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HARROUN WINS WITH MARMON

500 Miles Sweepstakes at Indianapolis Motor Speedway Held in Presence
of 85,000 People—Winners Time 6.42.08, an Average of 74.6
Miles Per Hour—Expected Reign of Disaster Fails to
Materialize and Single Fatality Occurs Early
in Race—Affair a Huge Success

HOW THE CARS FINISHED IN THE RACE

Place.	Car and Driver.	Time.	M. P. H.	Prize.
1—	Marmon, Harroun	6:42:08	74.6	\$10,000
2—	Lozier, Mulford	6:43:51	74.28	5,000
3—	Fiat, Bruce-Brown	6:52:09	72.7	3,000
4—	Mercedes, Wishart	6:52:57	72.6	2,000
5—	Marmon, Dawson	6:54:37	72.3	1,500
6—	Simplex, De Palma	7:02:02	71.0	1,000
7—	National, Merz	7:08:20	70.3	800
8—	Amplex, Turner	7:15:36	68.9	700
9—	Knox, Belcher	7:19:09	68.3	600
10—	Jackson, Cobe	7:21:30	67.9	500
11—	Stutz, Anderson	7:22:55	67.7	—
12—	Mercer, Hughes	7:23:32	67.5	—

INDIANAPOLIS, June 1.—After working from Tuesday night until this morning with a rest of only four hours the officials of the American Automobile Association reached decisions in the 500-mile race and accorded places to cars and drivers as follows:

Marmon (Harroun), first; Lozier (Mulford), second; Fiat (Bruce-Brown), third; Mercedes (Wishart), fourth; Marmon (Dawson), fifth; Simplex (De Palma), sixth; National (Merz), seventh; Amplex (Turner), eighth; Knox (Belcher), ninth; Jackson (Cobe), tenth.

Twenty-five cars were in the race when it

was called after the twelfth car finished. Following is the order in which they stood:

- 13—Firestone-Columbus, Frayer.
- 14—Inter-State, H. Endicott.
- 15—Pope-Hartford, Fox.
- 16—Fiat, Hearne.
- 17—National, Wilcox.
- 18—McFarlan, Adams.
- 19—Cutting, Delaney.
- 20—Mercer, Bigelow.
- 21—Simplex, Beardsley.
- 22—Vellie, Hall.
- 23—Cole, W. Endicott.
- 24—Benz, Burman.
- 25—Benz, Knipper.

The consolation winners were Gil Anderson, in Stutz car No. 70, who finished eleventh, and Hughie Hughes, in Mercer No. 36, who finished twelfth. In the semi-official scores given out at the finish of the race Lee Frayer, in a Firestone-Columbus car, got credit for being in eleventh place. The readjustment showed that Frayer did not finish in one of the twelve leading cars. The corrected time showed that Ray Harroun won the race in 6:42:08 instead of 6:41:08, an average speed of 74.6 miles an hour. Mulford was 1:43 behind the leader, according to the revised figures. Only twenty-eight seconds were between Bruce-Brown and Wishart, who trailed ten minutes behind Harroun.

INDIANAPOLIS, May 30.—This vast inland town is just witnessing the closing scenes of the biggest jamboree in its history. It has just "pulled off" the greatest sporting event in the annals of this country, has taken into its capacious and hospitable bosom scores of thousands of visitors, fed them, housed them, dispatched them to its Brobdignagian speedway, presented to their entranced eyes the spectacle of an almost flawless speed carnival, and is now welcoming them as they return and speeding them on their varied ways. And in the four days beginning with Sunday, May 28, and to end to-morrow, May 31, automobile racing history of the ultra-modern kind has been written eloquently and enduringly.

Superlatives almost fail when one attempts to describe the race itself—the great 500 miles sweepstakes which constituted the sole event of the season's opening at the Indianapolis Motor Speedway. It was a contest of the Homeric kind—in which giants of the wheel matched skill against skill, brain against brain and daring and courage against like precious

qualities. For nearly seven hours they circled the brick paved speedway, measuring exactly 2½ miles, to the cheers of 85,000 people who lined the immense oval, filling stand after stand, and parking spaces by the score, and overflowing into the field by thousands, a goodly number of whom flocked to the danger spots—the steeply banked turns leading into the straights. First one and then another shot to the front and had his brief time of triumph; only to be displaced on account of temporary retirement for supply replenishment or tire replacement. As the field of 40 cars dwindled, although not as rapidly as was expected—some of the favorites dropped out—such as Bragg, Grant, Tetzlaff and Disbrow; but the majority of the fancied ones hung on tenaciously and strove and battled for the lead.

It was not until the race was nearly half over that the winner showed his hand. Ray Harroun, Indianapolis' pride and favorite, driving what he declares to be his last race reluctantly, handled his smoothly running six-cylinder Marmon "Wasp" with wonderful skill and judgment and drove a waiting race, with the result that, after letting out a few links in the last hundred miles, as if to satisfy himself and the onlookers that he was there "with the goods" jogged along well within his reserve, and, only slightly increasing his advantage, romped home a winner by 1 minute and 43 seconds in the phenomenally fast time of 6 hours 42 minutes 8 seconds for the 500 miles—an average of 74.6 miles per hour. His victory was a tremendously popular one, and was well earned.

Second and third places went to Ralph Mulford and David Bruce-Brown, driving a Lozier and a Fiat, respectively. Each was at times very dangerous, and so close was the race that at one time—at about the 470-mile mark—a scant thirty seconds separated the three leaders.

In the first half of the race, however, Harroun and the "Wasp" were quiescent. Bruce-Brown was the fist star to twinkle steadily, and he kept in front with his Fiat for mile after mile, until it seemed as if he had a mortgage on the position. Then Ralph De Palma had an inning, and No. 2 (the Simplex) was featured as the luminary. Next it was the turn of Mulford in his white Lozier, and he drove for a long time with marvelous swiftness, contest-

ing the leadership even after Harroun began to "hit it up" with his Marmon.

The last 100 miles produced competition of the hair-raising order. Around and around the track the leaders flew, alternating in the lead as stops for tires or supplies were necessitated. Harroun never relaxed his grip on first place, however, always speeding up when his rivals got too close. He increased his lead in the last few miles, and could probably have made the gap still wider. The most marked characteristic of his driving was his consistency—his steady, even pace.

