

TWO "AUTO" RECORDS GO.

BASLE BEATS OLDFIELD.

New Mile and Steam Time Established at Morris Park.

By train, by automobile, afield and afoot, all roads led the patrons of the steam and gasoline racing car yesterday to the new automobile track at Morris Park, the first of its kind in America and the best of its kind in the world, for so it proved yesterday, when ten fast contests were run on it without an accident. Better still, two world's records were broken. It was the opening automobile race meeting of the Morris Park Racing Club.

Barney Oldfield's mile track record of 53 seconds was broken in a splendid burst of speed by the French driver Louis Chevrolet, who covered the distance in 52 4-5 seconds, driving a 90-horsepower machine. The steam car record of 57 seconds, made in Providence in 1904 by Louis S. Ross, was broken by Webb Jay, in his 15-20 White car, by four seconds.

Better weather conditions could not be imagined. The bright sunlight from an almost cloudless sky brought out in strong relief the beautiful greensward against the broad expanse of yellow track, stretching to the right and left. A strong breeze from the northwest made it chilly in the shady spots, but in the sunlight it was pleasant enough.

PUBLIC TAKES AN OUTING.

It was a glorious day for an outing, and the dear public, in its best bib and tucker, seemed to appreciate the fact, for it swarmed into the grandstand, the boxes, the clubhouse and the field until at least six thousand, with the racing spirit running riot in them, were ready to be entertained when the bugle sounded for the first race.

Cars of all sorts and conditions were backed up on the lawn in front of the clubhouse, each having brought its quota of enthusiasts. Commodore Frederick G. Bourne of the New-York Yacht Club and the Automobile Club of America, with his party, was one of the first arrivals. Then there was Colonel William Jay, of coaching fame. Mr. and Mrs. Oliver Harriman and Mr. and Mrs. Arthur Iselin brought some friends, and so did Arthur Curtiss James and Mr. and Mrs. Robert Lee Morrell. Mr. Morrell, who is chairman of the racing board of the American Automobile Association, was honorary referee for the day's contests.

Baron De Brue came in a gorgeous red car, and so did General and Mrs. McCoskry Butt. Mr. and Mrs. George R. Sheldon, Mr. and Mrs. E. R. Thomas and Mr. and Mrs. W. D. F. Bestwick were among the early arrivals. Then there was Mr. and Mrs. Frank Fullgraff and Eugene Van Schalck. George Ahrents, who was injured at the Long Island race, was there, with Mrs. Ahrents; also Mrs. and Miss Haggarty, E. B. Gallaher, Howard Dietz, George Phillips and Fred Glassup. All came in special cars in time to see the opening contests.

OLDFIELD AND HIS GARB.

It was in the trials for the flying mile—the first race called—that the records were broken. At that time every point of vantage on the far side of the track was pre-empted, even the gable ends of the stable roofs having their quota of sightseers, while the long fence over against the starting post was fringed with spectators. Odd, indeed, were the costumes of the drivers of the various cars entered, but the most picturesque figure on the track was Barney Oldfield. He was waiting for the word to jump into his flyer, a Peerless car, in this race, and his famous Green Dragon in the others. His costume matched the cars he drove. It was a green halze Norfolk jacket with wide sleeves and fitting tight about his neck. He wore wide fitting yellow trousers and chewed a half smoked cigar. A pair of goggles were pushed up on his forehead.

All eyes were on Referee A. E. Pardington when he gave the signal for the start from the chute in the backstretch. "They're off!" was the cry, as five determined drivers sent their machines flying away in the race against time. They were Barney Oldfield, Charles Basle, Louis Chevrolet, Webb Jay and Walter Christie. A murmur of applause arose as the daring drivers passed the grandstand. It grew into a note of alarm as they reached the far turn and went skidding around it at a sixty mile gait, emerging a moment later from the clouds of yellow dust to straighten out for a long stretch to the finish.

RECORD GOES IN A DUST CLOUD.

Until that turn was made, not even the judges realized that two world's records were being broken. With a roar that could be heard a quarter of a mile away, the machines, with Chevrolet's big F. L. A. T. in the lead, came tearing through the yellow lane and across the finish line. Webb Jay was a close second and Charles Basle third. The throng in the grandstand and field were too astonished to stir until Peter Prouty announced the time and the fact that two world's records had been broken, and then they broke loose in an old time cheer. Chevrolet had beaten the record by 1 1-5 seconds, his time being 52 4-5 seconds. Jay beat the steam record by 4 seconds.

