



**LOUIS CHEVROLET, WHO MADE WORLD'S TRACK  
RECORD OF 52.15 SECONDS.**

**SCENE AT MORRIS PARK WHEN CHEVROLET WAS MAKING HIS BRILLIANT  
SPEED TRIAL, IN WHICH HE ESTABLISHED A NEW MARK.**

# A WORLD'S TRACK RECORD

## FAST "AUTO" SPEED TRIAL.

### Chevrolet Makes Sensational Mark at Morris Park.

Guiding a 90-horsepower Fiat racer with eye of hawk and nerve of steel, Louis Chevrolet, the daredevil automobilist, covered a mile yesterday afternoon in 52½ seconds at the Morris Park racetrack, thereby breaking the world's record of 52½ seconds for a mile with a flying start, made with the same machine and on the same track on May 20 last. Major C. J. S. Miller, the owner of the record breaking car, was a spectator, and divided the applause with the plucky driver.

The start for the trial was made on the backstretch, well in view of the grandstand. The first time past the stand M. Chevrolet came so fast that he had to shut off the power altogether to make the paddock turn. Had he been able to hold the headway which he thus lost he would undoubtedly have clipped at least two more seconds off the record. As it was, the nery Frenchman took the turn so fast that a cry of consternation went up from the spectators on the clubhouse lawn.

He righted the powerful machine, however, and thundered down the backstretch at a rate of over seventy miles an hour. He was obliged to slow down to take the far turn, but as soon as the car was straightened out for home M. Chevrolet opened the throttle wide. He crossed the finish line at such a tremendous speed that it was with great difficulty that he negotiated the paddock turn, although he shut off the power as soon as he passed the line. The spectators were loud in applause of the feat, but all breathed a sigh of relief when it was over without a mishap.

#### SENSATIONS OF FAST SPEEDING.

Following the breaking of the record, the reporter for The Tribune made a circuit of the track with M. Chevrolet and covered a mile in 59 seconds. For a novice the sensation of such extreme speed is frightful. On the straightaway it seemed like flying. Beneath the speeding car the pulsations of the throbbing motor were nearly drowned by the whistling of the wind which the machine created. The car was a thing of life which answered every move of the rigid figure which guided its destiny with such consummate skill. Now and again the driver glanced at the writer and a smile curled at the corners of his mouth. The reporter realized that it was no time to show the white feather, so he braced anew, took a tight hold of his hat and waited.

In a twinkling the far turn was reached. This is sharp and hard to negotiate. M. Chevrolet assumed a more tense pose and drove straight for the outside rail. To the terrified passenger certain and sudden destruction seemed imminent. Without diminishing the speed of the machine to a perceptible degree the driver suddenly turned nearly at right angles to the left and rushed headlong toward the rail. Again it seemed as if the end had come. Again did M. Chevrolet twist the steering lever in the nick of time. Now he held the flying car close to the rail, and seemed to fairly shave the fence in passing. At last, with a horrible skidding of the wheels the curve was accomplished, and the panting car was dashing down the stretch.

#### A MILE A MINUTE CLIP.

After the experience of the last ten seconds the mile a minute clip, straightaway, was a most welcome relief. The machine was stopped at the stand with difficulty, and the reporter, feeling as if he had passed through the shadow of the valley of death, stepped out of the car, thankful to stand again upon the solid ground. M. Chevrolet, cool and unconcerned, remarked that the "Engine was a little hot or we would have gone much faster." The reporter blessed the engine.

The fine day attracted a large crowd of automobile enthusiasts to Morris Park to see the excellent programme which the Morris Park Motor Racing Club had provided. It was the opening of the national circuit of the American Automobile Association and the second meet of the local club. The beautiful course, which was so long the home of thoroughbred racing, never looked more attractive. Over one hundred automobiles were parked along the rail in front of the grandstand, while the clubhouse lawn was thronged with spectators. Many of the women wore beautiful gowns, but most of the spectators were in automobile costume. The races were started and run off with a promptness which reflects much credit upon the club management. The dust which the racing cars raised was a bad feature, but this was somewhat relieved in front of the clubhouse by sprinkling the track with a new chemical dust killer.

#### WRIDGWAY'S HANDICAP.

The feature next to the record breaking mile was the Morris Park Handicap, three laps, for all classes. Two heats and a final were needed. And three excellent contests resulted. Charles G. Wridgway, driving at 24-horsepower Peerless, won the race from a handicap of 70 seconds. The time of the winner was 4:53.3-5. Guy Vaughn, with a 40-horsepower Decauville, finished second, with a 35 second handicap, while Louis Chevrolet was the third from scratch with the 90-horsepower Fiat. The first heat produced the closest finish of the meet. The starter held the Fiat until the other competitors had almost a lap to the good. Despite this handicap, however, M. Chevrolet picked up several cars in the first lap.

Passing the stand for the first time the Frenchman was going so fast that an accident seemed inevitable, as the dust was so thick ahead that it was almost impossible to see, and

the Fiat was picking up the others at every leap. The big car got through the field safely, however, but the spectators were in suspense until the turn was passed. The handicaps of the limit machines were too great to overcome, and the heat went to Dan Wurgis, with a 32-horsepower Reo, who had 40 seconds handicap. A 32-SS Royal car, driven by William McIlvrid, was second from a 60 minute handicap. The big Fiat thundered in third.

Guy Vaughn won the second heat with a 40-horsepower Decauville. He received a 35 second handicap. The winner of the race finished second in this heat and a 40-horsepower Thomas third. The latter car was not allowed to start in the final.

#### CHEVROLET'S EASY VICTORY.

The five-mile free for all for points in the national motor car championship of America, went to the Fiat, with the Reo second. The time of the winner was 4:48.4-5. M. Chevrolet was never headed. For most of the race the Decauville car was second, but the Reo passed it on the last lap and the Decauville did not finish the race.

The race for the New-York Cup, middleweight class, three laps, was a runaway for the Decauville car, which had only the Reo and a 16-horsepower Cameron as opponents. In this race the Reo skipped explosions badly, while the Cameron was outclassed. The winner moved two feet to one, and won by a lap. The time was 4:24.1-5.

In a special match race, three laps, the 32-38-horsepower Royal was no match for a 40-horsepower Thomas, which took the lead at the start and was never headed. The time of the winner by laps was 1:35, 3:10, 4:44. There were only seven entries for the dealers' handicap, at two laps, and it was run off in one heat. A 12-horsepower Franklin won, with a 14-16-horsepower Knox second, and a 10-horsepower Ford third. The time of the winner was 4:24. There was a protest entered against the second car on a technical violation of the conditions.

Barney Oldfield was a spectator. He said that it was the first time he had attended a meet in three years as a looker-on. After the races Mrs. F. A. Burrelle made a circuit of the track with M. Chevrolet in the Fiat at a smart clip.