

Coey's Car Fails to Arrive and He Is Unable to Take Part.

Barney Oldfield broke the Fair Grounds track record for a mile yesterday afternoon, driving the distance in his Green Dragon in 58 3-5 seconds, bettering his mark made in this city three years ago, when he went the first mile under a minute in 59 3-5 seconds, just one second. Oldfield made this remarkable time in the trial against the record of the track at the conclusion of the regular program.

It was the fifth annual Memorial day races. The track was strewn with autos and lovers of the sport, the air was filled with dust and the crowd was filled with enthusiasm. The weather was ideal for the racing and lovers of this class of sport from the city and all over the State journeyed to the Fair Grounds to see the great program arranged for the afternoon. The program, true enough, was great, for it contained the names of Barney Oldfield, C. A. Coey, Paul Kaiser and Will T. Muir, but the racing was mediocre, and the afternoon, so far as the sport was concerned, was a frost.

Only two races on the program attracted more than passing attention, the hundred-mile event, which started to a century run, by time for calling the entrants to the track, and the Hoosier sweepstakes. At the last moment it was discovered that the car that C. A. Coey was to drive in the century run was out of gear and not in shape to enter the event, and the name of the famous driver was, therefore, not on the lips of the assembled crowd as the speeders swept by the grandstand.

The starters in the long race, which was the first on the program, were Barney Oldfield, in a six-cylinder Peerless; Harry Stutts, in a 28-horse power Olds; William T. Muir, in his Pope Toledo, and Red Davidson, in a Cadillac of unknown speed.

Start Is Perfect.

The getaway in this race was perfect, the four machines being sent from a standing start. Harry Stutts opened the throttle of the Oldsmobile to the limit and after going twenty-three miles lapped Oldfield and looked to be a sure winner in the event. But at the thirty-seventh mile the grease cup in the pump of the machine worked loose and fell by the wayside and the water trickled out of the spout of the pump and as a consequence the engine got hot and then it was all up



agreed to withdraw, but the crowd would not hear to such a plan and the men went two miles more, Oldfield winning. In the final heat, Oldfield and Clemens drove, and "Jap" opened his National to the limit, but the car was stiff and refused to respond as it should, and Oldfield won in a beautiful finish. The time for the distance was 5:28 2-5. The best mile was made in 1:04 2-5.

In the trials against time Oldfield was the only starter, so instead of making an effort to lower his own record, he announced that he would endeavor to lower the track record, and he did. He took a flying start of a mile and reeled off his first mile in 58 3-5. It was a grand performance and the "king of the circular track" was given a tremendous ovation when it was announced that he had broken the track mark for a mile. Summary:

Event No. 1, Indianapolis Endurance Derby, open to fully equipped cars, 50 miles—Peerless, driven by Oldfield, first; time, 59:08 4-5. Only car to finish. Other starters—Pope Toledo, driven by W. T. Muir; Oldsmobile, driven by Harry Stutts; Cadillac, driven by Red Davidson.

Event No. 2, 3 miles, open to motorcycles—Indian, ridden by Herman Thomas, first; Indian, ridden by Walter Berner, second;

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Oldfield and looked to be a sure winner in the event. But at the thirty-seventh mile the grease cup in the pump of the machine worked loose and fell by the wayside and the water trickled out of the spout of the pump and as a consequence the engine got hot and then it was all up with the Oldsmobile.

Stutts thought he had to go only two miles when the accident occurred and endeavored to drive his car the remaining miles without any water, but when he found that he had miscalculated the distance he was compelled to stop on the far side of the track and give the "iron horse" a drink. Oldfield went by Stutts like he was tied to a post and although Harry was not chained he was well anchored.

Muir's horseless carriage balked at the end of the twelfth mile, and that little balk just cost Muir some \$1,000 "plunk-princoes" for previous to the race he bet Oldfield that he would beat him. Muir tried twice to start his machine, but the engine refused to work right and after he had lost about ten miles he gave up the task and sent his car to the stable for repairs. The Cadillac was never a contender and, although it went just as long as the Peerless, it only covered a distance of twenty-five miles.

Oldfield's car was the only one of the quartet that started to finish the race, and after it had galloped under the wire an easy winner at the end of the half century the other two cars were pulled off the track.

Race for Motor Cycles.

The second race of the program was a three-mile event for motor cycles, but this failed to elicit any great amount of applause from the spectators. Herman Thomas won the race in the time of 5:23 3-5, walking away from the other two competitors in the race.

