

CHEVROLET COVERS 100 MILES IN 54:20 AND BREAKS RECORD

De Palma, Second in 56:18, Also

Lowers Mark at Speedway.

Wins 10-Mile Event.

GREAT FINISH IN SHORT RACE

Two luminous stars in the world of automobile racing fought it out for the mastery in two heart-breaking races on the saucer-shaped course of the Sheepshead Bay Speedway yesterday. Forty thousand persons saw the duel—40,000 who leaped from their seats in the grand stand with nerves overwrought at the big, pulsing moments in those twin tests of speed and skill—the 100-mile race for the \$10,000 Harkness trophy; the 10-mile Futurity Handicap—and gave forth a roar like that of the ocean in a storm.

Louis Chevrolet, the darling Frenchman, whose experience in cup racing goes back to the days of the Vanderbilt course, when men had to be drivers, indeed, if they wished to avoid the terrible hazards of country roads, and Ralph De Palma, winner of many trophies, were the duellists. There were other drivers in each event—drivers of names to conjure with—but Chevrolet and De Palma outshone the rest, as does Orion among the stars on a fall night.

The honors go chiefly to the veteran Chevrolet, who established a new American record in the 100-mile event which may stand for some time. But De Palma, in the opinion of many, drove the better race up to the time he lost a lap and three-quarters because of tire trouble. A large proportion of the crowd had expected to see him shoot across the mark in the lead. As it was, in spite of the time he lost in the pit while he replaced his tires, he also finished under the old record.

Chevrolet, driving a maroon colored Frontenac at an average speed of 110.44 miles an hour, finished the distance in 54 minutes, 20 98-100 seconds.

Favorite Out of It Early.

De Palma, in his white Packard, finished a lap behind in 56:18:41. Dario Besta, the favorite—the favorites are always bowled over in the big races for some reason or other—was compelled to drop out early in the race because his car developed a broken shaft. Resta held the previous record for the distance, made on the same course in November, 1915. His time was 56:57:72.

It was Chevrolet's first experience on the track and after the race he pronounced it a splendid course.

"I had no trouble at all," he said.

The 100 mile race was the main event, but the thrill of the day was provided by the final heat of the ten mile handicap when De Palma, with a rare burst of speed, passed his chief rival, after creeping up on him in a manner that set the crowd crazy, and roared down the stretch a winner by about 150 feet. He averaged about 116 miles an hour. That is a little less than 170 feet a second. His time was 6 minutes 11 3-5 seconds.

De Palma started his wonderful spurt in the third lap. One after another the remaining contestants fell behind. In the last lap Dave Lewis, Chevrolet and De Palma fought it out. Lewis had jumped away in the lead with the fall of the starter's flag, but his 25-second handicap was rapidly overcome. On the last lap De Palma, running like a white ghost, crawled up even with the wheels of Lewis' car and then jumped ahead. Only the maroon car was left as he rounded the turn and struck into the straight stretch leading to the judges stand.

Great Finish Thrills Crowd.

The three cars were being driven to the last limit of their power and the spectators were suddenly seized with brain fever. Forty thousand wild men and women danced up and down and slapped one another on the back as the white car whisked past the one of darker hue and passed across the mark traveling so fast that it was a mere blur. The two cars were so close together that they seemed to cross the wire which automatically records the time almost simultaneously.

In the big race Chevrolet, following his usual methods, started right out to make the pace. There were eighteen starters and at the fifth mile he had a snug lead. The more cautious De Palma was content to put the bonnet of his car about fifteen feet behind Chevrolet's and keep it there. One he led, then fell back again, evidently believing that he had the better car and that he could hold Chevrolet until the last few laps when he would win out in the dash to the wire. Gradually the two drew away from the field and at the fifty-second mile they lapped the rest. Shortly after that De Palma's front tires blew out and it was necessary for him to slow down to make the pit.

David Resta caused keen disappointment when he left the race at the end of the sixteenth mile.

Gil Anderson, the winner of the great race when the Speedway was opened, was scratched. He broke a gear wheel on his Miller and had to withdraw. Charley Ewan was also forced out because he burned out a bearing.

Among the other stars to start were Ira Vail, Jules Devigne, Otto Henning, Dave Lewis, Dan Hekey, Walter Haines, Tom Alley, Jack Le Cain, Ora Halbe, Ralph Mulford, Joe Boyer, Eddie Hearne, Tom Milton, Gaston Chevrolet and James A. Benedict.

There were four heats in the ten-mile handicap. Devigne won the first heat in 6:07:60, De Palma won the second in 6:20:40, the third was a walkover by Jack Le Cain, the fourth was taken by Joe Boyer. His time was 6:07:51. In the final there were seven starters. They were De Palma, Chevrolet, Devigne, Lewis, Le Cain, Boyer and Hearne.