The next race, the Corinthian mile, with a flying start, in which the drivers must be owners and amateurs, brought out two 60 horsepower Mercedes machines. Richard Stevens won in 1 minute 9 seconds, George I. Scott being second, in 1 minute 21 1-5 seconds. The time was regarded as good for amateurs, considering the fact that the track was new to them. Notwithstanding the track had been liberally oiled, the dust flew in clouds behind the flying cars, especially at the turns, where the second car was often lost in the dust clouds of the leader.

Now came the first match race, between Barney Oldfield, in his Peerless Green Dragon, and Charles Basle, in his 90 horsepower Mercedes. Every one felt this was to be the hardest contest of the day, and they were on edge with expectation. It was a pursuit race, four times around the track, with a flying start. Basle started at the beginning of the mile at a white flag post on the far side of the track, and Oldfield at the backstretch.

Travelling at a seventy mile an hour clip, Basle came flying past the grandstand on his first round. Hugging the rail at the turn, his car jumped badly over some lumps, and then straightened out for the run to the far turn, with Oldfield trying in vain to catch him. The gap widened instead of lessened as the pair went flying around the oval the second and third times.

Oldfield was plainly beaten when the last lap began, and Basle finished the five miles in 5:34 3-5, Oldfield's time being 6:06 1-5. Oldfield also lost the second heat of this match with Basle, his time being 6:02 2-5 and Basle's 5:58 4-5. Oldfield told the judges that he thought he had done very well, considering that his was only a 50 horsepower machine, and not a 90 horsepower, as announced on the programme. His new Green Dragon, which is to be ready by July 1, will be a 90, he said.

Guy Vaughn, driving a 40-horsepower Decauville car, won the two-mile race with a flying start, in 2 minutes 31 3-5 seconds. Major C. S. J. Miller, in a 30-horsepower Renault, was second.

EXCITING FINISH IN HANDICAP.

The contest that worked the crowd up to the top notch of enthusiasm was the Morris Park handicap of five miles, open to all classes, and with Barney Oldfield barred. The four entries were A. S. Winslow, driving his 9-horsepower Cadillac, with a handicap of 4 minutes 15 seconds; Guy Vaughn, in a 40-horsepower Decauville, with a handicap of 7 seconds; Alfred Camacho drove a 12-horsepower Franklin, with a handicap of 1 minute 19 seconds; M. Roberts drove a 40-horsepower Thomas for Harry S. Haupt, with a handicap of 24 seconds, and Webb Jay drove his own 15-20 White machine from scratch.

Camacho had won the first heat and Roberts the second, and when it came to the final the crowd was ready for the exciting race that followed. Webb Jay's car passed Guy Vaughn's on the first lap. Winslow kept his machine going so well that he won, in the good time of 8:22-5. But the plucky race of the scratch man, Webb Jay, with his big white car, came in for the biggest share of the applause.

The free for all three mile race, with a flying start, for a \$100 trophy, had four entries, and it was an exciting contest from start to finish. Louis Chevrolet, the French driver, who broke the record in the mile race, also won this one in a 90-horsepower Fiat car, after a splendid race against Webb Jay, in his White car, and Charles Basle, driving Bowden's 90-horsepower Mercedes. Chevrolet passed Jay on the second lap opposite the grandstand. He had already passed Basle on the first lap. The latter then dropped out, leaving the race to Jay and Chevrolet. The latter won in 2 minutes 51 4-5 seconds. This was the final match of what all agreed had been a most successful meet.

The officials for the day, who successfully managed the meet, were: Referee, A. R. Pardington; judges, A. G. Batchelder, S. A. Miles, Winthrop E. Scarritt; timers, S. M. Butler, F. G. Webb, Robert Stoll; starter and clerk of the course, F. J. Wagner; assistant clerk of the course, Robert E. Fulton; scorer, Louis R. Smith; umpires, Lawrence Abraham, Charles T. Earl; announcer, Peter Prouty; handicappers, E. T. Birdsall, Rollin H. White and A. L. Riker.