Following the motor cycle event was a special race for Cadillac cars, and from the appearance of several of the machines everything loose in the city in the way of a Cadillac was pressed into service. "Snowball" was the favorite with the crowd in this feature, but he melted before he got to the wire and was beaten several lengths and a couple of miles added. The event was won by a Cadillac, which is not strange, and the car was driven by Ford.

Event No. 4 was for cars listed under a thousand and not rated as to speed. This was won by the Leader, driven by Church, and it was a leader from the wire to the wire, never being headed or even pushed, breezing home a winner by many yards and several lots. There were three other starters in this race, but it was impossible to determine their positions at the end.

The three-mile novelty race furnished the most amusement of the afternoon, and S. W. Elston certainly did have his troubles getting his guests to unload and load at the proper time, and this was one of the things that cost him the race as

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Event No. 4, 3 miles, open to cars costing under \$1,000—Won by Leader, driven by Church, first; time, 5:15 1-5.

Event No. 5, three-mile novelty race, open to fully equipped touring cars, carrying three passengers and drivers, passengers dismounting at end of first mile and remounting at end of second mile—Won by Oldsmobile, driven by Harry Stutts; Peerless, driven by Barney Oldfield, second; time, 5:19.

Event No. 6, Great Hoosier Stake sweepstakes, 5 miles, \$1,000 purse, with \$500 added for broken records—First heat, Barney Oldfield, Green Dragon, first; Paul Kaiser, second; time, 2:28 3-5. Final heat, 5 miles—Barney Oldfield, in Green Dragon, first; Jap Clemens, in National, second; time, 5:28 2-5.

Event No. 7, 1 mile against track record—Barney Oldfield lowered mark for course, doing mile in :58 3-5, one second better than previous record.

NOTES OF THE RACES.

"Jap" Clemens kept Oldfield going all the time.

The largest crowd that ever witnessed auto races were out yesterday.

During the afternoon two trick cyclists gave an exhibition on the track.

Oldfield and Kaiser had their "picters" took several times by amateur fiends.

Barney Oldfield's wife was one of the interested spectators yesterday afternoon.

The program was pulled off without an accident, which is a record worth making.

Previous to the opening of the program one of the motor cyclists crashed into the car of Will Muir, but no one was hurt.

Harry Stutts made a great record as an amateur driver and handled the Oldsmobile like an old-timer. If it had not been for the losing of a grease cup in the fifty-mile race he would have beaten Oldfield by almost a lap.

SCORES OF THE BOWLERS.

Brinkmeyer and Koelling, With 1,159 Pins, Are High Rollers for the Evening.

Brinkmeyer and Koelling were high men in last night's contests of the two-man handicap bowling tournament at the Washington alleys. They made a total of 1,159 pins with the aid of their handicaps.

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The three-mile novelty race furnished the most amusement of the afternoon, and S. W. Elston certainly did have his troubles getting his guests to unload and load at the proper time, and this was one of the things that cost him the race, as he was only defeated by about a mile.

Of course everybody wanted to ride with Oldfield in this event, because it was about a 100-to-1 shot that he would win, but Barney was due for a surprise, and the Olds car that he defeated in the early part of the afternoon won the event in good shape and in the good time of 5:19.

Last Is Always Best.

Of course the best is always saved for the last and the Hoosier Sweepstake event was the last thing on the card. This was for a cool "thou" and \$500 added for a fractured record. Kaiser, Coey, Oldfield and Clemens were scheduled to start. Previous to the time the men were called to the track it was announced that Coey's machine had failed to arrive from Chicago and that the celebrated driver of the "Thomas Tornado" would be unable to participate, but that he would race Oldfield at Louisville next week for a side bet of \$5,000. This, of course, was good news, but the crowd failed to see where it was to be benefited.

The withdrawal of Coey necessitated a change in the program and in the first heat, which was to have been between Oldfield and Coey, Kaiser was substituted. Kaiser drove the Peerless "White Streak" and Oldfield drove his "Green Dragon." The heat was to have been one of three miles, but owing to a misunderstanding the men drove five miles. Kaiser was ahead at the end of three miles and Oldfield at the end of five. Then there was an argument. Kaiser

Provision to the opening of the program of the motor sports crashed into that of Will Blair but no one was hurt.

Harry Struss made a great record as an amateur driver and handled the Oldfield like an old timer. If it had not been for losing of a grease cup in the fifty-mile he would have beaten Oldfield by almost 100.

SCORES OF THE BOWLING

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Brinkmeyer and Koelling were high in last night's contests of the two-handicap bowling tournament at the Washington alleys. They made a total of 1 pins with the aid of their handicaps. Krette captured high individual score with a marker of 231, while F. Coval was second with 223. Nelson and Schmidt are leading the Washington alley tournament knights for eighteen games with a total 3,621.