Wishart aroused great interest by his persistent duel with Bruce-Brown. Although several laps to the bad, the Mercedes driver pursued Brown relentlessly. For scores of miles the two cars were separated by only a few hundred feet, and each driver seemed to be doing his utmost to outspeed the other.

There were many minor thrills, one period of deep gloom and one episode, prolonged, exciting and surcharged with anxiety, when the calling off of the race appeared inevitable. The gloom came when, within half an hour of the start, the ill-omened Amplex turned over and killed the mecanicien, Dickson, and severely injured the driver, Griener. The accident occurred on the back stretch and was in no way attributable to either the track or the large number of cars. By many, however, it was regarded as a forerunner of an avalanche of mishaps, and not

until the very end of the race were they convinced of their error.

Just before the half way point in the race was reached came a succession of accidents that presaged disaster, but were almost miraculously shorn of fatalities. One of the Case cars, driven by Jagersberger, came down the stretch careering wildly. Just after passing the starting point it swooped toward the pits

and a cry of horror went up. Following close were several other cars, and their drivers, seeing the wobbling Case, shut off power and strove to stop.

Jagersberger ordered his mecanicien, Anderson, to jump out of the car and push it off the track. Anderson lost his balance and fell sprawling on the course in front of the on-speeding racers. Harry Knight in a Westcott was closest to the prostrate mecanicien, and he selected to run in near the pits to avoid striking Anderson. His car skidded and crashed into Herb Lytle's Apperson, which was at the pits and over-

turned it. The Westcott continued on its wild dash, glancing off Hearne's Fiat and finally brought up against a fence. Knight and his mecanicien were hurt and the Apperson and Westcott eliminated from the race.

Such a day of excitement and crowds Indianapolis never has had. The town has been packed and jammed, motorists and thousands of other "sports" swarming in by automobile, by trains and trolleys, and even in horse-



RAY HARROUN, THE WINNER

drawn vehicles and on foot. They came from the Atlantic and the Pacific coasts, and from as far north as Canada, and from almost as



RALPH MULFORD, SECOND

far south as the Mexican border. The advance guard buckled in Sunday, and the trickle became a steadily flowing river on Monday. By Tuesday morning it was an Amazon, and cars massed on Illinois and other central streets and vomited forth thousands of dirty but happy passengers, all out for a holiday. The cars were of all sorts and conditions, bearing the numbers of dozens of States. They were nearly all powdered with a fine, penetrating dust that made its way everywhere.

Traffic and all other rules were temporarily suspended. The police exhibited an unwonted laxity, striving merely to keep the traffic—a wheel and a foot—moving, and feel satisfied to be able to do that. The hotels were filled to capacity, cots failing to satisfy demands, and chairs being eagerly snapped up. Everywhere that lodgers were taken was soon full also, and the citizens of the town took in hundreds of guests. The Speedway Co. assigned visitors to these places and was of great assistance. Everybody lent a hand, and the seemingly impossible was accomplished.

A feature of the influx of visitors was the women. They were there in hundreds—all, or nearly all, dusty and bedraggled on arrival,

but metamorphosed in a short time. Elegantly dressed and really distinguished appearing many of them were, and they seemed, if possible, even more eager than the men to sample the day's sport. Everybody was in good humor and disposed to overlook minor shortcomings. The underworld was in evidence also, both sexes plying their trade and preying upon incautious and careless visitors.

Too much praise can scarcely be showered on the speedway and race officials. The gigantic inclosure was a marvel to behold. Executive ability that falls little short of genius was evident everywhere. Provision for handling the immense crowd had been made and was carried out almost to perfection. Autos came in one way, those on foot another, and each was distributed in a way compelling admiration. The driveways and footways were oiled to keep down the dust. The different stands were plainly marked and there was no delay or confusion in reaching them. The overflow into the field was sent there via an overhead bridge. Everywhere were soldiers—the Speedway Guard as they are called and really members of the State militia—



DAVID BRUCE-BROWN, THIRD

persuasive but firm, preserving order and permitting no nonsense.

The race management was almost equally

efficient and smooth working. Referee A. R. Pardington, Chairman S. M. Butler of the A. A. A. Contest Committee, Starter F. J. Wagner, all worked ceaselessly and were assisted by minor officials, dictagraphs, adding machines, electric timers, telephones, etc. The track was kept clear, the pits and supply stations were conducted properly, the ambulance and emergency departments were efficient and reliable.

There was one slip up, however, and that was in connection with the scoring. This was

when Bob Burman, who established new Speedway records on May 29 received his gold "Firestone Speed King" crown. The golden helmet with which he was presented is an exact duplicate of the English crown and is valued at \$5,000. After receiving the trophy, Burman placed the glittering bauble on his head and made a circuit of the course in his Benz speed demon.

As soon as the new auto king had made his departure, the racing cars for competition in the big contest came forth and began the



THE CARS STRUNG OUT AT START OF LONG GRIND

the most gigantic task connected with the handling of the race, the work of keeping track of 40 cars passing a given point every few seconds being no sinicure. This was discovered by those in charge of this end of the race before it was very old and after the first 100 miles or so had been run the spectators were officially acquainted with the three leading cars only.

Even after the race had been completed there was some doubt as to the standing of the cars. It was certain that Harroun had won it, but some people claimed that Bruce-Brown and not Mulford was entitled to second place. To-night the officials started an examination of the scoring sheets and records.

At 9 o'clock the opening ceremonies began

parade and introduction which preceded the actual starting ceremonies.

At this time the crowds were pouring into the stands and field in solid streams, which increased steadily to the various parts of the course. Outside the motordrome the roads were massed solid with automobiles and thousands of pedestrians, who detrained from many trolley lines and railroads. Late arrivals over the automobile roads reported that the motor parade extended from the center of the city to the Speedway, a distance of about five miles in an unbroken line, and it was estimated that not less than 5,000 cars were packed either inside or outside the motordrome, representing a value of not less than \$10,000,000.

