

# DEATH DEMANDS TOLL IN RECORD SPEEDWAY RACES

## RECORDS BROKEN IN FIRST AUTO EVENTS

Sixteen Thousand People Witness Opening Races at Indianapolis Motor Track.

## OLDFIELD SETS A NEW MARK

Makes Mile From Flying Start in :43.1—Chevrolet Lowers Record for Ten Miles.

## TWO MEN KILLED IN CRASH ON SPEEDWAY

William Bourque and His Mechanician, Harry Holcomb, Hurlled to Death Through Fence.

## FATALITY IN LONG EVENT

Auto Racers Meet Accident When 250-Mile Contest Is More Than Half Finished.

### *Record of First Day's Races at Speedway*

Crowd—16,000.

Killed—William Bourque and Harry Holcomb, from Springfield, Mass., driver and mechanic in Knox car 3.

Injured—Harry House of Jackson, Mich., driver of Jackson 53, overcome by heat and strain; not serious. Walter Sterrett, Indianapolis, National mechanician, sprained ankle; not seri-

A quick glance to the rear of his flying Knox number 3 car sent driver William Bourque and his mechanician, Harry Holcomb, to death yesterday-afternoon at the Speedway, in the 250-mile event of the opening day's card for auto racers. Thus was the big five-mile Hoosier race course dedicated to the god of speed on the first day of automobile racing by the blood of two of Massachusetts's brave men.

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**Injured—**Harry House of Jackson, Mich., driver of Jackson 53, overcome by heat and strain; not serious. Walter Sterrett, Indianapolis, National mechanic, sprained ankle; not serious; sustained in jumping from moving car.

**Records Broken—**One mile, by Barney Oldfield in Benz; time, :43.1; former record held by Webb Jay, 48.2. Ten-mile record broken by Chevrolet in Buick; time, 8:56.4; former record held by Barney Oldfield, made October, 1904, at Empire City track, of 9:12.

**Winners of yesterday's Speedway events:**

**Event 1—**Schwitzer won five-mile stripped chassis cars in Class 4, 161 to 230 cubic inches piston displacement; time of 5:13.4; he drove Stoddard-Dayton No. 19. Wright, Stoddard-Dayton 18, second. De Witt, Buick 30, third.

**Event 2—**Chevrolet, in Buick 34, won the ten miles for stripped chassis cars in Class 3, 231 to 300 cubic inches piston displacement; time, 8:56.4. Strang, in Buick 33, second. Burman, in Buick 32, third.

**Event 3—**Bourque, in Knox 3, won the five miles for stripped chassis cars in Class 2, 301 to 450 piston displacement; time, 4:45.5. Burman, in Buick 35, won second, and Chevrolet, in Buick 37, third.

**Event 4—**Harroun, in Marmen 15, won the ten-mile free-for-all in time of 8:22.4. Lynch, in Jackson 51, second, and Aitken, in National 8, third.

**Event 5—**Burman, in Buick 35, won the 250-mile race for cars of 301 to 450 cubic inches piston displacement, in time of 4:38:57.4. Clemens, in Stoddard-Dayton 61, second, and Merz, in National 7, third.

A quick glance to the rear of his flying Knox number 3 car sent driver William Bourque and his mechanic, Harry Holcomb, to death yesterday afternoon at the Speedway, in the 250-mile event of the opening day's card for auto racers. Thus was the big five-mile Hoosier race course dedicated to the god of speed on the first day of automobile racing by the blood of two of Massachusetts's brave men.

The accident occurred just above the bridge, 250 yards away from the judges' stand, during the fifty-eighth lap of the long race, after Bourque had traveled 145 miles.

The thousands of spectators were so absorbed in the tense struggle of the motor dare devils to gain the lead in the long, grueling contest that they were shocked without warning when the big racer pitched and hurled into a ditch while going at the rate of about seventy-five miles an hour. Bourque turned to look back just as he was crossing a slightly rough part of the track.

It was all over in an instant. His machine skidded. Something broke. The maddened demon of speed rushed headlong into a ditch beside the track. The car was hurled and thrown end over end to the ground and against the fence, while the two unfortunate men were tossed helplessly to either side.

## Holcomb Was Killed Instantly.

Holcomb's head struck a fencepost and he was killed instantly. His brains were scattered on the post and the grass. Bourque lived for about fifteen minutes.

Attorney George Mull was near, as were a number of people who sat in touring cars near by. In one of the nearest cars was M. A. Tuttle and A. Striegel of Chicago. These men, with Weaver, were about the first to reach the injured men. The rescuers broke through the fence and pulled Bourque from under the machine. Militiamen and policemen ran to the spot and the soldiers unslung their canteens. Water was poured down the throats of the victims. Bourque seemed to revive a little, but when the physicians reached the scene it was seen that Holcomb was breathing his last. Neither man spoke. Neither man was conscious at any time after the fatal crash.

The men were hurried to the emergency hospital in the ambulances in charge of Drs. L. H. Maxwell, A. F. Weyerbacher and Fred Meyer. Mrs. Ola M. Slaughter and Miss J. E. Hunt, nurses, were ready for work at the hospital. Bourque was hurried to the operating table and the

## BY P. P. WILLIS.

Speedway dreams were more than realized yesterday when the big five-mile Indianapolis course was initiated with record-breaking races. It was not only the greatest automobile race meeting from the standpoint of track, crowds and finest array of famous pilots and cars, but world's marks went to the winds.

Two world's records were smashed and others would have fallen by the wayside but for unfortunate accidents and two or three minor mistakes on the part of drivers not getting to the line before Wagner gave the start signals.