Landers, 63	166	151	157
F. Coval, 48	165	159	223—1
Previous scores			3

Grand total 4

W. Coval, 63	145	158	140
Gelger, 63	156	189	171—1
Previous scores			3

Grand total 4

Endslow, 63	150	144	191
Krette, 63	231	203	188—1
Previous scores			3

Grand total 4

Lieble, 63	149	122	134
E. Wishmier, 63	168	170	172—1
Previous scores			3

Grand total 4

Fuhring, 63	146	154	183
Baron, 63	198	152	158—1

Grand total 4

E. Wishmier, 63	144	137	144
Dedert, 63	214	190	189—1
Previous scores			10

Grand total 22

Brinkmeyer, 3	213	164	191
Koelling, 63	134	223	168—1
Previous scores			34

Grand total 46

NEW POLE VAULT RECORD.

NEW YORK, May 30.—A new world record at pole vaulting was established today by A. C. Gilbert of Yale at the Decoration day track and field games of the Irish American Athletic Club at Celtic Park, Long Island City. Gilbert cleared the bar at least 1 inches, the best previous record by

Blood Poison

Oldfield, C. A. Coey, Paul Kaiser and T. Muir, but the racing was over, and the afternoon, so far as sport was concerned, was a frost. Only two races on the program attracted more than passing attention, the hundred-mile event, which showed a century run, by time for calling the entrants to the track, and the Hoosier stakes. At the last moment it was discovered that the car that C. A. Coey was to drive in the century run was out of gear and not in shape to enter the track, and the name of the famous driver therefore, not on the lips of the assembled crowd as the speeders swept by the grandstand.

The starters in the long race, which was the first on the program, were Barney Oldfield, in a six-cylinder Peerless; Harry Stutts, in a 28-horse power Olds; T. Muir, in his Pope Toledo, and Davidson, in a Cadillac of unknown make.

Start Is Perfect.

The getaway in this race was perfect, four machines being sent from a flying start. Harry Stutts opened the throttle of the Oldsmobile to the limit and going twenty-three miles lapped the field and looked to be a sure winner of the event. But at the thirty-seventh mile the grease cup in the pump of the engine worked loose and fell by the way and the water trickled out of the opening of the pump and as a consequence the engine got hot and then it was all up with the Oldsmobile.

Stutts thought he had to go only two miles when the accident occurred and endeavored to drive his car the remaining distance without any water, but when he discovered that he had miscalculated the distance he was compelled to stop on the edge of the track and give the "iron horse" a drink. Oldfield went by Stutts and was tied to a post and although he was not chained he was well anchored.

Muir's horseless carriage balked at the end of the twelfth mile, and that little machine cost Muir some \$1,000 "plunk" for previous to the race he bet that he would beat him. Muir tried twice to start his machine, but the engine refused to work right and after he had run about ten miles he gave up the contest and sent his car to the stable for repairs. The Cadillac was never a contender although it went just as long as the others, it only covered a distance of 75 miles.

Oldfield's car was the only one of the bunch that started to finish the race, and he had galloped under the wire an hour and a half winner at the end of the half century run. Her two cars were pulled off the track.

Race for Motor Cycles.

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agreed to withdraw, but the crowd would not hear to such a plan and the men went two miles more, Oldfield winning. In the final heat, Oldfield and Clemens drove, and "Jap" opened his National to the limit, but the car was stiff and refused to respond as it should, and Oldfield won in a beautiful finish. The time for the distance was 5:28 2-5. The best mile was made in 1:04 2-5.

In the trials against time Oldfield was the only starter, so instead of making an effort to lower his own record, he announced that he would endeavor to lower the track record, and he did. He took a flying start of a mile and reeled off his first mile in 58 3-5. It was a grand performance and the "king of the circular track" was given a tremendous ovation when it was announced that he had broken the track mark for a mile. Summary:

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Race for Motor Cycles.

The second race of the program was a five mile event for motor cycles, but this to elicit any great amount of applause from the spectators. Herman Thomas won the race in the time of 5:25, walking away from the other two competitors in the race.

Following the motor cycle event was a race for Cadillac cars, and from the appearance of several of the machines being loose in the city in the way Cadillac was pressed into service. "Ball" was the favorite with the spectators in this feature, but he melted before he got to the wire and was beaten by lengths and a couple of miles. The event was won by a Cadillac, which is not strange, and the car was driven by Ford.

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Springfield
South Bend
Grand Rapids
Canton
Wheeling
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Dayton

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