How the Race Was Run

As the hour for the start approached the excitement grew extremely intense, not only among the drivers and mechanics who were assigned to participate in the big race, but also with the spectators, who had been pouring into the big grandstands from early morning. Starter Fred Wagner and his assistants were the busiest persons at the track, arranging the line up of the cars back of the tape, and at five minutes before ten o'clock the first of a series of aerial bombs were exploded as a signal to prepare for the start. C. G. Fisher, president of Indianapolis Speedway Company, and his partner, J. Q. Allison, went to the tape in a runabout to act as a pacemaker.

Fisher's car had the pole and abreast in the front row were the Case car, Lewis Strang; Simplex, Ralph De Palma; Inter-State, Harry Endicott, and National, Johnny Aitken. In the second row were the two Pope-Hartfords, carrying Louis Disbrow and Frank Fox; Westcott, Harry Knight, and the two Case cars with Jagersberger and Will Jones. The Stutz car, with Anderson at the wheel, was the first in the third row, with the Mercedes, Spencer Wishart next, and the Amplex, W. H. Turner; Knox, Fred Belcher, and Buick, Arthur Chevrolet, in the order named. In the fourth row were the Buick, Fiat, Alco and two Nationals, carrying Charley Basle, Eddie Hearne, Harry Grant, Charles Merz and Howard Wilcox, respectively, while in the following row were the McFarlan, Bert Adams; the three Jackson cars, carrying Harry Cobe, Jack Tower and Fred Ellis, and a Cutting with Ernest Delaney at the wheel. In the sixth row were David Bruce-Brown, in a Fiat; Lee Frayer, in a Firestone-Columbus; Joe Dawson and Ray Harroun, in Marmons, and Ralph Mulford in a Lozier. The cars in the seventh row were the Lozier, Apperson, two Mercers and the Simplex, carrying Teddy Tetzlaff, Herbert Lytle, Hughie Hughes, Charley Bigelow and Ralph Beardsley, respectively. Caleb Bragg in his Fiat was at the pole in the eighth row, and with him were Howard Hall in a Velie; Bill Endicott in a Cole; Al Griener in an Amplex, and Bob Burman in a Benz. Billy Knipper in a Benz was in the rear of this line.

President Fisher set a pace of about forty miles an hour and the contesting cars began to string out around the course, the drivers jockeying for a favorable position for the real

start of the long grind. The pace was increased as the string turned into the home-stretch several minutes before ten o'clock. As the cars approached the tape a big bomb exploded and an American flag was unfurled high in the air. This was a signal that the race had commenced in earnest. Mr. Fisher sent his car to the side and left the field clear for the contestants. Johnny Aitken was close behind Mr. Fisher when the latter drew aside and at the bomb he sent his National to the front and crossed the tape first with Ralph De Palma in his Simplex a short distance behind. The following crossed the tape after these two: Wishart, Belcher, Disbrow, Turner, Hearne, Fox, Endicott (Harry), and Strang.

The crowd rose upon its feet and let loose a terrific roar as the cars completed the first of the 200 laps, but the noise of the barking exhausts completely drowned the demonstration. The drivers were now devoting their entire attention to the cars and the course and paid little heed to the plaudits of the spectators. Harroun was content during the first few laps to keep his "Wasp" in the rear of the procession. Arthur Chevrolet was the first driver to stop, he pulling up to the pits with a flat tire on the tenth mile. Spencer Wishart, the young Westchester (New York) sportsman, had his Mercedes going at a great rate and battled with Belcher's six-cylinder Knox for the lead, when Aitken had dropped back to third place.

Wishart was leading the field at the end of twenty miles which were covered in 15:06, a minute behind the record. Belcher was second, Aitken third, De Palma fourth, Bruce-Brown fifth, Harroun sixth, Dawson seventh, Turner eighth, Lytle ninth and Disbrow tenth.

The terrific strain of the cars speeding over the brick surface began to show upon the tires at this stage of the race and there were quite a few stops at the repair pits for new shoes. Basle had trouble with his tires on the twentieth mile and again on the thirtieth mile, while Wishart lost the lead to Belcher shortly after the twenty mile mark was passed through a tire stop. At thirty miles Belcher had his Knox in front, covering the twelve laps of the two-and-a-half-mile course in 25:07. Wilcox was still hurling the National on at a terrific clip and running a close second. The Fiats and Simplex cars roared on after the two

leaders, with Harroun, Merz and Burman bringing up in the third group.

The first thrill and the only accident of the day that resulted fatally for a contestant, occurred on the thirteenth lap when the rear tires of the Amplex car, which had its baptism in blood during the week when Joe Horan broke his leg when the car left the track, blew out simultaneously. The driver, Al Griener, tried desperately to keep the car upon its course, but it skidded around the brick track and both rear wheels were torn

Just after the fifty-mile mark had been passed De Palma cut loose with a burst of speed that astonished the spectators and carried him from fourth into first place before the end of the sixtieth mile. He was leading at this point, having covered the distance in 48:36. Bruce-Brown retained his lead in second place, while the youngster, Harry Knight, in a Westcott, had moved into third place. On the sixty-seventh mile Disbrow was compelled to pull up at the pits with ignition trouble.



HARROUN SPEEDING HIS PECULIAR SHAPED MARMON "WASP" INTO THE FIRST TURN

off. The car turned over and S. P. Dickson, the mechanic, was pinned under the wreckage and instantly killed. Griener was thrown some distance and rendered unconscious. He suffered a cut in the left arm and some bruises.

With the progress of the race the cars were stretched out all along the course and the scorers were commencing to meet with difficulties. Stops at the repair pits were also becoming more numerous. The cars were some distance behind the record when Aitken, the leader, crossed the fifty-mile mark in 41:07, with Bruce-Brown closely pressing him for the front position. Wishart was third. Bruce-Brown was driving like one possessed and several times between the thirtieth and fiftieth mile he was in front.

On the seventy-eighth mile the first withdrawal from the race of the car through mechanical trouble occurred, when Caleb Bragg, the wealthy Cincinnati motorist, was compelled to stop when his Fiat broke a crankshaft. From then on Bragg witnessed the race from the side-lines and assisted his teammates when they stopped at the supply pits. Bruce-Brown continued his fast pace after the sixty-mile mark and before the next ten miles had been covered he was again leading the field, closely followed by his pal, Ralph De Palma. Aitken had passed Knight and was in third place, while Turner was in fifth position. Wishart was sixth, Merz seventh, Mulford eighth, Grant ninth and Cobe tenth. Bruce-Brown had covered the seventy miles in 56:05.