Barney Oldfield in his big German car, the Benz, beat the world's record for a mile when he drove the powerful monster of steel a mile, making the distance in :48.1. This is better than the record held by Webb Jay, :48.2.

The other world's record went begging in the second event, a ten-mile race, when Chevrolet drove his Buick No. 34 the distance in the time of 8:56.4. This beats the mark held by Oldfield, of 9:12, made in 1904 at Empire City track.

### Races America's Greatest.

The races as a whole were by far the best ever seen on the American continent and many declare that in all this romantic race history of the famous Brooklands, England, track, there never was such a daring, swift and skilled array of pilots gathered together and pitted in the same arena on the same day. It was the opening of the big course with a ceremony of speed befitting its magnitude and importance. The name of the course is now made and its life seems to bid of many years and record-breaking possibilities. The eye of the motor world will most probably never be taken from off this Indiana oval.

### Races Prove Big Success.

The Indiana Speedway is now a success. The races yesterday, in which two world's records were broken, evidence it. Long before the thousands of spectators from every direction of the compass had assembled, the daredevil drivers had gone over their cars, inspected every mechanical part and received final instructions and warnings from the team managers.

With the hot rays of the sun directly overhead and the hands of the clock pointing to ten minutes after 12 o'clock, Fred Wagner of New York, starter, gave the signal for the first event. The races continued until five minutes of 7 o'clock, in the cool quiet of the evening.

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The police did good work keeping the crowds back. Hundreds rushed to the scene, the Overland, Star press car, being the first on the site, cutting the ropes and wires and making way for the two ambulances that followed. A hole was cut in the wire fence big enough to let a stretcher through, and while the track was alive with terrific racing machines the physicians carried the dead and dying across the track, dodging the huge steel creations that whizzed by, enveloping all in a cloud of smoke.

### Patrolman a Witness.

Special Patrolman John Weaver, who occupied post No. 12, on the fence about 150 feet from the scene of the accident, was watching Bourque's car at the time it crashed into the ditch and fence. An uncovered ditch about two and one-half feet deep bordered the outer edge of the track where the fatalities occurred. At several points in the track opposite and above the ditch holes had been worn. Chevrolet and Burman found that their cars were inclined to skid at this point in the track and they hugged close to the inside when they passed it.

"I was watching the car," said Patrolman Weaver, "and I saw the driver look back. It seemed that his car was unsteady. When he looked back he turned his wheel and the car shot into the ditch, turning turtle and landing against the fence. The two men were hurled aside. It was so sudden that I do not know which was which, but one of the men struck a fence post with his head and the other landed under the car. Both axles were torn from the machine, one wheel went flying into the track, together with a shoe of one of the men. One of the axles was thrown toward the ditch."

Sergt. Metcalf, mounted on his gray horse, and a squad of policemen kept the crowd back from the fence. Capt. Carpenter and a large squad of soldiers kept the people from crowding on to the track from the inside.

Eyewitnesses to the accident, in the immediate vicinity of the scene, agreed that the driver looked back before the machine plunged into the ditch.

### Bodies Badly Mangled.

The skulls of both men were crushed and Bourque's legs were broken. Both of Holcomb's arms were broken and his skull was crushed in three places. He also suffered broken ribs.

Neither man was married. Both lived in Springfield, Mass., where the Knox factory is located. Bourque was 26 years



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### Five Enter First Race.

Five cars were nosed to the tape in the first event. It was the five-mile race for cars of cubic inch displacement of from 161 to 230. The first lap of two and one-half miles ended with Schwitzer, in Stoddard-Dayton No. 19, first; Wright, in Stoddard-Dayton No. 18, second, and De Witt, in Buick No. 30, third. The second and deciding lap gave Schwitzer the race in the time of 5:13.4. Wright came second and De Witt third.

De Witt alone carried a mechanician in this race. It was a clean and tight event, run with plenty of snap and ginger, a good primer for the harder conflicts to follow.

A running start was tried, but Wagner flagged them back with the yellow signal, and the successful start was from a standstill. Ryall, in his Buick No. 31, dropped out in the first lap with engine trouble. Slickner, in Velle No. 42, was the other entrant.

## Second Race Breaks Record

The crowd had swelled in numbers and grown in enthusiasm when the second race was started. It was the ten-mile race for most of the day. The crowd was so large that the race was held in the open field. The crowd was so large that the race was held in the open field. The crowd was so large that the race was held in the open field.

The two men were killed as it was no accident that I do not believe which was which, but one of the men struck a fence post with his head, the other landed under the car. The men were torn from the machine, and were being into the water, together with a piece of one of the men. One the men was thrown toward the ditch.

Sgt. Metcalf, mounted on his horse, and a squad of policemen kept crowd back from the scene. Capt. Penner and a large squad of soldiers kept the people from crowding on to the track from the inside.

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Neither man was married. Both lived in Springfield, Mass., where the Knox factory is located. Bourque was 26 years old and Holcomb was 22 years old.

Immediately after the accident George A. Crane, sales representative of the Knox Company, who is in charge of the Knox cars at the races, telegraphed W. B. Wright, vice president of the company. The bodies will be sent to Springfield today or tomorrow in charge of Thomas Crane, one of the officials of the Knox Company, who came here with them and others. The bodies were taken in charge yesterday evening by Flanner & Buchanan and the A. M. Ragsdale Company, undertakers.

W. E. Wright, it is said, carried about \$25,000 insurance for the two men in favor of their relatives without their knowledge.

The accident was a sad blow to the Knox officials. "This will probably end our racing," said George Crane last night. "We will probably enter no more cars in automobile races. It is simply suicide, that's all it is."

Two phases of the fatal Bourque accident are coincident with the accident which befell Jake De Rosier last week during the national championship motorcycle races.

