

WORLD'S AUTO RECORD AT MORRIS PARK TRACK

Chevrolet, in Italian Car, Goes a Mile in 52 1-5 Seconds.

ALSO WINS CHAMPIONSHIP

Vaughn Beats Reo Bird in Middle- weight Race—Barney Oldfield Wit- nesses His Rival's Triumph.

Louis Chevrolet, who has suddenly come to take his place among the best automobile racers in the world, lowered the world's track record for a mile for the second time within a month yesterday at the Morris Park track. His new time is now 0:52 1-5, beating his own mile track record of 0:52 4-5, made on the same track on May 20. Chevrolet drove the same machine that he used at that time, the ninety-horse-power Italian Fiat car, which has since been purchased by Major C. J. S. Miller. It is the car that was owned last year by William Wallace of Boston, and which the latter drove in the Vanderbilt road race on Long Island.

Chevrolet is a French chauffeur who has been in this country for several years, but he never took up track racing until this season. His performance yesterday stamped him as a cool, daring, and calculating driver, fit to take his place with such intrepid pilots of high-speed racing machines as Barney Oldfield, Bernin, who won a number of races for W. Gould Brokaw last year, but who is now in France, and others who have earned laurels in automobile track racing. Oldfield was present and witnessed his rival's performance with interest. It clips four-fifths of a second from the record of Oldfield.

The new world's record was received with great applause, and the crowd that went to the track to view the contests felt fully repaid by that event alone. As the mile start was made opposite the grand stand and finished in front of the spectators Chevrolet only had the long

wide turn at the upper end of the track to make in his trial. His machine worked splendidly, and the new owner, Major Miller, was as happy as a boy with a new toy all the rest of the day.

Three cars started in the five-mile championship, the first of the National circuit events of the season. Major Miller intended to have started in his small Renault, but, after two unsatisfactory attempts to get the machine working well, he retired. That left Chevrolet, Dan Wurgis, with the Reo Bird, that furnished the sensation at Empire City on Decoration Day, and Guy Vaughn, in his Decauville. As was expected, Chevrolet shot ahead at the start, and there was never any doubt of his victory.

The racing excitement centred in the fight between the two rivals, Wurgis and Vaughn. The latter kept the lead for two laps. Coming around for the third and last time the cars ran neck and neck in passing the grand stand, and just before reaching the lower turn Wurgis shot ahead with a nice burst of speed and distanced his opponent. It was one of the prettiest bits of racing skill of the day. Vaughn, evidently finding some weakness in his machinery or chagrined that second honors were snatched from him, stopped and failed to finish. Chevrolet meanwhile kept increasing his lead and won by nearly a third of a lap in 4:48 4-5, while Wurgis took 5:30. The latter's machine was a thirty-two horse power car competing against a ninety horse power machine.

The biggest event of the day was the Morris Park Handicap at three laps. Sixteen cars started and it was run in two heats and a final. There was plenty of excitement every time the racers turned the narrow lower curve, but although some ran well up on the bank, no accidents occurred. The track was very dusty, but the lower turn had been generously sprinkled so as to prevent skidding, but as the flying vehicles dashed by the cloud of dust was so dense that for several seconds they were absolutely obscured from sight.

The Reo Bird won the first heat in a dashing finish, beating C. A. Duerr's Royal car by a trifle over two seconds, and close behind was Chevrolet, who had started from scratch and made a game fight to catch the leaders. Vaughn, in his Decauville, won the second heat, but the final went to Charles G. Wridgway in his 24-horse power Peerless, while Vaughn was second and Chevrolet third, but one length behind. The Reo car met with difficulty on the final lap and finished last.

About 3,000 persons saw the races, and the parking of the automobiles in the lawn fronting the grand stand added a picturesque and social flavor to the

scene. Most of the owners of machines with their friends remained in their cars, visiting from vehicle to vehicle during the intermissions. The clubhouse lawn was comfortably filled with members and guests. The racing conditions showed considerable improvement over the opening day and the events were run off promptly. The summaries:

Dealers' Handicap, Two Laps, 2.78 Miles.—Won by American Automobile Storage Company's 12 horse power Franklin, driven by Alfred Comacho, 42 seconds. Time—4:24. Knox Automobile Company's 14-16 horse power Knox, driven by Hiram Raymond, 42 seconds, second. Time—4:48 1-5. John Wanamaker's 10 horse power Ford, driven by Frank Dummell, 1:00, third. Homan & Schultz's 24-30 horse power National; Homan & Schultz's 18 horse power Rambler, and C. S. Howard's 10 horse power Pope-Hartford also started.

Trial for Flying Mile.—Louis Chevrolet driving Major C. J. S. Miller's 90 horse power Fiat. Time 0:52 1-5, beating his previous track record of 0:52 4-5.

