

Chevrolet Covers a Mile in 52⁴/₅s at the Morris Park Automobile Race Meet.

NEW YORK, May 20—Morris park, once the scene of many races between the greatest thoroughbreds in this country, was turned over to the automobilists today, and at their inaugural meet a new world's record was made for a mile on a track when Louis Chevrolet drove a Fiat car around the track in 52 4-5s.

It was the first event of the day and Chevrolet sent the car, which was the one used by William Wallace of Boston in the Vanderbilt race last fall, and also in the races at Ormond, around the stretch at a terrific clip. The previous record for the distance was 53s, held by Barney Oldfield.

Oldfield was present and he made a try at the record, but he seemed to be holding back, for the best he could do was 1m 3-5s.

Chevrolet later on furnished the sensation of the day, when in the three-mile free-for-all he took the curve on the lower stretch at such speed that he came within a few inches of skidding against the fence and going over in a heap. The spectators held their breath for a second, for it seemed that he was going to smash up.

The supposed great event of the day, the match race between Charles Basie and Barney Oldfield, proved somewhat of a disappointment. Basie won the match in two straight heats without trouble.

One of the surprises was the winning of the five-mile handicap by a little nine-horse power Cadillac car. A 12-horse power Franklin was also entered in the race and it made an excellent showing.

The car and driver which seemed to be the most popular with the spectators were the White steamer driven by Webb Jay. When the two whirled about the track the applause was prolonged. Jay deserved all the encouragement he received, for he drove some excellent miles, creating a new world's record for steam cars on a track, doing the mile in 53s.

Guy Vaughn was another who showed great nerve in driving his car, a Decauville, which showed up well in the competitions.

Two World's Records Made Easily.

There were about 15,000 people at the track, among whom were many Bostonians, when the first event, the time trial for the mile, was started at 2:30. The wind was blowing across the track in such a way that the dust was sent flying off before it interfered with the racers. The track is nearly two miles in circumference, so it allowed the mile to be made with one turn.

Louis Chevrolet was the first to be called out. He drove the 90-horse power Fiat owned by William Wallace of Boston. He got under way in good shape and when he took the turn he was going at a furious clip. It was plain that he was forcing the car to its limit and when he finished in front of the grand stand and the time, 52 4-5s, was announced, he was given an ovation.

Webb Jay then came out in his 15-20 horsepower White steamer. It was a low, raddish-looking car, but it seemed to have speed in its tuning up trials. Then it got under way for the trial. Like a bird it swept along the rail, and when Jay came down the stretch he was loudly cheered. When it was announced that he had equalled the previous gasoline car record and made a new steamer record he was cheered a second time.

Barney Oldfield, in his green dragon Peerless car, was the third to try. Oldfield seemed to be holding back, for he did not send the car fast compared to the others. Some of the spectators said he was not letting it out because it would give Basie a line on him for the pursuit race.

Basie, driving Herbert L. Bowden's Mercedes, was the fourth to do the mile, but he could not send his car better than 54 4-5s. Walter Christie, driving a Christie car, was the last, and he made the mile in 56 3-5s.

Basie Beats Oldfield in Special Match

Then came the special match between Barney Oldfield and Charles Basie. The latter is well known in New England, having driven cars at Readville and Narragansett park. He had the advantage of driving the Flying Dutchman, a car with 30-horse power more than Oldfield's Peerless. They were to drive a 5 and 10-mile heat, and if needed, an extra heat.

They drove two 5-mile heats. Basie started at the further side of the track and Oldfield at the grand stand. They got under way in good style and Oldfield showed the better judgment in making the turns. But in the long stretches Basie with his bigger car kept gaining and won the first heat in 5m 34 3-5s. Oldfield's time was 6m 6 -15s.

In the second heat Oldfield did better, but he could not cope with Basie. The two cars swept around the track at a furious clip, and when Basie passed the finish line his time was not as good as in the preceding trial. He did the course, which was later found to be some distance more than five miles, in 6m 58 4-5s. Oldfield bettered the time he made in the first heat and did the distance in 6m 2 2-5s.

Free-for-All Race Exciting.

For real excitement the three-mile free-for-all event proved the greatest event on the program. There were only three cars entered, but they were the pick of the field. Basie drove the Mercedes, Jay the White steamer and Chevrolet the Fiat.

They took a flying start and as they passed down under the wire at the beginning Jay drove the little steamer between the other two cars, and amid a howling such as a pack of dervishes would make, he shot around the first curve in the lead.

Chevrolet was close behind, and he was lost in a cloud of dust. In the third place was Basie, and he entered the dust cloud and was momentarily lost to view.

When they emerged from the bank it was seen that Jay was 100 yards in the lead and he seemed to be gaining all the time. He kept his lead coming down the stretch by the grandstand and the shouting was deafening. As he made the curve a second time he hugged the rail. Chevrolet had been gaining on him and he made a wide turn to avoid any possibility of an accident.

Away out he swerved and the momentum carried the car to the rail, where it skidded within a few inches of the fence. But the driver never slackened and he made a wide sweep.

Jay, hugging the fence, began to slacken up for some reason. Basie meanwhile had been lost on the first round and was hopelessly out of the race. Chevrolet then passed Jay, but the latter got going again but not in time to make up the ground he had lost. As they came down the stretch on the finish Chevrolet swept by the judges' stand nearly 150 yards ahead of Jay. His time was 2m 51 4-5s.

Morris Park Handicap.

It took three heats to decide the Morris Park handicap, a five-mile race, and some good racing was witnessed in this event. The first heat was closely contested, and the three cars that secured a place were the 12-horsepower Franklin, the nine-horsepower Cadillac and the 32-horsepower Royal.

The second heat was won by the 40-horsepower Thomas, with the 40 Decauville second and the White steamer third. Then came the final heat. The Cadillac had a handicap of 4m 17s and it got under way in good shape. The Franklin had 1m 13s and was second away. The Thomas, with 34s, then got going, and it proceeded to cut down the lead of the others in fine style. The Decauville, with 7s, was fourth away, and the White steamer on scratch was last. They did not get going until the others had practically lapped them.

There was some great racing, particularly on the part of the steamer, but the handicap was too much. It was quite a race between the White and the Decauville for a while, but the White got the better of it. The Cadillac won, with the White second and Franklin third. Time 8m 22-5s.

There were three other races, but they were not of any great importance. The two-mile, flying start, had only two starters, a 30-horse power Renault and a 40-horse power Decauville. The latter car won. The time was 2m 31 3-5s.

Two Mercedes cars competed in the Corinthian race, a one-mile event, with flying start. They were both 60-horse power touring cars and the one driven by Richard Stevens won easily from the car driven by George L. Scott. Both are amateur drivers. The time was 1m 9s.

The inaugural cup race, a three-mile event, was won by an 18-26 Peugeot car, a 30-horse power Pope Toledo car second. Time 6m 11 2-5s.

James T. Sullivan.