It was on the day of the first races of both meets, and it was on almost the fastest start in the track that they both happened.

Mr. Barker was with his assistant, how-  
ever, on the left hand side of the track.  
and Thompson on the right. This keeps  
away from the crowd and from the  
crowd. There are many  
other people in the crowd.



### From From Big Success

The following statement is given by the owner of the car which was driven by the driver who was killed in the crash. The driver was a young man who was a member of the team which was driven by the driver who was killed in the crash. The driver was a young man who was a member of the team which was driven by the driver who was killed in the crash.

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### Second Race Breaks Record.

The crowd had swelled in numbers and grown in enthusiasm when the second race was started. It was the ten-mile race for cars of 231 to 300 cubic inches piston displacement. Eight cars shot forth their thundering noises and hot flames and smoke as the alert pilots bent over the machines and urged them forward from the bridge, sending them on a running start past the judges' stand. Tinker and Chevrolet crossed the wire

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### Crashes Daily Reported.

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Two phases of the fatal Bourque accident are coincident with the accident which befell Jake De Rosier last week during the national championship motorcycle races.

It was on the day of the first races of both meets, and it was on almost the identical spot in the track that they both happened.

De Rosier met with his accident, however, on the left hand side of the track, and Bourque on the right. This keeps some would-be knockers from using the two coincidents as evidence that the track is not good. There are many rats

### First Race Starts

The crowd gathered in front of the track for the first race. The cars were lined up at the starting line, and the race began with a roar. The cars sped down the track, and the crowd cheered. The race was a close one, with the cars neck and neck until the very end. The winner crossed the finish line first, and the crowd erupted in applause.

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## Records Broken in First Auto Events

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together, but the others were strung out so Wagner again waved the yellow flag and brought them back to standing start. Strang started with a big lead and the long bright red strip of cloth from his helmet flew straight backward in the breeze as the machine kicked up its heels and spun onward into the mouth of the first big curve.

It was a Buick race. It gave the famous trio of Buick pilots the much-longed-for opportunity to face each other. They raced against one another and ignored other drivers almost. The first lap ended: Chevrolet, Buick No. 34; Strang, Buick No. 33; Burman, Buick No. 32; Stillman, Marmon No. 15; Rarroun, Marmon No. 16; Stelty, Marlon No. 14.

### Second Lap of Race.

The second lap ended: Chevrolet with big lead, Strang, Burman, Stillman, Rarroun and Stelty. The third lap ended: Chevrolet lapped Stelty and led by a big lead in the same order as the second lap. The fourth and last lap gave Chevrolet the race with time of 8:56:4, breaking a world's record held by Barney Oldfield of 9:12 made at Empire City track in October, 1904. Strang came second and Burman third.

### Wins Before Fatal Accident.

Little did any one in the crowd of 16,000 think that when William Bourque shot forward in his big Knox No. 3 in the third event of the day that it would be his last victory on the race course. For many years he has fought in motor battles and has won many laurels, often carrying his flag to the front through the thickest of conflicts.

The five-mile race for cars of piston displacement between 301 and 450 cubic inches lured a classy field of drivers and machines. The appetite of the crowds was just beginning to be whetted to the right pitch. Nine entered the arena. The sixteen big siren horns, run by electricity, were ready for service and called the drivers from their garages for this event by a series of long drawn-out and fierce shrieks. A running start was tried. It proved a failure. Chevrolet was given the pole because he stopped at once on the signal from Wagner. Two cars did not heed the yellow flag and spun entirely

1st. Stoddard-Dayton...  
2d. Stoddard-Dayton...  
3d. Buick.....

1st. Buick.....  
2d. Buick.....  
3d. Buick.....

1st. Knox.....  
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 DISPLAY.

The five-mile race for cars of piston  
 displacement between 301 and 450 cubic  
 inches lured a classy field of drivers and  
 machines. The appetite of the crowds  
 was just beginning to be whetted to the  
 right pitch. Nine entered the arena. The  
 sixteen big siren horns, run by elec-  
 tricity, were ready for service and called  
 the drivers from their garages for this  
 event by a series of long drawn-out and  
 fierce shrieks. A running start was tried.  
 It proved a failure. Chevrolet was given  
 the pole because he stopped at once on  
 the signal from Wagner. Two cars did not  
 heed the yellow flag and spun entirely  
 round the course. Three Buicks lined up  
 to the pole abreast. The others, purring  
 and sputtering, hedged in, making a  
 formidable file of motor cannon to be  
 touched off like dynamite and sent into  
 the space to explode records.  
 Two Stoddard-Daytons arrived in line  
 too late to get in the first mile and were  
 started directly behind the others. Wag-  
 ner said he thought that would be a les-  
 son for the remainder of the meet.

#### Wagner Teaches Lesson.

The first lap gave the drivers in this  
 order: Burman, Buick, No. 35; Bourque,  
 Knox, No. 3; Miller, Stoddard-Dayton,  
 No. 21; Chevrolet, Buick, No. 37; Strang,  
 Buick, No. 36; Lynch, Jackson, No. 52;  
 Ellis, Jackson, No. 53; De Hymel, Stod-  
 dard-Dayton, No. 20. Clements in Stod-  
 dard-Dayton No. 61 dropped out because  
 of engine trouble in the first lap. The  
 second lap, the final one, gave victory to  
 Bourque in his Knox No. 3 with time of  
 4:45 1-5. Second place went to Burman  
 and third place to Chevrolet.