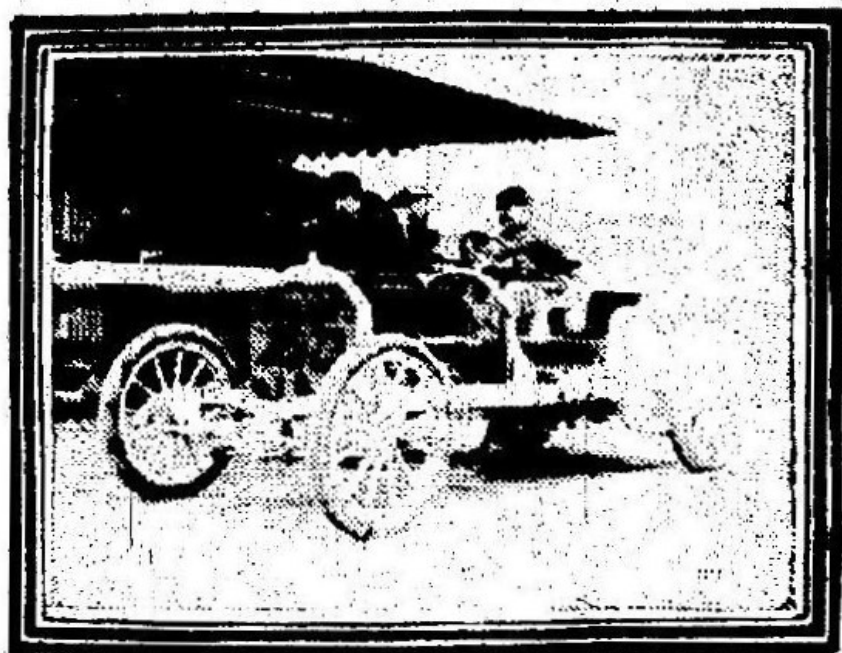
Match Race, Three Laps, 4.17 Miles.—Between C. A. Duerr's 32-38 horse power Royal, driven by William Mellard, and Harry S. Houp's 40 horse power Thomas, driven by M. Roberts. Won by Thomas car. Time—4:44. Time of second car—4:55 2-5.

Five Miles, National Motor Car Championship of America.—Won by Major C. J. S. Miller's 90 horse power Fiat, driven by Louis Chevrolet. Time—4:48 4-5. Reo Motor Car Company's 32 horse power Reo, driven by Dan Wurgis, second. Time—5:30. Decauville Automobile Company's 40 horse power Decauville, driven by Guy Vaughn, did not finish. Middle-weight Class, New York Cup, Three Laps, 4.17 Miles.—Won by Decauville Automobile Company's 40 horse power Decauville, driven by Guy Vaughn. Time—4:24 1-5. Reo Motor Car Company's 32 horse power Reo, driven by Dan Wurgis, second. Time—5:24 2-5. S. Van's 16 horse power Cameron, driven by F. F. Cameron, third.

Morris Park Handicap, three laps, 4.17 miles.—First heat won by Reo Motor Car Company's 32 horse power Reo, driven by Dan Wurgis, (0:40.) time 5:26 1-5; C. A. Duerr's 32-38 horse power Royal, driven by William Mellard, (1:00.) second, time 5:25 4-5; Major J. S. C. Miller's 90 horse power Fiat, driven by Louis Chevrolet, (scratch.) third; S. Van's 16 horse power Cameron, Homan & Schultz Company's 24-30 horse power National, Oliver Light's 9 horse power Cadillac, American Auto Storage Company's 12 horse power Franklin, and Penglou Motor Car Company's 18-25 horse power Penglou also started.

Second heat won by Decauville Automobile Company's 40 horse power Decauville, driven by Guy Vaughn, (0:35.) time 5:23 4-5; Peerless Motor Car Company's 24 horse power Peerless, driven by Charles G. Wridgway, (1:10.) time 5:24 4-5; Harry S. Houp's 40 horse power Thomas, driven by M. Roberts, (0:50.) time 5:35 3-5; Ardsley Motor Car Company's 30 horse power Ardsley, John Wanamaker's 10 horse power Ford, Raymond A. Greene's 15 horse power Locomobile, and Smith & Mahley Company's 30 horse power Simplex also started.

Final heat won by Peerless Motor Car Company's 24 horse power Peerless, driven by Charles G. Wridgway, (1:10.) time 4:55 3-5; Decauville Auto Company's 40 horse power Decauville, driven by Guy Vaughn, (0:30.) second, time 5:08 3-5; Major C. J. S. Miller's 90 horse power Fiat, driven by Louis Chevrolet, (scratch.) third, time 5:00; C. A. Duerr's 32-38 horse power Royal and Reo Motor Car Company's 32 horse power Reo also started in the final.



LOUIS CHEVROLET IN
90 HORSE POWER FIAT