

CHEVROLET'S FLYER PROVES TOO SPEEDY FOR OLDFIELD'S CAR

Louis Chevrolet, driving a Frontenac, defeated Barney Oldfield in a Delarge car in two races out of three Sunday afternoon at the Fair Grounds. Oldfield was scheduled to drive his "Golden Submarine"—a Millet car—against Chevrolet, and did start the oddly-shaped racer, but was compelled to lay it aside because of engine trouble.

All the track records established about six years ago by Ralph de Palma were broken by both the cars of Chevrolet and Oldfield. Chevrolet's Frontenac hung up a new record of 48 2-5 seconds for the mile, and probably would have gone faster if it had been in a race with the "Golden Submarine," supposed to be a speedier car than the Frontenac.

No world's records were broken, and the highest time made was about 72 miles per hour.

The "Submarine" started off well enough for the first race, and led Chevrolet for two miles, when its engine balked, and Oldfield's mechanics were unable to get it going satisfactorily. So the famous driver fell back on his Delarge. The car burned out one of its bearings. He won the first race, which was of fifteen miles, in 12 minutes 37 seconds. The track record was 14:17, made by De Palma in a Fiat.

Chevrolet took the second race easily. It was of twenty-five miles, and the Frontenac covered the distance in 22:19. The track record was 23:52, also made by De Palma. The final race was of ten miles and was another easy victory for Chevrolet in the Frontenac. The time was 8:52 4-5, as against De Palma's record of 9:11 2-5.

A crowd estimated at 5500 saw the races and, though many who expected to see Miss Katherine Stinson fly in her warplane, expressed disappointment because Miss Stinson had left town, the cool-headed driving of Chevrolet and Oldfield created interest.

The first race developed the only close finish, and as Chevrolet threatened to snatch victory in the last quarter-mile, the many thousands cheered wildly.

OLDFIELD WINS FIRST

Nervy driving by Oldfield on the turns won the fifteen-mile race which opened the program. He won the toss of the coin for post position and took the pole. His little green Delarge didn't falter a second in the warm-up mile, and Chevrolet pulled up on even terms as the starter's flag dropped.

Oldfield opened up a big gap in the first lap, the time of which was 54 seconds, but Chevrolet's Frontenac picked up in the second lap and forced Oldfield into a 52-second mile to retain the lead. Oldfield retained his advantage through the third, fourth and fifth, and seemed to take it easy in the sixth, as Chevrolet came around him, turning into the front stretch and forged to the front.

On the turn into the back stretch, however, Oldfield saved ground by skinning the fence early in the turn and when he had pulled up to even terms with Chevrolet carried the Frenchman wide and held him safe throughout the mile. Chevrolet hung within a car's length until the thirteenth, when he dropped back three lengths out of it. On the final lap Oldfield's wide turn coming into the stretch gave Chevrolet an opportunity, and the daring Frenchman, hugging the rail, made a determined effort to overtake Oldfield. He was fast closing in at the end, but was beaten a "hood." The time was 13:37.

In the last lap Chevrolet punctured his left rear tire, or he might have won.

As soon as the dust of the race lifted, Chevrolet made a try to establish a low track record. Ralph DePalma's record of 52 4-5 seconds, made five years ago in a Fiat, was clipped considerably, Chevrolet driving the mile in .51 1-5, with only a mile's warm-up.

FRONTENAC IS BEST

The twenty-five-mile race was next on the program. The Frontenac clearly demonstrated its superiority in this race. Chevrolet, at the pole position, took his car into a ten-yard lead in the first lap and drew out as mile after mile was reeled off. At the end of the thirteenth lap Chevrolet was more than a furlong ahead, and he continued this fast pace through the fifteenth mile, hanging up a record of 18:22 2-5 for that distance. Chevrolet, though retaining his big margin for the last ten miles, didn't crowd his Frontenac too much, and in the final lap Oldfield was just about sixty yards behind. The twenty-five miles was run in 22:19 flat. The track record, held by DePalma, was 23:52.

Oldfield again had the pole in the last race, which was of ten miles, and this advantage kept him in the lead for four miles. Chevrolet was right on the Delarge every step of the way, though, and at each turn from the back stretch Chevrolet attempted to "come through on the rail." Oldfield watched him like a hawk for the four miles, but evidently he grew unwary, for on the fifth mile Chevrolet accomplished the daring feat. Oldfield swerved to the outside fence, and when he finally straightened his car out in the stretch Chevrolet was pounding in front to a clear lead, which he widened during the last four miles into a margin of sixty yards. The time was 8:52 4-5, as against DePalma's mark of 9:15 3-5, the track record.

In the running of the ten-mile race, Chevrolet's Frontenac tore off a mile in 48 2-5 seconds, which is the fastest mile ever seen in New Orleans.

An international, as well as patriotic, aspect was given the race when Crawford H. Ellis presented Oldfield with a big American flag and gave Chevrolet the tricolor of France. Loud and continued applause greeted the two famous drivers as they were introduced and given their pennants.

Despite the dust the many thousands who saw the race obtained views of both racers over the entire route. The big grandstand was filled to capacity and hundreds of automobiles spotted the infield, with thousands more spectators in them.