

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 8.

Injured—Harry House of Jackson, Mich., driver of Jackson 88, 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 8 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, :48.1; 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 801 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.

BY P. P. WILLIS.

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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

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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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