

CHEVROLET BREAKS 100-MILE RECORD

**Captures Auto Derby at Sheeps-
head Speedway in Fast
Time of 54:17 1/8.**

NO ACCIDENTS IN RACE

**Winner Makes No Stops and Leads
Nearly All the Way—Crowd of
35,000 Watches Speeders.**

Order of Finish.

- First—Gaston Chevrolet, Frontenac Spec'l.
- Second—Howard Wilcox, Peugeot Special.
- Third—Dave Lewis, Meteor Special.
- Fourth—Eddie O'Donnell, Deussenberg Sp'l.
- Fifth—Ira Vail, Hudson Special.
- Sixth—Denny Kickey, Stickel Special.
- Seventh—Joe Thomas, Mercer Special.
- Eighth—William Vetere, Special.

Chevrolet's time—54 minutes 17 1/8 seconds. New world's record for 100 miles.

Leading the 100-mile automobile derby at Sheepshead Bay for practically the entire distance, and making no stops, Gaston Chevrolet in his Frontenac Special clipped three seconds from the world's record, winning the event with a time of 54 minutes, 17 1/8 seconds. Howard Wilcox, driving a Peugeot Special, finished second, nearly three laps behind the winning car, and Dave Lewis piloted his Meteor Special into third place. In winning the event Chevrolet captured the first prize of \$4,000, with \$2,000 going to the second car, \$1,200 to the third, and the remaining \$2,800 being divided among the other five drivers. Thirty-five thousand enthusiasts cheered the victor.

There were eleven starters and eight finished. Gaston Chevrolet, in setting a new non-stop 100-mile record, lowered the time made by his brother, Louis Chevrolet, over the same course on Sept. 22, 1917. Chevrolet in yesterday's race had no car trouble, and though he was hard pressed by Joe Boyer in another Frontenac machine early in the race, after the latter car dropped out he never had to exert himself.

The individual race between "Howdy" Wilcox and Ralph De Palma was contested only for one heat, as De Palma's Packard Special broke a cylinder and was neither able to take part in the 100-mile event nor the last two heats of the 30-mile contest. In the first heat, after racing wheel to wheel with De Palma for more than four laps, Wilcox shot ahead within a quarter of a mile of the finish, winning the contest by less than two feet. The judges first announced that De Palma had won, but De Palma told them that he, himself, knew that Wilcox had shot ahead of him a fraction of a second before crossing the line, and the decision was reversed, the match going to Wilcox. In order to get the forfeit posted Wilcox put his car through a solo race after the 100-mile contest.

Chevrolet Off in Lead.

In the 100-mile race the cars lined up with Joe Thomas drawing the inside post of the first line, and Ira Vail, in his Hudson getting second place, Dave Lewis's Meteor next, followed by an Aetna Special and Denny Hickey's Stickel. William Vetere had the post of the second line, followed by Joe Boyer's Frontenac, Gaston Chevrolet in the same model car, and Howard Wilcox. Tommy Milton and Eddie O'Donnell in Duesenbergs formed the third line when the start was made.

Chevrolet took the lead immediately, and completed the first lap three yards ahead of Joe Boyer. In the second lap he kept the same distance to the front, but Lewis, as a third man, had joined the pair which was buzzing around the big wooden oval, a full quarter of a lap in front of the field of racers. The Aetna Special was forced out in the third lap with engine trouble, and Milton went to the pits because of tire trouble at the start of the third round.

Chevrolet and Boyer were fighting for the lead at the end of the tenth mile, with the Frenchman's Frontenac ahead of its running mate driven by Boyer. Howard Wilcox, who had been forced to the pits to change a tire, came back into the race, after losing a lap, and was making a game fight to regain his position with the leaders.

At the end of the fifteenth lap, Boyer and Chevrolet were far to the fore of the field of cars, Boyer taking the lead for more than a lap. Dave Lewis, who had been forced out of the race, returned and was speeding his car in order to regain his place.

From this time on the race narrowed to a fight between Chevrolet and Boyer, and when the latter was forced to go to the pits in the thirty-third round because of engine trouble, and did not re-enter the contest, the race was a romp for Chevrolet, who did not let his Frontenac do top speed for the remainder of the contest, and still was able to shatter the record. The remarkable part of his race is that he did not stop at the pits for repairs, while every other car in the race spent some time there. Had De Palma been able to enter the contest, and had Boyer and Wilcox been able to run through the race without going to the pits, the result might have been different, and even more time clipped from the record.

Boyer Forced to Quit.

The time at the end of the 30-mile mark was 16 minutes 15 3/5 seconds, with Joe Boyer leading, and Chevrolet following a few yards behind. At the 60-mile mark, after Boyer had been forced to drop from the race, Chevrolet was leading, with a time of 44 minutes 15 seconds. Joe Thomas was second at this point, but was more than a quarter of a lap behind the leader. Chevrolet was more than three laps ahead of the field when the black and white checkered flag was waved to his car. The remainder of the group was well scattered, Vetere completing his final lap nearly nine minutes after Chevrolet had passed the last line.

In an effort to break the two-mile motorcycle record Lieutenant Arthur Chappelle drove his buzz wagon around the track at a rate of two miles in 1 minute 32 seconds, failing to touch the record, which is 1 minute 15 seconds. In Wilcox's second heat of the solo race he did ten miles in 5 minutes 23 18-100 seconds, and Dave Lewis, who staged an exhibition after the contest, covered the same distance in 5 minutes 45 seconds.

It is estimated that more than 35,000 persons saw the races. The crowd cheered loudly when the fight returns were announced, favoring Dempsey, and when the final round was announced the shouting was frantic. During the race the audience did very little cheering, taking the races in a cold, business-like way, and did not even give Chevrolet a congratulatory cheer when he stepped to the timers' box to learn that he had broken the 100-mile non-stop record.

No Accidents in Race.

An unusual feature of the race is that the pretty, white-lined ambulances about the race track did not serve as taxis to injured drivers, as none of the participants in the contest received any mishap. Ray Howard, who suffered a fractured skull and both legs and right arm broken, when his car upset while it was speeding more than 110 miles an hour on the track in a tuning trial Thursday, was reported to be improving late yesterday afternoon. His mechanic was killed instantly. Both occupants of the Peugeot machine were thrown when a steering arm snapped as the machine was mounting the bank at one of the track ends.