Bruce-Brown maintained his advantage, but during the next twenty miles the Lozier combination of Tetzlaff and Mulford, began to show and at the end of the ninetyth mile they were in second and third places, respectively. Knight was in fourth place and Aitken immediately back of him.

Arthur Chevrolet had been having considerable trouble with his tires, the fast pace in which he sent his car over the brick surface virtually burning them to the rims. On the ninetyth mile his Buick broke a crankshaft and the daring Swiss pilot was compelled to stop. Bruce-Brown was still leading when the first century mark was passed in 1:22:16, but the time was behind the record. During the next ten miles De Palma again showed a burst of speed and moved his Simplex into third position, behind Mulford, who was following in the wake of Bruce-Brown. The relative positions of the leaders remained unchanged during the next ten miles, but before three more laps had been covered after the 120-mile mark an accident occurred that resulted in the elimination of two of the strong contenders in the race and almost culminated in another fatality.

As the Lozier, driven by Tetzlaff, and the Pope-Hartford, with Disbrow up, were speeding down the stretch toward the tape a tire on the former car blew out and the car veered off its course and directly in the way of the closely following Pope-Hartford. Disbrow did not have time to steer out of the way and the Pope-Hartford struck the Lozier squarely and sent it spinning in the direction of the fence back of which a number of spectators were gathered. The spectators were too frightened to move and stood spellbound. Just before reaching the fence the white car containing Tetzlaff and his mecanicien turned over and the occupants were thrown out. Dave Lewis, of Los Angeles, Cal., the mecanicien, sustained a fracture of the left pulvis and a cut between his second and third toe on his right foot. He was hurried to a hospital. Tetzlaff was uninjured. The force of the collision caused the Pope-Hartford to spin around the track, but Disbrow cleverly controlled the machine and it brought up near the pole without doing any further damage. Disbrow and his mecanicien, Richard Ulbrecht, were uninjured, but the car was damaged to such an extent that it had to be withdrawn

from the race. Tetzlaff's car was also taken out of the contest.

The accident to Tetzlaff and Disbrow occurred on their 125th mile. About this time a great duel was in progress between Harroun and Knight for fifth place. Bruce-Brown completed 130 miles in 1:45:26. The completion of 140 miles saw the elimination of another car. This time it was Harry Grant's Alco that fell by the wayside. Grant was rendered hors de combat with a burned out bearing, which had been holding him in the rear for some time. De Palma just nosed out Mulford for second place at the end of the 140th mile, which distance was covered by Bruce-Brown, who was still leading, in 1:53:18. Knight was still running fourth. Charles Basle about this time withdrew his Buick from the race with a broken crankshaft, and Ellis also dropped out with his Jackson.

Bruce-Brown was leading by a close margin over Ralph De Palma when the 150th mile was passed in the record time of 1:59:12. This time was a trifle less than two minutes better than the record of 2:01:09.43, made by Joe Dawson in a Marmon on the Atlanta speedway on November 7, 1910. Ralph De Palma was displaced in second position by Harroun after the 150-mile mark was passed, and at 160 miles, which were covered in 2:20:51, Bruce-Brown, Harroun and Mulford were running in the order named.

On the 180th mile Harroun, whose car seats but one, stopped at the pits and Cyrus Patschke, winner of a number of 24-hour races, took his place in the "Wasp." Just as soon as Patschke got going he started a pace that made the other drivers look up, and before the 190th mile had been passed the peculiar-looking yellow Marmon was leading the field. He completed 200 miles in 2:43:21, which surpassed the previous record for that distance, made by a car of the same make, driven by Joe Dawson on the same track on July 4, 1910. Dawson's mark was 2:43:20.14. Patschke was closely pressed by Bruce-Brown, with Mulford in third place. Wishart was in fourth place, followed by Knight, De Palma, Dawson, Turner, Lytle and Henry Cobe.

As Hearne's Fiat was speeding down the homestretch on its eighty-first lap, or 202.5 miles, the steering knuckle snapped and the car left the course and ran into the infield. Parker was driving at the time, acting as a

relief for Hearne, and he brought the car to a standstill before any damage was done. Repairs were made to the broken knuckle, but the car was out of the running when it again returned to the contest.

Patschke and Bruce-Brown were having a battle royal for first place, with the former having the advantage on the 240th mile, when the crowd in the grand stand let out a yell. The steering knuckle on the Case, driven

Apperson and Hearne's Fiat, which was laid up with a broken steering knuckle. Knight's car skidded off the track and headed directly for the two cars at the pits. The Westcott collided first with the Apperson and then with the Fiat, overturning the former. Knight's car came to the end of its wild dash when it struck a fence and threw the driver and mechanic, John Glover, some distance. Both men were injured and hurried to a hospital.



RALPH MULLFORD "BEATING IT" ON THE STRETCH

by Jagersberger, snapped as the car was passing in front of the stand. Jagersberger lost control of the car and it crashed into the cement retaining wall and then rebounded back upon the course with crushed wheels. L. Anderson, the mechanic, was thrown out and directly in the path of the onrushing cars. The spectators gasped in horror, for it seemed impossible that the fast-traveling cars which followed in the wake of the wrecked Case car could be steered clear of the prostrate Anderson.

Starter Wagner made an effort to flag the contestants that followed, but he could do little more than check their speed. Harry Knight, who was closest to the wrecked Case, turned out toward the judges' stand to avoid running over Anderson, and he skidded at a great rate. At the pits near the south end were Lytle's

This mishap did not effect the drivers of the leading cars, and shortly before the 250th mile Harroun again took command of the "Wasp" and continued at the same consistent and speedy pace that had been maintained by Patschke, and he flashed across the line at the end of 250 miles in the lead. When the half-way mark was passed Bruce-Brown was still in second place, while De Palma, Mulford, Wishart, Dawson, Cobe, Turner, Merz and Wilcox were running in the order named.

