

AUTO PILOTS SMASH WORLD'S RECORDS; 30,000 SEE RACES

Ralph De Palma Captures Feature Event, but Mulford Carries Off the Big Money.

Three world's records were smashed yesterday when a dozen of the best racing drivers in the world shot around Sheepshead Bay track in 10, 30 and 50-mile events. One of the greatest crowds in the history of the big track, more than 30,000 people as estimated by officials, yelled their heads off as the crack drivers spun around the track.

Ralph Mulford in a Frontenac Special carried off the big money of the day with a first in the International Sweepstakes Thirty Mile, a first in the Special Invitation Ten Mile and a second in the International Sweepstakes Ten Mile. He was well up in the leading bunch in the international Sweepstakes Fifty Mile, when tire and engine troubles forced him out. Ralph De Palma won the big event, the Fifty Mile, with a long lead. Tom Milton nosed out Mulford in the Ten Mile.

There were no accidents of any nature during the racing. The nine ambulances which stood expectantly opposite the judges' stand were used for platforms by enthusiastic nurses and hospital internes. While the races were going on, three passenger planes looped and spiraled over the field, doing stunts that very often took the attention of the spectators off the autos.

Milton Makes World's Record.

In the first race, the Ten Mile Sweepstakes, Tom Milton finished with a world's record. His time was 5:20.2. Previous records for the ten-mile, Class E, non-stock, 300 cubic inches displacement were 5:57.8 by Louis Chevrolet and 5:23.8 by De Palma in his Packard on the Sheepshead Bay track on August 17, 1918.

The 30-mile record was broken twice during the afternoon. In the 30-mile race, Mulford finished 16:20.6. At the 30-mile stage in the 50-mile race, De Palma clocked in at 15:53.6. De Palma held the two previous records for the event. On August 18, 1917, he made 16:35.6 in his Packard in a match race against Louis Chevrolet and Barney Oldfield. On August 17, 1918, he lowered his mark to 16:31.2.

The 50-mile record fell with a mighty smash when De Palma chopped more than 34 seconds off the mark made by Louis Chevrolet in a Frontenac at Sheepshead Bay, September 22, 1917. Chevrolet's mark was 26:57.3; De Palma's was 26:23.2.

Those who lined up for the International Sweepstakes Ten-Mile were: Dario Resta in a Resta Special, Ralph Mulford in a Frontenac Special, Joe Thomas in a Mercer Special, Ralph De Palma in a Packard Special, Tom Milton in a Deussenberg Special, Denny Hickey in a Stickel Special, Ira Vail in a Hudson Special and Ray Howard in a Peugeot Special. Louis Chevrolet, Dave Lewis, J. M. Reynolds and Ray Howard did not start. Milton took the lead and kept it, with Mulford at his wheel all through the five laps. They finished: Milton, Mulford, Dario Resta, Ralph De Palma and Ray Howard.

Mulford Finishes on a Flat Tire.

Mulford kept the lead all through the Thirty-Mile International Sweepstakes, but he barely won because he finished on a flat tire. Ralph De Palma and Dave Lewis trailed Mulford all the way through the 15 laps. Joe Thomas was fourth. Louis Chevrolet had bad luck in all the spins. In the 30-mile, he was forced out on the second lap with a broken valve. Resta smashed two spark plugs in the second frame. Mulford led a close field until the eighth lap when he shot ahead on the stretch and won by nearly a mile.

The Twenty-mile Special Invitation race was taken off the program and a 10-mile run with all entries in the first ten miles eligible was run instead. Mulford, Thomas, De Palma, Milton, Lewis and Boyer started. Mulford, Boyer, De Palma and Lewis fought it out. Mulford and Boyer had the right of way all along and finished one-two. The fight for third was one of the hottest seen on the track. De Palma finally nosed out Lewis with Boyer trailing the pack. Tom Milton dropped out in the second lap. Time, 5:24.1, the only non-record of the afternoon.

A Wonderful Race.

The International Sweepstakes Fifty Mile was a wonderful race. From the word "Go!" the drivers showed that they were as scrappy as they could be. In the first few laps Mulford, De Palma and Boyer, with Lewis somewhat behind, fought it out. Joe Thomas and Ira Vail came on behind. Resta went out in the second lap. Vail in the third and Milton in the sixth. The first four cars were bunched as tight as they could be without colliding. Joe Thomas and Denny Hickey hung on in the rear. They were lapped three times, but finished well up because the other cars were forced out.

In the seventh frame De Palma took the lead. He gradually crept ahead with Mulford, Lewis and Boyer roaring away in a pack right behind. Nearly every lap, the places changed, but De Palma always kept the lead. It seemed that De Palma was good on the long stretch and Mulford picked up at the last bank. In the ninth frame, Mulford was seen to go to pieces. His tires had been bothering him all along and a flat one put him out of the running. When he crept up to his pit he was given a big round of applause.

The best race of the day was between Lewis and Boyer. While De Palma increased his lead at the half-way mark with Mulford out, they fought for second place. At the finish De Palma was a mile in the lead with the spectators standing on the seats yelling as they yelled for him all afternoon. Boyer and Lewis came around the track neck and neck. A hundred yards from the finish line, Lewis shot a few feet ahead and nosed out Boyer. Thomas was fourth and Hickey fifth.

De Palma and Mulford were the favorites of the day. They were cheered whenever they passed the stand. One of the amusing incidents of the day occurred shortly after 4 o'clock when one of the fire guards dropped a cigarette butt and caused a fire in the stands. The firemen trotted out a hose, but its range proved to be about eight inches. The fire was extinguished without any damage.