It was a hard race, especially near the  
 finish, when Bourque and Burman fought  
 hard for the advantage, Bourque win-  
 ning by a narrow streak of daylight be-  
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 der: Strang, Miller, Lynch and Ellis. It  
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 free-for-all handicap, was won by Har-  
 roun in a Marmon, No. 15, in time of  
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 to Mery in a National, No. 8. The first  
 and third cars are Indianapolis made ma-  
 chines. Fourteen cars started in this  
 event.

The handicaps were as follows: For  
 cars 51 Jackson, 15 Marmon, 18 Stoddard-  
 Dayton, 16 Marmon and 14 Marlon, 1:45.  
 For cars 52 Jackson and 20 Stoddard-  
 Dayton, 1:30. For cars 2 Apperson, 22  
 Stoddard-Dayton and 30 Buick, 1:40. For

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## Tires a

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# Fireston

"America's Large  
 Exclusive Tire Ma

time, 4:10:27.2; 61, Stoddard-Dayton, C  
 ents, time, 4:19:00.5; 6, National, Kin  
 time, 4:25:16.  
 At End of 250 Miles—Burman, t  
 4:38:57.4; Clements, time, 4:46:1.8; M  
 time, 4:57:9.7.

Kincaid, in National No. 6, lost his  
 olline tank in his last lap, thus keeping  
 from getting third place.

#### CLEMENS GUEST AT BANQUET

Driver Wins Praise for Work in 250-  
 Race.

A banquet for Stoddard-Dayton ag  
 and others connected with this Ohio a  
 mobile concern was held last night  
 the Denison Hotel. About seventy

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It was a hard race, especially near the finish, when Bourque and Burman fought hard for the advantage, Bourque winning by a narrow streak of daylight between the rear of his flying monster and the nose of the rushing Buick.

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The handicaps were as follows: For cars 51 Jackson, 15 Marmon, 18 Stoddard-Dayton, 16 Marmon and 14 Marlon, 1:45. For cars 52 Jackson and 20 Stoddard-Dayton, 1:30. For cars 2 Apperson, 22 Stoddard-Dayton and 30 Buick, :40. For cars 4 Knox, 5 Lozier, 8 National, 35 Buick, 37 Buick and 66 Stearns, :20.

The entrants in the race and their numbers were:

2 Apperson, McCulla; 4 Knox, Denison; 5 Lozier, Heina; 8 National, Merz; 14 Marlon, Tinker; 15 Marmon, Stillman; 16 Marmon, Keene; 18 Stoddard-Dayton, Wright; 20 Stoddard-Dayton, De Haymel; 22 Stoddard-Dayton, Miller; 30 Buick, De Witt; 35 Buick, Burman; 37 Buick, Chevrolet; 51 Jackson, Lynch; 52 Jackson, Ellis, and 66 Stearns, Ford.

The order in which the cars finished the first lap of 2 1/2 miles, according to their numbers, was 15, 52, 52, 18, 2, 22, 16, 4, 37, 8, 5, 35, 20 and 66.

The order for the second lap, showing shifts in position, was 15, 52, 52, 18, 22, 2, 37, 16, 8, 5, 4, 35 and 66.

The order for the third lap was 15, 52, 53, 8, 37, 22, 18, 5, 35, 2, 16, 12 and 68.

The order for the final lap was 15, 52, 8 (running a gaining race all the time), 35, 53, 5, 22, 35, 4, 18 and 66.

The last race of the day, the 250-mile event, was the crisis of the big opening of the Speedway. Not a doubt remains in the mind of the most skeptic but that Indiana now owns, and proudly too, the greatest race course in the world.

This event also proved to be the fatal one for Bourque, sending him to his death during the heat of the battle. It dominated the Speedway with the name of one man, but it was not a great name because of the excellent time and showing made by the cars that bore

# Firestone

## "America's Largest Exclusive Tire Maker"

time, 4:10:27.2; 61, Stoddard-Dayton, Clements, time, 4:19:00.5; 6, National, Kincaid, time, 4:25:16.

At End of 250 Miles—Burman, time, 4:38:57.4; Clements, time, 4:46:1.8; Merz, time, 4:57:9.7.

Kincaid, in National No. 6, lost his gasoline tank in his last lap, thus keeping him from getting third place.

### CLEMENS GUEST AT BANQUET.

#### Driver Wins Praise for Work in 250-Mile Race.

A banquet for Stoddard-Dayton agents and others connected with this Ohio automobile concern was held last night at the Denison Hotel. About seventy-five were present. Aside from the feast and merry making, speeches, and other festivities, congratulations were showered on the Stoddard-Dayton drivers who made such an excellent showing in the race yesterday at the Speedway.

Clemens, who surprised all in the 250-mile race, was flooded with compliments. "It's because he is an Indianapolis man, I believe," remarked Harry Tuttle, team manager. "Why, this Hoosier crowd seems to be crazy on the motor subject and when it comes to building tracks and then inviting the world and beating it in their own playgrounds, these Hoosiers have got to be saluted."

Clemens started the 250-mile race like a man going on a joy ride. With his feet cocked up on the "dashboard" and leaning leisurely back against the seat, he played his hand with care and ease, while others ran circles all around him early in the race. But Clemens plugged away. He knew that it was a long contest. His skill told in the long run and the Stoddard-Dayton carried him to victory. To his credit he was much more alert than his apparent listless attitude betrayed.

Another banquet will be held tonight at the Denison. It is the convention occasion for Stoddard agents.

A large auto built of flowers and ferns was the centerpiece for the banquet table and was illuminated with electric lights. More than 1,200 factory employees



# Freston

"America's Largest  
Exclusive Tire Market"

Time, 4:10:37.2; 12. Stoddard-Dayton, Cleve-  
land, time, 4:10:01.1; 1. National, Kincaid,  
time, 4:11:31.  
At end of 250 miles—Burman, time,  
4:11:17.4; Clements, time, 4:11:51.0; Merz,  
time, 4:12:07.