About this time the crowd was treated to several exciting near-accidents. As Howard Fry, substituting for Bigelow, was sending his Mercer along the stretch at a great rate, the car skidded considerably and headed for the pits. Fry tried desperately to steer the car back upon the course, but was not successful, and he then locked his brakes. The car swung



THE DRIVERS POSED FOR THEIR PICTURES BEFORE THE CONTEST

completely around before it came to a standstill. When Fry again started in the race he received a round of applause from the spectators who had witnessed his display of skill and coolness. Another accident took place on the backstretch when the Jackson car, with Bob Evans acting as substitute for Jack Tower, skidded off the track when the driver turned out for a passing competitor. Evans was thrown from his car and sustained a broken ankle. Assisted by his mechanic, he drove back to the repair pits and was relieved. He was sent to a hospital, where it was said that he was suffering from nervous collapse in addition to a broken ankle. Bob Burman showed his coolness and daring when one of the rear tires on his Benz blew out with a loud report on the 220th mile. The car swerved, but Burman continued and the tire loosened and jumped over the stone wall at the south curve. He completed the round on the bare rim.

During the entire latter half of the race Harroun was never headed, though at times he was closely pressed by De Palma and Mulford. The pace had settled down at this period to a steady grind, and lap after lap was reeled off at record-breaking speed. Interest centered chiefly in the first three cars, as these

were the only ones for which the scores were posted. The time of the first car was only given. At the end of 300 miles Harroun was first and Mulford was in second place, while Bruce-Brown was third and De Palma fourth. Harry Cobe was fifth, Aitken sixth, Wishart seventh, Turner eighth, Merz ninth and Gil Anderson tenth. The time for the 300 miles was 4:03:24. All marks above 250 miles were new records, as that was previously the longest race ever run on a speedway.

On the 330th mile Aitken, whose National has been a strong contender during the early part of the race, dropped out of the running, his car having developed a broken steering knuckle. At the end of 350 miles Harroun was still in the lead, and the cars making from seventy-three to seventy-five miles an hour. The cars were beginning to show the wear and tear and so were the drivers also, their jaded appearance when stopping at the pits indicating the terrible strain to which they had been subjected.

Another car was eliminated and a serious accident narrowly averted when shortly after the leaders had passed the 350th mile the steering knuckle on Strang's Case broke as he was coming down the stretch. The car crashed into the cement wall just north of the pits, but

it glanced off and the driver, with the application of the brakes, was able to stop it. The car was in the center of the track, but by clever driving several of the racing cars were successfully guided around it by their pilots.

Harroun completed the 350 miles in 4:44:14. Of the forty starters there were twenty-seven still in the race when but 150 miles had to be covered by the leaders to bring it to an end.

Instead of decreasing his speed as the race neared an end, Harroun did the opposite, and the average pace was increased from 73.94 miles an hour to 74.49 miles an hour. The race had now developed into a three-cornered fight between Harroun, Mulford and Bruce-Brown, with Joe Dawson a good fourth. Harroun completed the fourth century in 5:22:15, and turned into the last 100 miles with a lead of about a lap. Ralph Mulford was second and Bruce-Brown was third. Dawson was fourth, Wishart fifth, Turner sixth, Merz seventh, Cobe eighth and Frayer had taken his Firestone-Columbus into ninth place, while De Palma was back in tenth place.

The crowd became greatly interested in the battle now, that is as far as the first three cars were concerned, the scores of the others not being announced, but its sympathy was with the second and third cars, the drivers of which were desperately trying to overhaul their fleetier companion in the "Wasp." Although Harroun made only four stops for tires, each time that he did go to the pit he lost valuable ground to the pursuing Lozier and Fiat. Things were evened in this respect, however, when the latter cars were troubled with tires. As had been predicted the race was one in which tires played a most important part and the blow out of a tube or the wearing down of a shoe was likely to result disastrously with the driver who had this misfortune befall him.

At 470 miles, Bruce-Brown had again forged into second place and Mulford was in the following position with Dawson behind him and the latter closely followed by De Palma, who had again jumped forward in his Simplex. As the flying cars reeled off mile after mile, the crowd began to get restless. The strain was almost too much for human nerves stretched to the breaking point by the pranks of Fate. The continuous dropping of oil upon the brick course had put it into a most dangerous condition and extreme caution had to be used by the drivers in making the turns

to prevent their cars from skidding off the track.

The first three cars were several miles ahead of the rest of the field, but the distances separating the three leaders were very small. The fact that there were as many cars still running in the race surprised a majority of the "sharps" who had predicted that the end would see but one, or perhaps two cars, in the front and the twenty-seven cars still on the track went to demonstrate to the big crowd the quality of the material in the make up of the American cars.

As the finish approached the leaders were going at a dizzy pace, particularly Mulford and Bruce-Brown, who were attempting to overhaul Harroun. At 490 miles Harroun was speeding his car on the stretches, but taking things easier on the turns. In order to avoid the slippery section of the track at the pole Harroun drove his car wide. Bruce-Brown was thundering at his heels with Mulford, Dawson, Wishart, De Palma and Turner following in the order named.

The crowd was upon its feet as the long grind was close to end and it let loose a great cheer as Harroun received the green flag from Starter Wagner, as a signal that he was on his last lap, and as he approached the tape for the final time a tumult of applause that lasted until several seconds after he had finished broke loose from the spectators. There was but a narrow margin separating the Fiat and the Lozier from second and third place, and when Bruce-Brown was compelled to stop with mechanical trouble the general crowd let out a groan, while those who favored Mulford cheered the blond driver on. Mulford was officially credited with crossing the line in second place, while Bruce-Brown was third. Wishart in a Mercedes finished fourth. A piece of metal thrown against the radiator of the Marmon, driven by Dawson, brought that car to a stop on what was thought to be its 199th lap, but which after investigation later proved to be his 201th, and that driver was awarded fifth place.

