma last year, when the Italian driver lost out after completing 125 miles. Anderson yesterday was running an easy second in his Swifts car No. 2 and had 125 miles to his credit with two more laps to go when he stopped at the pits for a new tire. The car up to that time had been running with clock-like precision and the driver even did not dream that there was anything wrong.

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GOUX GREAT DRIVER BUT MERZ THE HERO

Continued from Page One

fifth place, and he also did it by steady driving.

One of the surprises of the day was the remarkable performance of the Gray Fox, an Indianapolis creation, made over by Frank Fox, and driven by Howard Wilcox, an Indianapolis driver. The car showed splendid speed and was in the race every minute. At the finish it was in sixth place, winning for its owner \$2,500 of the prize money.

Mulford a Contender.

Ralph Mulford, who drove Mercedes No. 25, was a contender all through the race and for four hundred miles he appeared to be a sure one-two-three winner. Then the car began to develop trouble, and Mulford dropped back and finished in seventh place.

Incidentally the car was the hard-luck car that Ralph De Palma used last year when he so narrowly missed winning the big event. Mulford took the car, and, knowing its great speed, worked several months with it before appearing on the speedway. Mulford broke all track records when he drove 25 miles at the start of the race without stopping. His first stop was for oil and gasoline.

Louis Disbrow, in Case No. 31, took eighth place among the winners, and Clarke, in Tulsa, No. 25, furnished another surprise when his car stuck for the limit and finished in ninth place.

Burman Sticks to the Last.

Haupt, in his little Mason, No. 25, was running easily when it flashed over the wire the winner of the tenth and last place. Bob Burman's Keeton, which had

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Mulford a Contender.

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Incidentally the car was the hard-luck car that Ralph De Palma used last year when he so narrowly missed winning the big event. Mulford took the car, and, knowing its great speed, worked several months with it before appearing on the speedway. Mulford broke all track records when he drove 235 miles at the start of the race without stopping. His first stop was for oil and gasoline.

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running easily when it flashed over the
wire the winner of the tenth and last
place. Bob Burman's Keeton, which had
all kinds of bad luck during the day, was
the only car remaining on the track
after the ten winners had finished.

Burman furnished much of the sport
for the crowds during the day. He is
well named Wild Bob, the speed king,
because of his mile record of 25.46 sec-
onds. The Keeton showed great speed
during the day and Wild Bob had a good
time coaxing the foreigners into brushes.
Burman's car caught fire on the fifty-
fifth lap while he was running at high
speed on the back stretch. When the
crowd in that section of the grounds
thought Burman was a "goner" he
stopped the car and put out the fire. He
finally got back to the pits and while re-
pairing the damage done lost about thirty
laps.

Great Sport For Crowd.

When once more on the track Burman
thrilled the crowd with his wild driving.
For a time the other cars appeared tied
to a post in comparison.

He went past Goux several times,
checking up and allowing the Frenchman
to overtake him. These silent challenges
continued for a time and finally the
Frenchman took up the gauntlet and
pushed his car to the utmost.

It was great sport for the crowd as the
racers flashed past time and again, first
one ahead and then the other. Goux final-
ly burned off a tire and he then heeded the
advice of his pitmen not to be influenced
by Burman. Wild Bob then turned his
attention to Guyot, in the English Sun-
beam, but Guyot pretended not to be on
speaking terms with him. The English-
man merely sawed wood, so to speak, and
continued on his course at the speed se-
lected as the best in his judgment to show
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His Only Chance.

When all refused to accept Burman's

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man merely sawed wood, so to speak, and continued on his course at the speed selected as the best in his judgment to show well in the race.

His Only Chance.

When all refused to accept Burman's challenges for speed duels the intrepid driver started out on his own hook to give the crowd an additional treat in the speed line. He fairly burnt the track for a few laps until his flapping burnt tires caused him to stop at the pits. Burman knew his only chance for a small slice of the prize money was in remaining in the race and having others drop out. He allowed Hughie Hughes to relieve him at the wheel and the car was running the one-hundred-and-eightieth lap when the tenth winner finished the two hundred laps, or five hundred miles.