Kincaid, in National No. 6, lost his gas  
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finish, when Bourque and Burman fought  
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ning by a narrow streak of daylight be-  
tween the rear of his Springfield number and  
the nose of the rushing Buick.

The pilots listed in the following or-  
der: Strong, Miller, Lynch and Ellis. It  
was a cause for wonder that "Brave"  
Miller did not win this race, but his ma-  
chine did not seem to be fulfilling his  
command.

## Indianapolis Closes Up.

It was the fourth event that brought  
additional fame home to two Indianapolis  
motor camps. This race of ten miles a  
free-for-all handicap, was won by Har-  
rison in a Marmon, No. 15, in time of  
4:11.4. Second place went to Lynch,  
driving Jackson, No. 31, and third place  
to Merz in a National, No. 8. The first  
and third cars are Indianapolis made ma-  
chines. Fourteen cars started in this  
event.

The handicaps were as follows: For  
cars 31 Jackson, 15 Marmon, 13 Stoddard-  
Dayton, 16 Marmon and 14 Marlon, 1.45.  
For cars 51 Jackson and 20 Stoddard-  
Dayton, 1.30. For cars 2 Apperson, 22  
Stoddard-Dayton and 30 Buick, .40. For  
cars 4 Knox, 5 Lozier, 8 National, 35  
Buick, 37 Buick and 66 Stearns, .20.

The entrants in the race and their num-  
bers were:

2 Apperson, McCulla; 4 Knox, Denison;  
5 Lozier, Helna; 8 National, Merz; 14  
Marlon, Tinker; 15 Marmon, Stillman; 16  
Marmon, Keene; 18 Stoddard-Dayton,  
Wright; 20 Stoddard-Dayton, De Haymel;  
22 Stoddard-Dayton, Miller; 30 Buick, De  
Witt; 35 Buick, Burman; 37 Buick, Chev-  
rolet; 51 Jackson, Lynch; 52 Jackson, Ellis,  
and 66 Stearns, Ford.

The order in which the cars finished  
the first lap of 2½ miles, according to  
their numbers, was 15, 53, 52, 18, 2, 22,  
16, 4, 37, 8, 5, 35, 20 and 66.

The order for the second lap, showing  
shifts in position, was 15, 53, 52, 18, 22,  
2, 37, 16, 8, 5, 4, 35 and 66.

The order for the third lap was 15, 52,  
53, 8, 37, 22, 18, 5, 35, 2, 16, 12 and 66.

The order for the final lap was 15, 52,  
8 (running a gaining race all the time),  
37, 53, 5, 22, 35, 4, 18 and 66.

The last race of the day, the 250-mile  
event, was the crisis of the big opening  
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showing made by the cars that braved

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DAY. In the For cars 2 Apperson, 23 Stoddard-Dayton and 10 Buick. At the race 1 Kears, 1 Lester, 1 National, 21 Buick, 17 Buick and 10 Stearns, 20.

The contrasts in the race and their numbers were:

1 Apperson, McCulla; 4 Kears, Denison, 1 Lester, Helms, 1 National, Merz, 10 Marmon, Tinker, 11 Marmon, Stillman, 14 Marmon, Keene, 15 Stoddard-Dayton, Wright, 16 Stoddard-Dayton, De Haymel, 22 Stoddard-Dayton, Miller, 26 Buick, De Witt, 35 Buick, Burman, 37 Buick, Chevrolet, 51 Jackson, Lynch, 52 Jackson, Ellis, and 66 Stearns, Ford.

The order in which the cars finished the first lap of 2 1/4 miles, according to their numbers, was 15, 52, 52, 18, 9, 22, 16, 4, 37, 8, 5, 35, 20 and 66.

The order for the second lap, showing shifts in position, was 15, 53, 52, 18, 22, 2, 37, 16, 8, 5, 4, 35 and 66.

The order for the third lap was 15, 52, 53, 8, 37, 22, 18, 5, 35, 2, 16, 12 and 66.

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The last race of the day, the 250-mile event, was the crisis of the big opening of the Speedway. Not a doubt remains in the mind of the most skeptic but that Indiana now owns, and proudly, too, the greatest race course in the world.

This event also proved to be the fatal one for Bourque, sending him to his death during the heat of the battle. It dedicated the Speedway with the blood of two pilots, but forever gave it a great name because of the excellent time and showing made by the cars that braved the long endurance run. It was a crucial minute in the history of several automobile factories, as well as the name and fame of some of the best drivers of the day.

The race was won by Burman in his Buick 35 in time of 4:38:57.4. Second went to Clemens in Stoddard-Dayton No. 61 in time of 4:46:01.8. Third went to Merz in National No. 7 in time of 4:52:09.7.

The progress of the race follows:

Order of cars at the end of fifty miles—15 Buick, Chevrolet time 49:30; 26 Buick, Burman time 47:04.5; 24 Buick, Bryant time 41:45.1.

At the end of 100 miles—15 Buick, Chevrolet time 1:12:11.1; 26 Buick, Burman time 1:09:31.1; 1 National, Merz time 1:17:11.7.

At the end of 150 miles—15 Buick, Chevrolet time 1:57:21.1; 26 Buick, Burman time 1:54:31.1; 24 Buick, Bryant time 1:52:11.1.

At the end of 200 miles—15 Buick, Chevrolet time 2:42:31.1; 26 Buick, Burman time 2:39:41.1; 24 Buick, Bryant time 2:37:11.1.

