

## Nikrent Drives Mile in 33.26 Seconds

## THE SAGA OF THE ROARING ROAD

he's back every year, spinning around the track by proxy. That "thrill" means life to Tommy.

Speed is a peculiar germ. Look at the funny things it does to you. How many times have you steered that buggy of yours into the open road and pushed the accelerator all the way down to the floorboard, peeping now and then into your rear-vision mirror to watch for a cop, and picturing yourself on the Speedway? It's happened many times because speed touches something vital in us and grips it tight—that's the thrill of the thing.

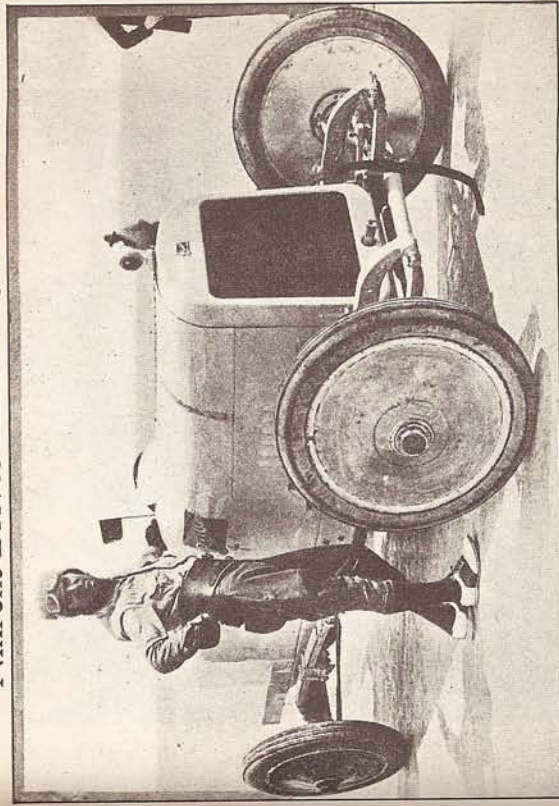
Look at little Pete De Paolo. Everybody knows how Peter hit every wall on the A.A.A. circuit before he came through to win the Five Hundred in 1925 at record speed. Race car owners were almost ready to give up on Pete. Speed was real to Pete and bumping into walls wasn't going to stop him—and it didn't.

Almost every time a driver takes a spill he tells his friends he's through. "Sure," he says, "why should I waste my time. I'm going to get myself a nice easy job, where I can rest."

Next race he's back and nobody asks him why—they know.

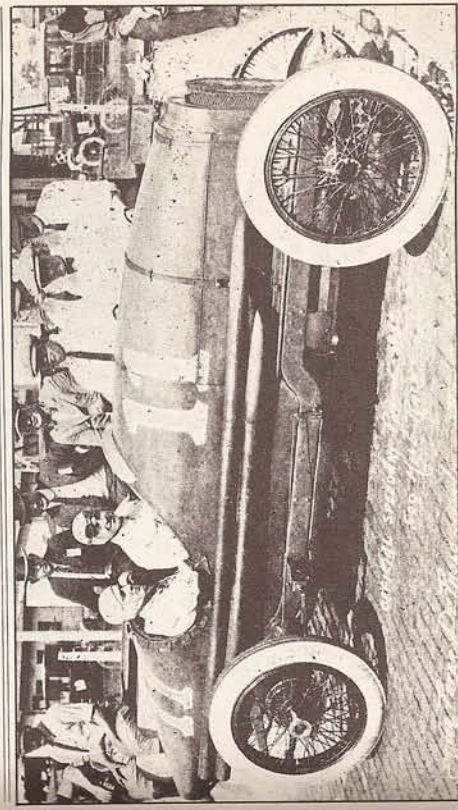
Who can forget Frank Lockhart? I will always remember that 1926 race when that white shirt tail was flying out and the white helmeted heard turned calmly to look over the field stretched out behind. That at 115 miles an hour. That was Frank. He gave his life to speed, but then speed to him meant life.

That's just what it means to those boys out there every year—for it's a thrill that's real.



LOS ANGELES, May 12—What is said to be a new record for cars of its class was established recently by a Buick driven by Joe Nikrent when it covered a mile in 33.26 seconds. The run was made on a dry lake bed in the Mojave desert. The record performance was sanctioned officially by the A. A. A., the local representative and Fred J. Wagner being in charge. An electric timing device, the same one used on the Beverly Hills speedway clocked the car's speed. The speed was at the rate of 108.24 miles per hour.

The stock chassis was fitted with a racing body. It is said the only changes from a strictly standard stock model were in the use of lighter pistons and flywheel. The marked one-mile course was covered three times. A severe wind was blowing diagonally across the course. It was so strong that after almost overturning the car once Wagner refused to permit any more trials.



Diminutive Pete De Paolo, protege of Ralph De Palma, gave a good account of his training