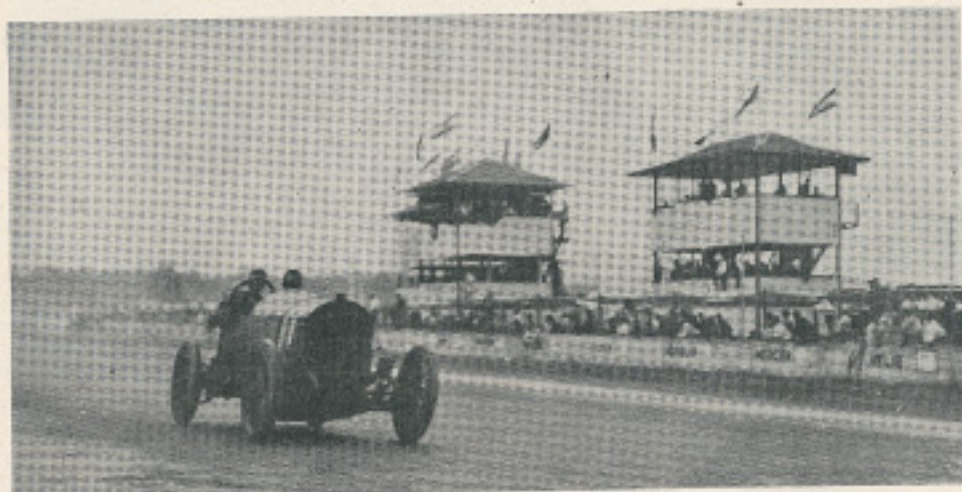
The first announcement after the finish of the race gave fifth place to De Palma, sixth to Merz, seventh to Turner, eighth to Cobe, ninth to Belcher, tenth to Hughes, eleventh to Frayer and twelfth to Anderson.

There was considerable confusion attached to the gigantic task of scoring the big race

and when it was history there were quite a few complaints heard. One of these was to the effect that Bruce-Brown and not Mulford had finished second. The night of the race the Contest Board of the American Automobile Association, the timers and the speedway officers checked and backchecked the scoring

assistant official timer; C. W. Sedwick, of Indianapolis, representative of the A. A. A.; S. M. Butler, of New York, chairman of the Contest Board of the A. A. A., and C. E. Stuart, representing the Indianapolis Motor Speedway.

Harroun received a tremendous ovation



WISHART, WHO FINISHED FOURTH, PURSUING BRUCE-BROWN ON STRETCH

of the race and at this writing (Thursday) they have not announced the completion of the work. They did find, however, that the scores of the first four cars were correct and that Dawson was entitled to fifth place as he had completed his 500 miles when the accident occurred to his radiator.

The three adding machines in the upper stands showed in checking the tape that Dawson had completed his 500th mile, while the lower tape at the wire and the timing machine gave him 199 laps. This discovery pushes Ralph De Palma into sixth place, and Merz into seventh and Turner into eighth. There is still some doubt about ninth and tenth places, there being a dispute for these positions between Cobe, Belcher, Anderson and Stutz. The re-checking brought to light the fact that Harroun's time was 1 minute slower than at first announced and should be 6 hours 42 minutes 8 seconds.

The committee that checked the records consisted of A. R. Pardington, of New York, official referee; C. H. Warner, of Beloit, Wis., official timer; Harry Knepper, of New York,

when he brought his car to a standstill in front of the grand stand after he had finished the race. The first thing he said after he crawled out of his seat was that he was hungry and wanted something to eat. Later he made the following formal statement:

All credit is due my car for the brilliant victory. At no time was the throttle wide open and I relied solely upon consistent high speed to win for me over occasional bursts in the backstretch. The weather was noticeably warm, although I did not suffer in any way from the heat.

The last hundred miles was by far the easiest of the entire run and the car was less difficult to handle on the turns. At first there was a tendency to slip, which increased toward the 200-mile mark, but from that time I had little trouble in holding the car to its course.

In my estimation the limit is reached at 500 miles and the distance is entirely too long for the endurance of the driver. I was relieved from the 170th to the 250th mile, and the rest of the dash was extremely refreshing.

As the result of his victory Harroun is richer by about \$15,000. His prize money for first place is \$10,000 from the promoters. In addition, he gets the prizes offered by the various accessory manufacturers. His car had

Dorian rims, which gets him a part of the Dorian purse, amounting to \$250. The Schebler carburetor, with which the machine was equipped, means \$2,500 more. The Remy magneto that his car carried to victory, or rather that carried his car to victory, will fetch him the \$1,000 bonus offered by its manufacturers, and the Columbia Lubricants Co. gave \$500 because Monogram oil was used.

In addition to all this the Firestone Tire & Rubber Co. will probably provide a bonus, as it was their make of tire that made the wonderful win possible for Harroun. The brick track, with its well-known reputation as a "tire eater," only required Harroun to stop four times for tire changes, and these changes were all made on the rear right wheel. The other tires remained on the car throughout the race. Dawson's car was also equipped with Firestones, as was the Firestone-Columbus, which finished the race in twelfth place, according to the first revised scores.

While the Firestone people deserve credit, the Michelin Tire Company cannot be overlooked, for, "as usual," the first seven finishers after Harroun, with the exception of Dawson, were cars with Michelin equipment. Hughes' Mercer, which finished eleventh, also carried Michelins. Belcher's Knox was equipped with Fisks and the Stutz with Goodyear products.

The two finishing Marmons had Dorian rims and Schebler carburetors. The winning car had a Remy magneto, with Bosch spark plugs, and the Dawson car had a Bosch magneto and spark plugs. The second, third and fourth cars had Michelin rims. The Lozier had a Stromberg carburetor and a Bosch magneto, with Rajah spark plugs. The Fiat had a Fiat carburetor and a Bosch magneto and spark plugs, while the Mercedes had a Mercedes carburetor and Bosch magneto and spark plugs. With the exception of the Lozier, which used Oilzum, the first four cars used Monogram lubricant.

De Palma's Simplex had the greatest piston displacement of those that finished in the first dozen, being close to the limit of 600 cubic inches, with 597 cubic inches. Next was Bruce-Brown's Fiat, with 589 cubic inches; then Wishart's Mercedes, with 583 cubic inches. Mulford, 544 and Belcher, 559, Lozier and Knox respectively, had the other cars over 500 cubic inches. The winner, the Harroun Marmon, has 477 cubic inches dis-

placement and was the only six cylinder machine in the race to finish in the money outside of Belcher's Knox. Dawson's four-cylinder Marmon had 495 cubic inches. Of the other cars in the first dozen, Mers's National had 447 cubic inches displacement; Turner's Amplex, 443; Cobe's Jackson, 432, the same as Frayer's Firestone-Columbus; Anderson's Stutz, 390 cubic inches, and Hugh Hughes' Mercer, 300 cubic inches.

