

## AUTO RECORDS FALL

### DE PALMA'S DARING DASH.

*Old Marks Shattered in Start of the  
Twenty-four-Hour Race.*

#### FIFTH HOUR SCORE IN TWENTY-FOUR HOUR AUTOMOBILE RACE.

No.	Car.	Driver.	Miles.
1	Renault	Strang	265
2	Simplex	Robertson	260
3	F. I. A. T.	Capra	237
4	Thomas (6)	Roberts	236
5	Lozier	Mulford	228
6	Cleveland	Chevrolet	231
7	Renault	Bloch	221
8	Zust	Post	174
9	Thomas (4)	Martin	158
10	Acme	Patchke	143
11	Stearns	Marquois	131
12	Allen-Kingston	Lanwell	128

Previous best score, 237 miles.

More than three thousand men and women sat or stood or stamped about to keep warm long after the time for curfew at the Brighton Beach track last night to watch the beginning of the second twenty-four hour automobile race of the Motor Racing Association. Despite the stinging wind that whipped in from the ocean the crowd soon warmed up as the cars rushed by. In the preliminaries before the big event, which will not end until 10:30 o'clock to-night, the spectators had seen the mile track record smashed by Ralph De Palma in a Fiat Cyclone, and they had witnessed the triumph of the placid, cigar chewing Barney Oldfield in two of the afternoon events. Also, as a sort of overture to the twice 'round the clock race, two of the cars that were being tried out for it collided, and were so badly mugged up that they could not be entered.

By 2 o'clock yesterday afternoon, when the races were scheduled to start, there were probably close to four thousand persons at the track, and, although the sun was shining, most of the visitors were dressed for winter weather and were not uncomfortable. The first event, fortunately, served as a bracer, for it was the mile time trial, and Ralph De Palma beat the best previous record by 14.5 seconds, making the distance in 521.5 seconds. In the half dozen other afternoon events Barney Oldfield, with his Stearns car, and his inevitable unlighted cigar and his old linen surtout, added to his record by carrying off first honors in both the races in which he started—the fifty-mile race and the five-mile race.

Several of the cars for the big race were being driven around the track, and Tom Moore the official starter, noticed that the Garford car, entry No. 1, was at a standstill opposite the exit of the paddock. He ordered it back, and, as he afterward described it, Ed Young and Bach, who were in the car, turned around with a wide swing and made for the entrance. Just then the Lozier No. 1, with Michner driving, tore down the track. Moore shouted to the Garford's crew, but they did not hear, and in the fraction of a second the Lozier's right rear wheel had side-wiped the left rear wheel of the Garford. The Lozier's wheel was ripped off, and the car would undoubtedly have turned turtle save for the skilful driving of Michner, who turned in toward the fence and thus counterbalanced the drag until he managed to stop, about one hundred yards further on. Both cars were so torn and wrenched that repairs were out of the question, and they were withdrawn from the list. When the news first reached the dinner seeking crowd the report was that both drivers had been injured. The surprise was even greater when the fact was learned that the men had escaped without even a bruise.

The big Simplex car took an early lead once the big race was on, and at the end of the second hour had covered 166 miles, which was four miles better than the old record.

In the fourth hour Lewis Strang began to make good his promise to some of his friends that he felt he was going to hit the high places exclusively. At 20 miles his Renault No. 5 was leading, and the time was 3 hours 46 minutes and 37 seconds. This left the Lozier second, the Simplex third and the big Thomas fourth. After the collision of the Simplex with the Stearns in the third hour the Simplex lost the lead it had held from the start.

About 12:35 o'clock the Lozier car, with Harry Cobe at the wheel, had its front right tire punctured and the car smashed through the outside fence on the lower turn just before it reached the home stretch. The car smashed three fence posts and stopped in the ditch on the inside of the fence. The car was pulled out of the ditch and the Lozier men got it going again in about fifteen minutes. Neither Cobe nor his mechanic was injured.

The short races in the afternoon furnished lots of excitement. Barney Oldfield, in the six-cylinder Stearns car, covered himself with glory by coming in first in two of the contests. He won, by almost a mile the fifty-mile race, which was looked on as the chief contest, in 50 minutes 43 seconds. A field of six started in this contest, second place going to the four-cylinder Stearns car driven by Sewell, with Steinmetz, in a Mercedes car, third, some distance behind. The other starters were Kilpatrick, in the Hotchkiss; Pepperday, in a Mercedes, and Howard, in the P.-S.

Oldfield held the lead from the start of the race, and his clever driving called forth round after round of applause.

Oldfield was again victorious in the five-mile race for six-cylinder stripped stock cars, in 5 minutes 30.5 seconds. Only three cars started in this contest, the Hotchkiss, driven by Kilpatrick, being second, and the Palmer-Singer, driven by Howard, third.

In the five-mile free-for-all Oldfield withdrew in the fourth mile. Three cars started in this contest, first prize, \$200, going to the Fiat Cyclone, driven by Ralph De Palma, with the Fiat Tornado, driven by George Robertson, second. The time of the winning car was 4:46.3-5. De Palma again came in first in the ten-mile free-for-all in 9 minutes 45 seconds. Of the other two starters in this contest, the Fiat Tornado broke a gasoline pipe in the second mile, while the Mercedes was withdrawn.