At the end of 250 miles—15 Buick, Chevrolet time 3:27:41.1; 26 Buick, Burman time 3:24:51.1; 24 Buick, Bryant time 3:22:11.1.

At the end of 300 miles—15 Buick, Chevrolet time 4:12:51.1; 26 Buick, Burman time 4:10:01.1; 24 Buick, Bryant time 4:07:11.1.

At the end of 350 miles—15 Buick, Chevrolet time 4:58:01.1; 26 Buick, Burman time 4:55:11.1; 24 Buick, Bryant time 4:52:11.1.

At the end of 400 miles—15 Buick, Chevrolet time 5:43:11.1; 26 Buick, Burman time 5:40:21.1; 24 Buick, Bryant time 5:37:11.1.

At the end of 450 miles—15 Buick, Chevrolet time 6:28:21.1; 26 Buick, Burman time 6:25:31.1; 24 Buick, Bryant time 6:22:11.1.

At the end of 500 miles—15 Buick, Chevrolet time 7:13:31.1; 26 Buick, Burman time 7:10:41.1; 24 Buick, Bryant time 7:07:11.1.

At the end of 550 miles—15 Buick, Chevrolet time 7:58:41.1; 26 Buick, Burman time 7:55:51.1; 24 Buick, Bryant time 7:52:11.1.

At the end of 600 miles—15 Buick, Chevrolet time 8:43:51.1; 26 Buick, Burman time 8:41:01.1; 24 Buick, Bryant time 8:37:11.1.

At the end of 650 miles—15 Buick, Chevrolet time 9:29:01.1; 26 Buick, Burman time 9:26:11.1; 24 Buick, Bryant time 9:22:11.1.

At the end of 700 miles—15 Buick, Chevrolet time 10:14:11.1; 26 Buick, Burman time 10:11:21.1; 24 Buick, Bryant time 10:07:11.1.

At the end of 750 miles—15 Buick, Chevrolet time 11:00:21.1; 26 Buick, Burman time 10:57:31.1; 24 Buick, Bryant time 10:53:11.1.

At the end of 800 miles—15 Buick, Chevrolet time 11:45:31.1; 26 Buick, Burman time 11:42:41.1; 24 Buick, Bryant time 11:38:11.1.

At the end of 850 miles—15 Buick, Chevrolet time 12:30:41.1; 26 Buick, Burman time 12:27:51.1; 24 Buick, Bryant time 12:23:11.1.

At the end of 900 miles—15 Buick, Chevrolet time 13:15:51.1; 26 Buick, Burman time 13:13:01.1; 24 Buick, Bryant time 13:08:11.1.

At the end of 950 miles—15 Buick, Chevrolet time 14:01:01.1; 26 Buick, Burman time 13:58:11.1; 24 Buick, Bryant time 13:53:11.1.

At the end of 1000 miles—15 Buick, Chevrolet time 14:46:11.1; 26 Buick, Burman time 14:43:21.1; 24 Buick, Bryant time 14:38:11.1.

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mobile telephone was found last night in the Denison Hotel. About seventy-five were present. Aside from the least am merry making, speeches, and other festivities, congratulations were showered on the Stoddard-Dayton drivers who made such an excellent showing in the race yesterday at the Speedway.

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Another banquet will be held tonight at the Denison. It is the convention occasion for Stoddard agents.

A large auto built of flowers and ferns was the centerpiece for the banquet table and was illuminated with electric lights. More than 1,200 factory employees from this firm are attending the races.

### AITKEN DISPLAYS NERVE.

Races With One Eye Open After Stone Breaks "Goggles."

"Talk about nerve," said George Dickson, team manager of the National squad, "well I guess Johnnie Aitken sure deserves a medal." This remark was made after the nervy Indianapolis pilot pulled in his big throbbing, purring, sputtering monster of speed after the second race. While half way round the course in the first lap a stone flew up and struck the driver's left goggle glass, breaking it and slightly injuring his eye.

With only one eye working, Aitken continued during the remainder of the event. When he pulled up by the pit where the mechanics were waiting, the stone was found to be one of a small size.

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The progress of the race follows:

Order of cars at the end of fifty miles—37. Buick, Chevrolet, time 46:54; 35. Buick, Burman, time 47:06.5; 36. Buick, Strang, time 48:05.8.

At the end of 100 miles—37. Buick, Chevrolet, time 1:32:18.9; 35. Buick, Burman, time 1:37:31.5; 7. National, Merz, time 1:38:11.7.

At the end of 150 miles—35. Buick, Burman, time 2:27:32.8; 6. National, Kincaid, time 2:36:30.3; 53. Jackson, House, time 2:37:53.3.

At End of 200 Miles—35. Buick, Burman, time 3:24:18.4; 53. Jackson, House, time 3:28:47.9; 61. Stoddard-Dayton, Clements, time 3:52:04.5.

At End of 225 Miles—35. Buick, Burman,

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With only one eye working, Aitken continued during the remainder of the event. When he pulled up by the pit where the attendants were waiting, unaware of the accident, he cheerfully called out: "One of my lamps is out of commission."



The first lap gave the drivers in this order: Burman, Buick, No. 35; Bourque, Knox, No. 3; Miller, Stoddard-Dayton, No. 21; Chevrolet, Buick, No. 37; Strang, Buick, No. 36; Lynch, Jackson, No. 52; Ellis, Jackson, No. 53; De Hymel, Stoddard-Dayton, No. 20. Clements in Stoddard-Dayton No. 61 dropped out because of engine trouble in the first lap. The second lap, the final one, gave victory to Bourque in his Knox No. 3 with time of 4:45 1-5. Second place went to Burman and third place to Chevrolet.