The officials at the race were A. R. Pardington, referee; R. P. Hooper, president of the A. A. A., honorary referee; Fred J. Wagner, starter; E. J. McShane, assistant starter; Charles P. Root, clerk of course; Charles A. Warner, chief timer; Harry Knepper, assistant timer, and John Cox, in charge of the scoring.

Where the Non-Finishers Stopped

The following is a summary showing the drivers and cars that failed to complete the 500 miles, the distance they traveled and the causes of their withdrawal from the race:

Griener (Amplex), 32.5 miles; accident.
Bragg (Fiat), 78 miles; broken crankshaft.
Chevrolet (Buick), 90 miles; broken crankshaft.
Tetzlaff (Lozier), 120 miles; accident.
Disbrow (Pope-Hartford), 120 miles; accident.
Grant (Alco), 140 miles; burned out bearing.
Bastle (Buick), 145 miles; broken crankshaft.
Ellis (Jackson), 165 miles; engine trouble.
Jones (Case), 190 miles; ignition trouble.
Jagersberger (Case), 240 miles; broken steering knuckle.
Knight (Westcott), 240 miles; accident.
Lytle (Apperson), 240 miles; accident.
Aitken (National), 330 miles; broken steering knuckle.
Strang (Case), 380 miles; broken steering arm.
Tower (Jackson).

Completion of Examination and Tests

Those who had studied the entry lists several days before the start noticed when the cars lined up at the tape preparatory to the commencement of the race that several of the entries were missing. The technical examination of the cars and the speed trials in which the entries had to travel at a rate of 75 miles an hour were completed by the Technical Committee on Monday and the result of these tests were given in the following notice sent out by the A. A. A., which also explains the absence of some of the entries:

The following cars have qualified as to speed and as to weight and are eligible to start in tomorrow's race. No post entries will be accepted.

Case, Lewis Strang; Simplex, Ralph De Palma;

Inter-State, Harry Endicott; National, John Aitken; Pope-Hartford, Louis Dishrow; Pope-Hartford, Frank Fox; Westcott, Harry Knight; Case, Joe Jaggersberger; Case, Will Jones; Stutz, Gil Anderson; Mercedes, Spencer Wishart; Amplex, W. H. Turner; Knox, Fred Belcher; Buick, Arthur Chevrolet; Buick, Charley Basle; Fiat, Eddie Hearne; Alco, Harry Grant; National, Charley Merz; National, Howard Wilcox; McFarlan, Bert Adams; Jackson, Fred Ellis; Jackson, Harry Cobe; Jackson, Jack Tower; Cutting, Ernest Delaney; Fiat, D. Bruce-Brown; Lozier, H. Van Gorder; Firestone-Columbus, Lee Frayer; Marmon, Joe Dawson; Marmon "Wasp," Ray Harroun; Lozier, Ralph Mulford; Lozier, Teddy Tetzlaff; Apperson, Herbert Lytle; Mercer, Hughie Hughes; Mercer, Charley Bigelow; Amplex, Ralph Beardsley; Fiat, Caleb Bragg; Velle, Howard Hall; Cole "Wizard," Bill Endicott; Amplex, Arthur Grenier; Benz, Robert Burman; Benz, Billy Knipper.

Two cars named by the Fal Company, of Chicago, were not made ready in time and did not come to the track. The smaller McFarlan "six" was damaged mechanically Saturday. Van Gorder's Lozier was wrecked Saturday, and one Velle and the Cole "thirty" did not make the required seventy-five miles an hour.

The contest board of the American Automobile Association upon recommendation of the Manufacturers' Contest Association Committee rules that tire changes during the progress of the race of May 30, at the Indianapolis Motor Speedway, will be restricted to replenishments at the pits only.

A. R. PARDINGTON,
Official Referee, A. A. A.

500-Mile Race Comparisons

In point of distance the 500-mile Indianapolis race was the longest speed contest. Of nearest approach to the distance was the 415.2 miles Grand Prize race run over an excellent road course at Savannah, Ga., November 12, 1910. This event was won by Bruce-Brown in a Benz car, the time being 353 m. 5 s., an average speed of 70.72 miles per hour. The best time ever made in a Vanderbilt race was 65.1 miles per hour. Harry Grant, in an Alco car made this average in the 1910 event, run over a 278.08-mile course, Oct. 1, 1910. His time for the distance was 255 m. 55 s.

The largest track race was held in this country previous to the Indianapolis Decoration Day event, was a 250-mile contest on a specially constructed track at Atlanta, Ga., Nov. 7, 1909. Horan, driving a Lozier car, was the winner of this contest, his time being 3 h. 26 m. 15 s., an average speed of 72.72 miles per hour. At the opening of the Indianapolis speedway in August, 1909, a 300-

mile race was scheduled, but this event was replete with mishaps and was called off after 235 miles had been covered.

Who the First Three Drivers Are

Ray Harroun

Ray Harroun, the winner of the longest and largest automobile race ever held in this country, was born at Spartansburg, Pa., twenty-seven years ago. He has been prominent in automobile racing during the last three or four years. Harroun has been particularly conspicuous in speedway events, since that form of racing came into vogue in this country with the opening of the Indianapolis Speedway in 1909 and has more victories to his credit on specially constructed tracks than any other driver in the country.

Harroun, who last year was considered the "King of Speedway Drivers," announced early this year that he was through with automobile racing and in the future would devote his time to the sport of aeroplaning. He constructed a machine of his own design and made several short flights, but the lure of the honor and the big prize money in the 500-mile race was too strong for him and he returned to his old love—the automobile.

When it came to picking a winner for the big race, the majority of "dopesters," though they were hard pressed, selected Harroun as the favorite and the manner in which he drove his Marmon "Wasp," with its peculiar construction, in the big race showed that they had used some good judgment. Harroun, who is said to have Arabian blood in his veins, is a staid looking pilot and has a coolness that is characteristic of great automobile race drivers.