The only accident to mar the day's sport was the one to the Mason car No. 6, which was driven by Jack Tower, of New York, and his mechanic, Lee Gunning, who lives in Chicago.

Car Skidded.

On the south turn, after running about 150 miles, Tower's car skidded, and after whirling around it went off the track and catapulted. Tower's leg was broken and Gunning suffered a broken rib, besides being badly battered up.

The men are now at the Methodist hospital and both will recover, according to the physicians. Officials about the course blame the car for the accident. They said the car had a defective differential that caused it to skid many times before the accident happened. Tower would not take time to make repairs, but continued on, well knowing that he was taking a desperate chance. The locked differential caused the accident.

Speed Less Than Dawson's.

Goux's victory, a wonderful drive, was won at a speed less than the winning National driven by Joe Dawson last year. Goux averaged 76.59 miles an hour, while Dawson's average was 78.2 miles an hour, or 2.13 miles an hour faster than the Peugeot's time. However, the piston limit of cars in yesterday's event was placed at 450 cubic inches, while there was no limit in last year's race.

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Goux won at a lucky time, when many rich trophies were offered in addition to the fortune in cash he carried away. For being in the lead at the two-hundred-mile mark he received the magnificent Remy brassard and trophy which must be won three times for permanent possession. Had he used a Remy magneto Goux would draw a salary from the company of \$75 a week for a limited period. For winning at three hundred miles, Goux came into possession of the 150-pound silver Prest-O-Lite trophy, which also must be won three times for permanent possession.

Other Prizes.

Another prize he captured for being in the lead at four hundred miles was the \$10,000 Wheeler & Schebler trophy, which stands eight feet high. This trophy reverts to the company if not raced for and won before the expiration of two years. The big trophy probably will be exhibited about Europe by the makers of Peugeot cars during the next year.

Goux also won \$20,000 of the speedway prize of \$50,000. Wishart, in second place, won \$10,000; Merz, in third place, \$5,000; Guyot, \$3,500; Pilette, \$3,000; Wilcox, \$2,500; Mulford, \$1,800; Disbrow, \$1,600; Clarke, \$1,500, and Haupt, \$1,400.

In addition many thousands of dollars were offered as prizes by accessory manufacturers, to be paid to winners provided they used the accessories manufactured by the donors.

Driver Saves Mason Car.

Peerless driving in a crisis saved the crew of the Mason No. 5 from what seemed imminent death or injury, just after noon, on the northwest turn of the big course.

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Driver Saves Mason Car.

Peerless driving in a crisis saved the crew of the Mason No. 5 from what seemed imminent death or injury. Just after noon, on the northwest turn of the big course.

Halfway down the north turn the brown car threw a tire and was set zigzagging about the track as if it were crazed. B. Evans, the driver, coolly retained his control, although the car bucked, backed, skidded and did several other interesting things.

First it shot along the inner part of the track like an arrow. Then it suddenly veered about, turned completely around on the track and, with the brakes hard set, began to run backward toward the top of the track. It seemed to gather momentum as it climbed the hill, finally jamming the rear wheels against the retaining wall with such force that it again changed its course directly and shot downward toward the center of the track.

Righted the Car.

Before it had gone half way toward the bottom Evans succeeded in clamping on the brakes and, with a quick twist of the steering wheel, he righted the car and brought it up standing with its nose pointed directly back along the track. Meanwhile thousands of spectators gasped with relief.

The mechanic jumped out of the car, then back into it, seized a hammer, pounded deftly at the crank shaft and then easily started the engine. Evans turned the car around on the track and they were off again, seemingly none the worse for the accident, except a flat tire.

Nyberg and Henderson.

The Nyberg, driven by Harry Andicott, early developed engine trouble and withdrew from the race in the twenty-fourth lap. The Henderson, an Indianapolis made car, driven by Billy Knipper, made a good showing in the early part of the race, when engine trouble caused several long stops. It was thought the Henderson would stick for the finish even though far behind, but shortly before the end of the race the car was pulled off the track.

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