

MARMON CAR WINS; DEATH MARKED RACE

Ray Harroun Pilots Winning Auto
in Indianapolis 500-Mile Inter-
national Sweepstakes.

MECHANICIAN DICKSON KILLED

Many Drivers Injured and Cars
Wrecked in Exciting Contest—Lo-
zier Second and Fiat Third.

Special to The New York Times.

INDIANAPOLIS, Ind., May 30.—Ray Harroun driving a Marmon car won the 500-mile International Sweepstakes to-day at the Motor Speedway. Ralph Mulford at the wheel of a Lozier was second, and D. Bruce-Brown in a Fiat was third. The winner's time was 6 hours 41 minutes and 8 seconds. More than 80,000 enthusiastic spectators shouted encouragement to the forty pilots that started the race, and with unflagging enthusiasm cheered the leader in the last laps of the contest and watched the cars travel around the course to decide minor honors.

The death toll of the race was one mechanician, while several were badly injured. The most serious accident of the day was in the thirtieth mile of the race, when S. P. Dickson of Chicago, mechanician for Arthur Greiner, driving an Amplex, lost his life. The accident occurred on the back stretch, when one of the front wheels of the car flew off. The car twisted and hopped about the track, hurling Greiner and Dickson from their seats. Dickson was thrown against a fence 20 feet from the car and terribly mangled. He was killed instantly. Greiner was knocked unconscious, but escaped with a fractured arm.

Throughout the thrilling contest a series of succeeding accidents kept the immense crowd in a state of fearful expectancy and kept thousands of eyes strained on the track for a fatal collision that seemed imminent whenever several cars flashed close to each other. Considering the rapidity with which the accidents followed during the early hours of the race it was surprising that more serious trouble did not follow. The men injured in the mishaps were as follows:

Davis Lewis, mechanician for Teddy Tetzlaff, (Lozier,) right leg broken near hip.

Harry Knight, driver of Westcott, breast bruised and possibly internal injuries.

John T. Glover, Knight's mechanician, body bruised.

Bob Evans, mechanician for Jack Tower, (Jackson,) body bruised when he leaped from car.

John Wood, mechanician for Joe Jagersburger, (Case,) run over and bruised after leaping from car.

The race was for a purse of \$25,000 offered by the Speedway management, and nearly \$15,000 in special prizes from various manufacturing firms. Harroun won the first prize of \$10,000, and several of the other special prizes, including the Dorian Rim purse, offered to the winning driver if his car was equipped with Dorian rims. In all, Harroun's winnings will aggregate nearly \$15,000. Among the other special prizes were those given by the Remy Electric Company, Bosch Magneto Company, and Columbia Lubricants Company.

The crowd was too big to be controlled by a company of militia, and hundreds of special policemen were posted about the grounds. The spectators swarmed across the infield when Dickson was killed and pressed close about his body and that of the unconscious Greiner. Soldiers had to club their guns to clear a space for the surgeons when the ambulance arrived. The throng went wild with excitement after the first accident, and rushed back and forth over the field when the other accidents were reported from one point or another around the two-and-one-half-mile track. In the stands the men and women were on their feet for hours, cheering their favorites and exclaiming with apprehension when cars scraped each other or ran off the inner edge of the track.

A new record was established by Bruce Brown at the 150-mile mark, when his car was timed in 1:59:12, as against Dawson's old mark of 2:01:00. Harroun took the lead in the 190th mile. Then cars began to cast tires, burned out by the fierce grind over the brick pavement. Steering gears began to give way. In front of the grand stand Jagersburger's Case car got away from him and switched back and forth across the track. Wood, the mechanician, leaped out and fell. The car passed over him. The other cars were rushing on him, but all swerved safely by as he rose and staggered from the track, except Harry Knight's Westcott. This car plunged to the inner fence, threw out Knight and Glover and careened against Herbert Lytle's Apperson, turning it over.

When the race was half over Louis Disbrow's Pope-Hartford threw a tire at the entrance of the home stretch and swerved in front of Tetzlaff's Lozier. In the collision the rear wheels of Disbrow's car were torn off and the Lozier turned turtle. Tetzlaff's mechanician was caught under the car and his leg broken. The other racers settled to more fixed positions in the grind and the roar of the motors belching flame and smoke from the exhausts of the scorched engines aroused the cheering multitudes in the grand stands and bleachers to a high tension. A woman in a box fainted and fell from her chair. The incident almost caused a panic in the nervous crowd. Hysterical screams of women started another small stampede in the grand stand when Burman's Benz cast a tire into the air and over the retaining wall.

As the race proceeded, however, accidents almost ceased, and the spectators became hardened to the excitement. Harroun kept in front, earning shouts of encouragement. When he swept into the homestretch on his last lap and Starter Wagner gave him the finishing flag, the speedway enclosure rang with applause that drowned the loud barking of the seemingly ceaseless motor explosions.

A study of the complete score card for the race, shows that not more than eight of the forty cars were in the lead at any stage of the long grind. These were Ray Harroun, Marmon; Ralph Mulford, Lozier; David Bruce-Brown, Fiat; Spencer Wishart, Mercedes; Ralph de Palma, Simplex; Fred Belcher, Knox; John Altken, National, and Teddy Tetzlaff, Lozier. Of these Aitken and Tetzlaff were forced to withdraw by accidents.

At the end of the first 100 miles Bruce-Brown led, Mulford second, and Tetzlaff third. At 150 miles Harroun had come up from the trailers to second place. At 200 miles Harroun took the lead, which he held to the end. At 200 miles Bruce-Brown was second and Mulford third. At 300 miles Mulford was second and Bruce-Brown third. At 400 miles, at 450 miles, and at the finish it stood Harroun, Mulford, and Bruce-Brown. But in between these last three points Bruce-Brown and Mulford see-sawed for second place until not even the Judges were certain until the last lap who would take it.

Bruce-Brown and Mulford were at all stages of the race contenders for the lead, and a delay of more than tire changing time by Harroun would have meant certain loss of the contest. Toward the end of the race the three leaders were little more than thirty seconds apart. All three handled their cars in masterly fashion. Mulford lost considerable time through tire trouble, and Bruce-Brown was off the track more times than Harroun.

As a curtain-raiser Bob Burman was crowned as the "Speed King." The crown presented by the Firestone Tire and Rubber Company was of elaborate workmanship, made out of solid gold and lined with purple velvet.

The first ten men to finish the race, with their winnings, follow:

Name	Car	Prize
Ray Harroun.....	Marmon,	\$10,000
Ralph Mulford.....	Lozier,	5,000
D. Bruce-Brown.....	Fiat,	3,000
Spencer Wishart.....	Mercedes,	2,000
Ralph de Palma.....	Simplex,	1,500
Charles Mertz.....	National,	1,000
W. H. Turner.....	Amplex,	800
Harry Cobe.....	Jackson,	700
Fred Belcher.....	Knox,	500
Hughie Hughes.....	Mercer,	500
Total.....		\$25,000

In addition to this sum, in gold, the leading ten drivers shared in a distribution of side prizes, given by accessory makers, amounting to nearly \$15,000. The drivers of the ten leading cars will also receive bronze plaques from the speedway management.

Used Motor Cars advertised
in The Times have the
added attraction of reliabil-
ity. See next to last page.