The Marmon driver holds many records which he made in 1910 and the official records compiled by the American Automobile Association term with his performances. In the 231 to 300 cu. in. piston displacement, Class B. speedway records, Harroun holds every mark from 10 miles to 100, with the exception of the 20-mile mark. In the speedway records, regardless of class, he held the 100-mile record until Teddy Tetzlaff in a Lozier lowered the mark at Los Angeles this spring. Harroun also holds the hour records up to and including February 1, 1911, with 74 miles for the hour and 148 for the two-hour grind, both made on the Los Angeles board track.

Harroun won more important races than any



HOW THE CROWD BEGAN TO GATHER AS EARLY AS 7 A. M.

other driver on America's speedways last season, adding fifteen firsts to the Marmon records. Among the leading speed events which were won by the intrepid driver are: The Atlanta Speedway Trophy, 200 miles in 3:02:31; the great Two-hour Free-for-all race at Los Angeles in May, in which he covered 148 miles in 120 minutes; the 100-mile 231-300 class, the 50-mile 301-450 class, and the 100-mile 600 class, on the same track, and the 231-300 class, 50-mile race at the Indianapolis Speedway last May. At the conclusion of last season Harroun held the American Speedway records regardless of class from 75 miles in 57:15.79 to 100 miles in 1:16:21.9, and all stock chassis 231-300 class records from 25 to 100 miles. Of the forty-five races he entered last season, Harroun won fifteen firsts, ten seconds and six thirds, a record unequalled by any other racing car driver.

Ralph Mulford

Ralph Mulford, the smiling blonde youngster who won the National Stock Chassis championship with a Lozier car last year at Elgin, and the second driver across the tape

in the big grind on Decoration Day, is twenty-five years old. During the four years that he has been connected with the automobile racing game he has been very prominent in road racing and 24-hour contests, on several occasions being a member of the crew establishing records in the latter events. He was the most consistent driver of the 1910 season and was awarded the Road Championship for that season, through his steady work, having entered all of the big road races of the season, with the exception of Santa Monica, and either winning or finishing in better than fifth place in every event. He won the National Stock Chassis Championship at Elgin; was fifth in the Vanderbilt Cup race; first in the 600 cu. in. piston displacement class at Fairmount Park and second in the free-for-all in the same race; second in the 200-mile Atlanta Trophy race at the Atlanta Speedway and fourth in the Savannah Grand Prize.

He began racing in 1907, and teaming with Harry Michener, won his first race, a twenty-four hour event at Point Breeze track, Philadelphia. Later in the year he finished second

in the twenty-four hour race at Brighton Beach track, and in the same year made perfect scores in two endurance road contests.

In 1908, he broke the world's twenty-four hour record with a Lozier six-cylinder stock car, and three weeks later, in another twenty-four hour race, bettered his former world's record figures by 21 miles. In 1909, he again broke the twenty-four hour record at Brighton Beach, making 1,196 miles, which figures still stand as stock chassis record. Mulford is probably one of the most consistent drivers in the game. While not reckoned in the "dare devil" class, he takes advantage of every opportunity to increase his lead. The steadiness of his running is always a matter of comment, and in every event he reels off lap after lap in time varying but a few seconds.

David L. Bruce-Brown

David L. Bruce-Brown, the winner of third place, is a New York youngster of wealth who took to automobile racing for the sport to be derived from it and who during the five years he has been interested in it to the extent of performing before the public, has moved to the top of the ladder among automobile pilots. Bruce-Brown, who won the 1910 Grand Prize race, was born in New York City on August 13, 1887. The first time he drove a car was in 1906, when he was instructed in handling one owned by his mother. He took to the automobile like the proverbial duck to water and when in 1907, after winning a three-mile open event at the Empire City track, the late Emanuel Cedrino, the driver of Fiat cars, invited him to go to Florida to participate in the amateur races on the beach at Ormond, he jumped at the opportunity.

While Bruce-Brown showed an attachment to automobile racing his family was very much adverse to it, so in March, 1908, he ran away from school and was taken to Florida by Cedrino. His mother heard of his intention to race at the Florida beach and telegraphed Referee Morrell, who was officiating at the meet there, not to allow her son to ride. Morrell refused to allow the youngster to drive, but Bruce-Brown was not to be denied the chance he had traveled to Florida for, and one day when Morrell was not looking his way he jumped into a Fiat car that was being put into readiness for Cedrino and established a world's amateur one-mile straightaway record

of 35.3-5 seconds. The same year he won the Shingle Hill climb in a Fiat.

In March, 1909, he again went to Florida and this time drove the Benz with which Hemery had finished second in the first Grand Prize race at Savannah. He broke his own amateur record, bringing the mark down to 33 seconds, won the Sir Thomas Dewar Cup for the fastest one mile, regardless of class, and also broke the 10-mile record, rolling start. The same year he won the one and two mile straightaway time trials at Jamaica, Long Island. During the same year he continued to drive the Hemery Benz, and won a number of hill climbs, including Fort George, Giant's Despair and Shingle Hill. Bruce-Brown also drove a Benz in the 1910 Vanderbilt and was running on his thirteenth lap when the race was stopped. At the Grand Prize he drove a magnificent race and won from Victor Hemery by the narrow margin of 1.42 seconds after a 415.2-mile contest. Shortly after the Grand Prize race, in which he drove a Benz, he announced that he was to handle the wheel of a Fiat car in the future and the 500-mile race was really the first contest he drove a car of that make in since his early days at Florida.

Burman Does Some Record Breaking

The thousands of persons who had traveled to Indianapolis to witness the big race did not have to wait until Decoration Day to see some sensational driving. On Monday, May 29, "Speed King" Bob Burman again demonstrated that his title was well placed when he proceeded to shatter what remained of Barney Oldfield's records and he did it in a way that convinced the spectators that he has no peer at short distance racing. With the Blitzen Benz, the same car used by Oldfield when he set up the marks on May 30, 1910, Burman made new speedway records for a mile, kilometer, half-mile and quarter-mile, all from a flying start. The quarter-mile is a new mark, but the times made at the other distances supercedes those made by Oldfield.

Burman's Records

1 mile flying start.....	35.35
1 kilometer flying start.....	21.40
Half-mile flying.....	16.83
Quarter-mile flying start.....	08.16

Oldfield's Records

1 mile flying start.....	35.63
1 kilometer flying start.....	21.45
Half-mile flying start.....	17.00