It was a hard race, especially near the finish, when Bourque and Burman fought hard for the advantage, Bourque winning by a narrow streak of daylight between the rear of his flying monster and the nose of the rushing Buick.

The others finished in the following order: Strang, Miller, Lynch and Ellis. It was a cause for wonder that "Brave" Miller did not win this race, but his machine did not seem to be fulfilling his commands.

### Indianapolis Cleans Up.

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The handicaps were as follows: For cars 51 Jackson, 15 Marmon, 18 Stoddard-Dayton, 16 Marmon and 14 Marlon, 1:45. For cars 52 Jackson and 20 Stoddard-Dayton, 1:30. For cars 2 Apperson, 22 Stoddard-Dayton and 30 Buick, :40. For cars 4 Knox, 5 Lozier, 8 National, 35 Buick, 37 Buick and 66 Stearns, :20.

The entrants in the race and their numbers were:

2 Apperson, McCulla; 4 Knox, Denison; 5 Lozier, Helna; 8 National, Merz; 14 Marlon, Tinker; 15 Marmon, Stillman; 16 Marmon, Keene; 18 Stoddard-Dayton, Wright; 20 Stoddard-Dayton, De Haymel; 22 Stoddard-Dayton, Miller; 30 Buick, De Witt; 35 Buick, Burman; 37 Buick, Chevrolet; 51 Jackson, Lynch; 52 Jackson, Ellis, and 66 Stearns, Ford.

The order in which the cars finished the first lap of 2 1/4 miles, according to their numbers, was 15, 52, 51, 18, 2, 22, 16, 4, 37, 8, 5, 25, 20 and 66.

The order for the second lap, showing shifts in position, was 15, 52, 51, 18, 2, 22, 16, 8, 5, 4, 25 and 66.

The order for the third lap was 15, 52, 51, 8, 37, 22, 18, 5, 25, 4, 16, 15 and 66.

The order for the final lap was 15, 52, 51, 37, 22, 18, 5, 25, 4, 16 and 66.

The last race of the day, the 250-mile event, was the prize of the big opening of the Speedway. Not a doubt remains in the mind of the most skeptic but that

45 1-10 seconds, over five seconds.

# Firestone

"America's Largest Exclusive Tire Makers"

time, 4:10:27.2; 61, Stoddard-Dayton, Clements, time, 4:19:00.5; 6, National, Kincaid, time, 4:25:16.

At End of 250 Miles—Burman, time, 4:38:57.4; Clements, time, 4:46:1.8; Merz, time, 4:57:9.7.

Kincaid, in National No. 6, lost his gasoline tank in his last lap, thus keeping him from getting third place.

### CLEMENS GUEST AT BANQUET.

Driver Wins Praise for Work in 250-Mile Race.

A banquet for Stoddard-Dayton agents and others connected with this Ohio automobile concern was held last night at the Denison Hotel. About seventy-five were present. Aside from the feast and merry making, speeches, and other festivities, congratulations were showered on the Stoddard-Dayton drivers who made such an excellent showing in the races yesterday at the Speedway.

Clements, who surprised all in the 250-mile race, was flooded with compliments. "It's because he is an Indianapolis man, I believe," remarked Harry Tuttle, team manager. "Why, this Hoosier crowd seems to be crazy on the motor subject, and when it comes to building tracks and then inviting the world and beating it in their own playgrounds, these Hoosiers have got to be saluted."

Clements started the 250-mile race like a man going on a joy ride. With his feet cocked up on the "dashboard" and leaning leisurely back against the seat, he played his hand with care and ease, while others ran circles all around him early in the race. But Clements plugged away. He knew that it was a long contest. His skill told in the long run and the Stoddard-Dayton carried him to victory. To

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# Two Men Killed in Crash on Speedway

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much worse than the one which Bourque ran into when he turned around to look behind his car.

The front tire of De Rosier's wheel came off throwing the rider to the ground, and although it was at first thought his accident was fatal, he is improving.

## CORONER HOLDS AUTOPSY.

Examines Body of Mechanician Run Over Tuesday.

An autopsy held on the body of Clifford Litterall, the Dayton, (O.) mechanician who died at 3 o'clock yesterday morning at the Methodist Hospital, showed yesterday that the man's broken ribs had penetrated his lungs and the viscera on the right side of the dorsal spine had been crushed. The autopsy was held by Coroner Blackwell, Dr. H. R. Allen and others, who were surprised that the man lived as long as he did. Litterall came to Indianapolis for the races and after jumping out of an automobile on North Capitol avenue Tuesday was run over by a machine that was following. Litterall's death was due to the crushing injuries he received across the chest when the machine ran over him. The body will be sent to Dayton, it is understood, early this morning.

## DRIVER COLLAPSES IN CAR.

Fred Ellis and His Mechanician Overcome While Leading.

Driver Fred Ellis of Jackson, Mich., and A. J. House, also of Jackson, his mechanician, collapsed after they came to a stop for a time in the 250-mile race yesterday. Both men were at work on their Jackson machine at the time and fell to the ground. Ellis was the first to drop. House dropped later and was taken first to the Jackson garage. Ellis, unconscious, was carried to the emergency hospital, where he was attended by Dr. H. R. Allen, Dr. L. H. Maxwell and other physicians.

While Ellis was being treated, House

worked side by side when possible. When out testing cars as youths they ran races over the secluded country roads, and thus trained one another for the bigger battles of speed like the one yesterday at the Speedway.

Denison became almost frantic when the ambulance passed by him and he realized that Bourque had fallen victim to a fatal accident. At times he would groan and simply stare before him in anguish. Then he would start and declare that he would never race again. He was given attention by the physicians and friends took him away from the track until he could recover from the first dreadful shock.

