

SHEEPSHEAD BAY SPEEDWAY,
N. Y., Aug. 17—Special to MOTOR AGE
—Ralph de Palma won all five of the events in the International Sweepstakes at the speedway before a crowd of nearly 50,000 enthusiastic spectators. Incidentally he managed to break the world's records for 2, 10, 30 and 50 miles. The new records are:

Distance	New Record	Old Record
2 miles.....	1:05.6	1:12.85
10 miles.....	5:23.8	5:24.81
20 miles.....	10:51.6	10:50.20
30 miles.....	16:31.2	16:56.10
50 miles.....	27:29.2	28:04.63

The old records for 10 and 20 miles were made by de Palma also; 2 and 50 miles, Resta; 30 miles, Aitken.

The purse was \$27,000, divided into first, second, third and fourth prizes. The events were for 2, 10, 20, 30 and 50 miles, the winner of each event receiving six points, the second five points, the third four points and the fourth three points. The driver securing the most points was awarded the first prize of \$17,000; next, \$5,000; third, \$3,000; and fourth, \$1,500.

De Palma Consistent

De Palma drove consistently in all the events and usually held second or third place till toward the last, when he sputtered up and passed the others. It is notable that there was not a single stop at the pits for tires or for any other supplies or repairs during the events, with the exception of the cars that dropped out altogether. The track was in splendid shape, the weather was admirable, and this, combined with the small field of starters and the records made previously by all of them,

gave the watchers an inkling that some records would go by the board and they did. During the progress of the events, the crowd was thrilled by daring feats in a bi-plane piloted by First Lieutenant Davis and Second Lieutenant Lockwood from Mineola.

In the first event de Palma was first with Resta second, Mulford third and Duray fourth.

The event started at 3:45 p. m. and a flying start was used in this and all the other events. In this first event, a false start was made the first time, but in all other events, the races managed to get over the line in a bunch. De Palma got over the line a shade behind the others but crawled up on the leaders and nosed to the inside of the last turn and shot over the tape a

car length in the lead. Chevrolet had hard luck at the very first, as he broke his crankshaft when about half way round the oval, and that put his car out of the racing for the day. However, Duray very generously announced that he would allow Chevrolet to drive his (Duray's) car in the 20-mile event. As things turned out, however, this proved disastrous for Duray, as Duray's car only lasted three laps in the 20-mile event and Duray did not get a chance to compete in the 50-mile event at all.

When de Palma broke the record in the first event, the applause was deafening and he had set a pace that made the others look to their laurels. Things did not lag from that time on.

In the second event the finish was de Palma, first; Resta, second; Mulford, third; and Duray, fourth.

Finish Was Close

Mulford took the lead at the start, holding it for the first three laps. De Palma kept right behind him, and on the fourth lap, shot ahead, as did Resta, but Resta was unable to nose out de Palma. All four finished within a distance of 50 ft. and it was anybody's race up to the home stretch of the final lap. De Palma's big stunt seemed to be to keep behind the other fellow, then, with a terrific burst of speed on the backstretch, shoot down to the inside of the bank and beat the others to it.

In the third event the order was De Palma, Resta and Mulford.

This was the only event of the day in which a record was not smashed, de Palma

failing to equal his own record by 1.4 sec. Resta was a good second and Mulford was not far behind. Chevrolet, driving Duray's car, lost rapidly to the leaders in the first three laps and then went out in the fourth with a broken valve. This event was lively all through, as the drivers changed positions almost every lap and kept the crowd on its feet most of the time. De Palma as usual maintained his place close behind the leader and shot to the inside of the bank ahead of Resta in the tenth, keeping first place from then on.

The order in the fourth event was de Palma, Mulford, Resta and Vail.

This was the first event of the day that Vail entered. He had been in a smash at Columbus and in spite of heroic work before and during the early events was unable to tune up his car, and finally gave it up after the fifth lap. De Palma worked his way from last till the tenth lap, when he held the lead to the finish. Resta had not replenished his oil supply before this event started and ran out on the backstretch and had to come to the pits so slowly that his chance was gone and he stayed out. De Palma, after getting the lead, gradually increased it and won by more than a quarter mile.

The field was bunched up close in this event up to the fifth lap, when Vail began to lag, and by the end of the sixth the three leaders led him by 1/8 mile. De Palma pulled into first place in the ninth but then dropped back to third place, which he maintained till the twenty-third lap, when he let her out all the way, crossing just behind the back stretch of the last lap. The leaders lapped Vail in the fifteenth and he dropped out right after this.

Standing of Drivers

Driver and Car	Points	Prize
de Palma, Packard.....	30	\$17,000
Mulford, Frontenac.....	22	5,000
Resta, Resta.....	19	3,000
Duray, Frontenac.....	6	1,000
Chevrolet, Frontenac.....
Vail, Hudson.....

Time of Races

Event	Winner	Time	M.P.H.
2-mile	de Palma....	1:05.6	109.7
10-mile	de Palma....	5:23.8	111.1
20-mile	de Palma....	10:51.6	110.4
30-mile	de Palma....	16:31.2	108.9
50-mile	de Palma....	27:29.2	109.1