## STRANG'S CAR CATCHES FIRE.

Re-Enters Race After Extinguisher Is Brought to His Aid.

A spectacular incident happened in the 250-mile race after Strang, in Buick No. 36, had completed his thirty-sixth lap and had traveled ninety miles.

As soon as he hove in sight on the far curve, it was noticed above the cloud of dust that an unusual amount of fire was shooting from his red-hot machine. When he came near the attendants' pit, alongside the track, near the main grand stand, he signaled the men to aid him.

All teams have their own code of signals, and the men instantly pulled into service a fire extinguisher.

Several minutes were consumed in this operation and other drivers who were not in this particular event rushed to the aid of the troubled crew and helped. For this reason, when Strang was ready to resume the contest some of the officials refused to let him enter. This aggravated the eager and excited driver and he protested in a frantic manner to be permitted to get back into the fray. He begged and finally he was given permission.

With a cry of delight he leaped into the seat behind the wheel and soon had his swift car's wheels spinning, and his long red cap banner floating in the wind.

He made an excellent gain on his rivals, but the lead was too great for him to overcome.

## CHEVROLET QUILTS RACE.

Driver Becomes Blinded After His Goggles Are Broken.

Soon after the Bourque accident in the 250-mile race, a shock of fear and suspense was sent through the crowds when Chevrolet, who had been making such a sensational and sustained race, was seen to stop on the far side of the track from the main grand stand. Soon he

and A. J. House, also of Jackson, his mechanic, collapsed after they came to a stop for a time in the 250-mile race yesterday. Both men were at work on their Jackson machine at the time and fell to the ground. Ellis was the first to drop. House dropped later and was taken first to the Jackson garage. Ellis, unconscious, was carried to the emergency hospital, where he was attended by Dr. H. R. Allen, Dr. L. H. Maxwell and other physicians.

While Ellis was being treated, House was brought to the hospital in a weakened condition. The mechanic was given stimulants and was soon revived. He looked on while the physicians worked with Ellis. "There's the gamest little driver of all of them," he said, pointing to the form lying on the operating table.

Mrs. Ellis, wife of the driver, and a bride of but a short time, learning that her husband had been taken to the hospital, hurried there with a relative. When she saw her husband lying on the table, with the physicians bending over him, she nearly collapsed and sobbed bitterly. She made her way to his side and caressed him fondly. Bystanders, including the physicians, did their best to calm her and assure her that her husband's condition was not serious.

Ellis was given stimulants and soon revived. He regained his senses while his wife was bending over him and spoke to her assuring her that he was all right. She smiled then into his face and held his hand until he was taken from the table. Ellis's right hand was badly blistered from his long hold on the vibrating wheel of his machine and his attempt to crank his machine so that he and his mechanic could get back into the race after their stop. The driver's eyes were filled with dust and it was necessary for the physicians to pick the sand and gravel out of them. The small stones on the track had a habit yesterday of breaking through the goggles worn by the drivers and mechanics. As soon as he regained his senses Ellis begged that something be applied to his eyes, as they were hurting him intensely. Ice was applied. Immediately he gave a sigh of relief.

At the time he dropped out of the race Ellis and his companion were two laps ahead of the other competitors. He thought he had it won and was disconcerted because of his failure to finish. Ellis and his companion had gone 220 miles.

"If we had not had to crank our motor," said House, the mechanic, "we would have won that race."

#### DENISON IS GRIEF STRICKEN.

**Bourque's Comrade Overcome When He Learns of Fatal Accident.**

Few of the thousands of spectators at the Speedway races yesterday afternoon

rivals, but the lead was too great for him to overcome.

#### CHEVROLET QUILTS RACE.

**Driver Becomes Blinded After His Goggles Are Broken.**

Soon after the Bourque accident in the 250-mile race, a shock of fear and suspense was sent through the crowds when Chevrolet, who had been making such a sensational and sustained race, was seen to stop on the far side of the track from the main grand stand. Soon he was seen walking across the inclosure led by his mechanic. When he was brought to the hospital tent it was discovered that he had become temporarily blinded from tar from the track which got into his eyes when his goggles broke and fell in his lap. He was trying to get them replaced, with the aid of his mechanic, when he became blinded and the sun's hot rays on the glistening white track did the rest. He was soon able to see and then devoted his attention to expressing his sorrow over not being able to finish the race. At one time he was five laps ahead of the entire caravan of speeding machines.

#### WATCHES HIS SON RACE.

**Patrolman on Duty at Speedway Interacted in Gruelling Contest.**

Charles Merz, the Indianapolis young man who drove a National car in the 250-mile race at the Speedway yesterday, is a son of Patrolman Charles Merz, 1517 South Alabama street, a veteran of the Indianapolis police force. The father was one of the spectators in the grand stand throughout the racing. Patrolman Merz was assigned to duty at the Speedway grounds. He could not help but follow the movements of his son in his spitting, sputtering, roaring demon of speed as the young man spun around the track. The younger Merz is but 21 years of age and was the youngest driver in the race.

After the accident, which resulted in the death of Driver Bourque and his mechanic, Holcomb, it was with an anxious face that the father watched his son whirl by. He kept tab on the young man's movements with the watch, and when his son slowed down and stopped on his last lap, minus a gasoline tank, it was with mingled relief and regret that the father heard that his son had dropped out of the race.

#### OFFICIALS IN DISPUTE.

A dispute arose over the time of the third driver in the 250-mile race between the officials. Frank Trego of Chicago kept the scores and because of some misunderstanding one of the men helping operate the Warner electrical timing de-



During their apprentice days and later when they became testers they always

[illegible][illegible]